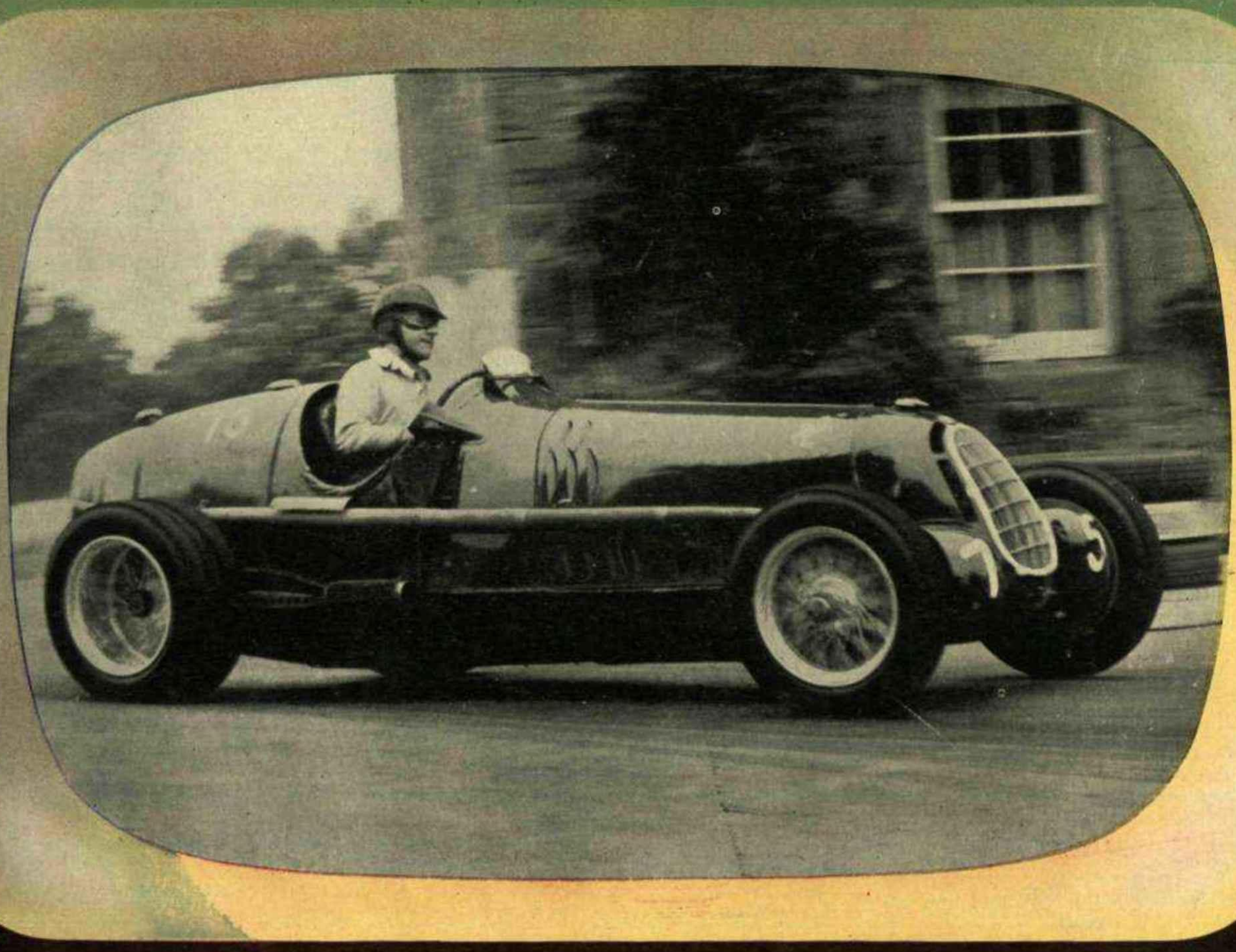
Vol. XXVIII. No. 8 EIGHTEEN PENCE August, 1952

MOTOR SPORT

Speed



Most successful drivers on road or track stake life and reputation on Ferodo Brake Linings, confident in their utter dependability. Hence Ferodo's long and ever increasing list of racing successes.

Follow the Expert—fit

FERODO

BRAKE LININGS

FERODO LIMITED · CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

94 successes from 130 international races

94 placings 1st 2nd & 3rd
fastest time of day
& new class records
were obtained on complete
or part GIRLING
installations during
the 1951 season

GIRLING
THE BEST BRAKES IN THE WORLD
ARE WAY OUT AHEAD



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

H. M. BENTLEY & PARTNERS

LIMITED

9, ALBEMARLE STREET, W.1

GROSVENOR 5551



SPARES AND MAINTENANCE

1950 JAVELIN-DE-LUXE Saloon, finished in black with brown leather, fitted H.M.V. radio, and in new condition. Guaranteed for six months, £895

at our SERVICE DEPARTMENT: 22-23, GROSVENOR CRESCENT MEWS, HYDE PARK CORNER, S.W.1

SLOANE 3094

B·M·W

BAYERISCHE MOTOREN WERKE

HALL OF BALHAM LTD.—THE B.M.W. SPECIALISTS—OFFER

Engines, Radiators, Shells, Gearboxes ZF and Hirth, Rear Axles, Cases, Front and Rear Springs, Clutch Plates, Steering Wheels, Road Wheels, Tyres and Tubes, Brake Cables, Re-Metalled Con-rods, Standard and O.S. Rocker-shafts, Rockers Springs, Camshafts, Crankshafts (Re-ground) Cylinder Blocks, Re-sleeved Radiator Shutters, Bumpers, Front and Rear Wings, Bonnets, Bosch Horns, Seats, Etc., Etc., Etc.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SPECIAL OFFER

328 B.M.W. SPORTS 2 STR.

100 m.p.h. PLUS A SUPERB PERFORMANCE FROM A SPECIAL ENGINE, OUTSIDE MANIFOLD, ALLOY BRAKE DRUMS, REAR WHEEL SPATS, ALL TYRES NEARLY NEW, COLOUR BLUE AND CREAM

ANY DEMONSTRATION OF THIS MAGNIFICENT MOTOR CAR WITH 100% PERFORMANCE

★ **£750** ★

Cylinder Heads, Valves, Springs, Guides, Water Impellers, Oil Pumps (All Types), Bosch Starters, Bosch Dynamos, Distributors, Prop-shafts, Half-shafts, Cases, Diff-assemblies, Brake Drums, Brake Shoes, All Types of Bodies, Chassis, Speedometers, Oil Gauges, Coils, Rocker Boxes, Fans, Body Fittings, Windscreens, Bosch Wipers, Door Handles and Window Frames complete with Glass, Head Lamps, Side and Rear Lamps, Shock Absorbers (Most Types), King Pins, Bushes, Bearings, Etc.

187-189 HIGH STREET · TOOTING · S·W·17 · BALHAM 7855

STONEHAM

F. & E. STONEHAM
1-3, STATION BLDGS
NEW BRIDGE ST.
LONDON, E.C.4
CENTRAL 1859

NOW OUT——DON'T DELAY——SEND TODAY

RALLIES AND RACES, by W. Leonard. (The Adventures of Gatsonides.)
In this book William Leonard tells the inside story of the life and adventures of the very well-known Dutch driver Maurice Gatsonides, who has competed in nearly every type of motoring event, often at the wheel of a British car. Price **19s. 3d** post free

AND OF COURSE — THE RILEY NINE MANUAL, by J. A. Robson. Price **9s.** post free

COMING SOON——RESERVE YOUR COPY NOW

TUNING AND MAINTENANCE OF M.G.s, by Philip Smith.
Anxiously awaited, this book deals pretty well completely with most of the types of M.G. cars from the o.h.c. engine to the TD. Specially intended for the owner driver who wishes to keep his car in tip-top tune and condition. Many illustrations. Plastic oil-proof binding.
READY AUGUST 26th. Price **15s. 9d** post free

THE M.G. WORKSHOP MANUAL, by W. E. Blower, of the M.G. Service Dept.
This book consists of the official workshop manuals for *all* models of M.G. cars, grouped together and issued in book form. You have probably been waiting many years for an M.G. Manual. You can be sure it is here. About 450 pages, over 400 illustrations including data sheets, wiring and lubrication charts. Includes the official M.G. Tune Book for T-type models. N.B.—Owing to the book being considerably greater in size and composition than was originally anticipated, the publishers inform us that the price has had to be increased and publication delayed until SEPTEMBER. Price **25s. 9d.** post free

AND—**JUST A SMALL SELECTION OF THE BEST SELLING MOTORING BOOKS WE ALWAYS STOCK—**

	Post free
Continental Sports Cars—*Boddy*	13/–
Full Chat—N. Pope	9/–
Motor Cycling Year Book 1952	9/–
500-c.c. Motor Racing Year Book 1952	6/6
Split Seconds—Mays	21/9
Maintaining the Breed—Thornley	13/3
Austin Racing History—Harrison	11/3
Wheel Patter—Colley	18/9
Magic M.P.H.—Gardner	15/6
Controlling a Racing Car Team—Davis	15/6
Rallies and Trials—Davis	13/–
Speed Triumphant—Fisson	10/6
British Sports Cars—Grant	11/–
Racing a Sports Car—Mortimer	

	Post free
The Book of the Motor Car	13/3
Motor Specifications and Prices 1952	21/8
Carburetters and the Fuel System	2/3
Specials—Bolster	15/6
Formula Three—May	15/6
Sports Car Engine—Calculus	8/–
Speed from the Sports Car—Calculus	8/–
Ettore Bugatti—Bradley	11/–
Racing Voiturettes—Karslake	21/9
Motor Racing with Mercedes-Benz—Monkhouse	21/9
Grands Prix Racing—Monkhouse	42/–
Grands Prix 1934-39—Walkerley	9/–

OUR
ROLLS - ROYCE
MOBILE BOOKSHOP
WILL BE
PRESENT AT THE UNDERMENTIONED RACE MEETINGS DURING AUGUST

Aug. 2nd	Boreham International Meeting.
,, 4th	Half-Litre Brand's Hatch International Meeting.
,, 16th	B.A.R.C. 9 Hour Race, Goodwood.
,, 23rd	A.M.O.C. Snetterton Race Meeting.
,, 30th	750 M.C. 6 Hour National Relay Race.

(Subject to alteration if necessary.)

The Rolls will be carrying a fully representative selection of all the motoring books we normally have in stock.

FOR MOTORING BOOKS

Jubilee



EITHER IT IS — *or it isn't!*

JUBILEE has been our registered trade name for 30 years, and may not be used to describe any other clip.

THE FINEST CLIP *in the world*

L. ROBINSON & CO., (GILLINGHAM) LTD., *London Chambers GILLINGHAM. KENT. PHONE 5282*

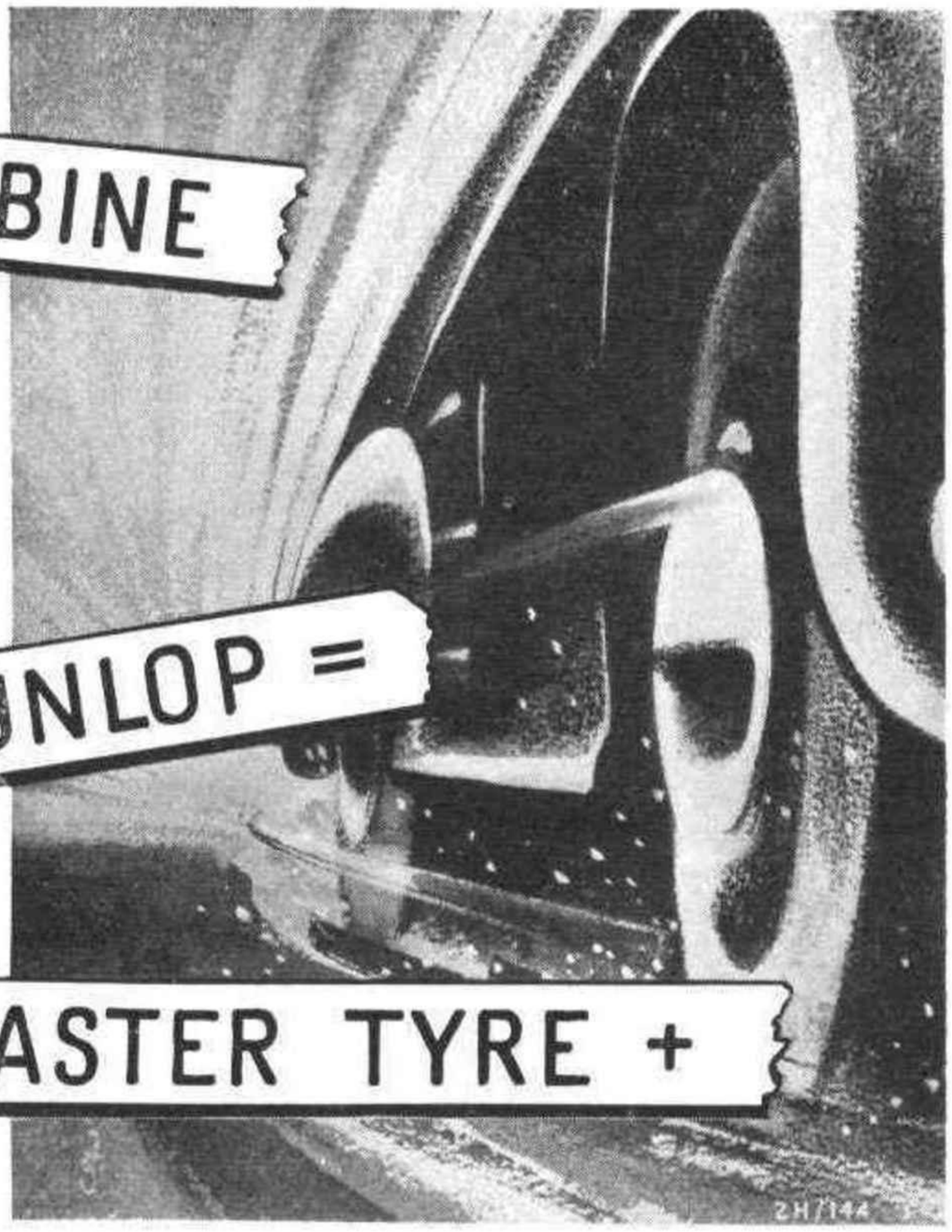
L3262/K3

ROVER GAS TURBINE DRIVEN CAR

151·965 MPH

ACHIEVED ON DUNLOP =

THE WORLD'S MASTER TYRE +



(Subject to Official Confirmation)

RICHARDS & BROWN

Offer

LAGONDA 3-litre Special, pillarless saloon, late 1933. All metal body, three new tyres, new radiator, Zeiss lamps, excellent batteries, first-class mechanical condition, very attractive appearance. **£295.**

TALBOT 105 (ex-Dr. Roth). This famous ex-Brooklands car now converted to road trim, completely checked over, fitted all electrics, starter, dynamo, new batteries; chassis stripped and enamelled, brakes overhauled; twin spare wheels; 6.00 by 18 racing rears; 3.7 axle ratio; low cowled front, similar 1934 G.P. Mercédès; superb set ex-Alfa alloy wings; six first-class tyres; preselector box. Terrific performance. Needs rear half body shell to complete. **£295.**

M.G. 18/80 saloon, Mk. II, 1931. A very reliable car, good tyres, batteries; rewired throughout, new petrol tank, new carpets; fitted Pye radio, four-speed remote control box. **£175.**

BENTLEY 4-litre, 1931, H. J. Mulliner saloon. Tyres fair, new battery. Running order, drive away. **£120.**

* * * * *

THE FOLLOWING SPECIMEN CARS FROM THE ELLIS COLLECTION OF VINTAGE AND VETERAN CARS ARE OFFERED AT A FRACTIONAL COST OF RESTORATION

MORS, 1912, tourer, 14 h.p. Completely rebuilt, re-upholstered, new hood, tonneau and sidescreens. Immaculate throughout, electric lighting. **£275.**

GWYNNE 8-h.p. tourer, 1923. Entirely rebuilt, plated and polished engine. Bisley award winner. **£250.**

HUMBER 12-h.p., i.o.e. tourer, 1926. Rebuilt throughout. Cellulosed two shades red. Engine not yet fully run-in. Lined hood, tonneau, screens folding into doors, tailored spare wheel cover; engine plated and polished; new carpets. **£250.**

THESE MOTOR CARS MUST BE THE FINEST OF THEIR TYPE IN THE COUNTRY.

Also, in similar condition, **A.C. Sociable,** 1910. V.C.C. certificate. Rebuilt as original, coach painted grey, maroon lined. Taxed year. Eligible V.C.C. events and Pioneer Motor-cycle run. **£125.**

Good sports cars quickly sold on commission. Part exchanges considered.

Hire purchase. Insurance cover quickly arranged.

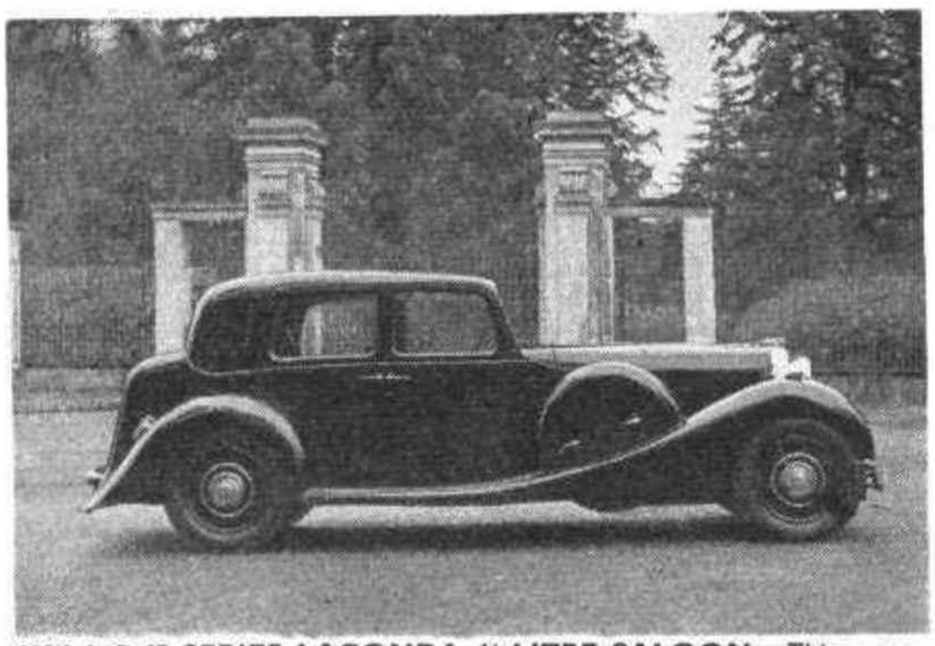
2, RINGERS ROAD (off High Street), BROMLEY, KENT

Telephones : Ravensbourne 6479 2322

Open all Saturday

Chiltern Cars

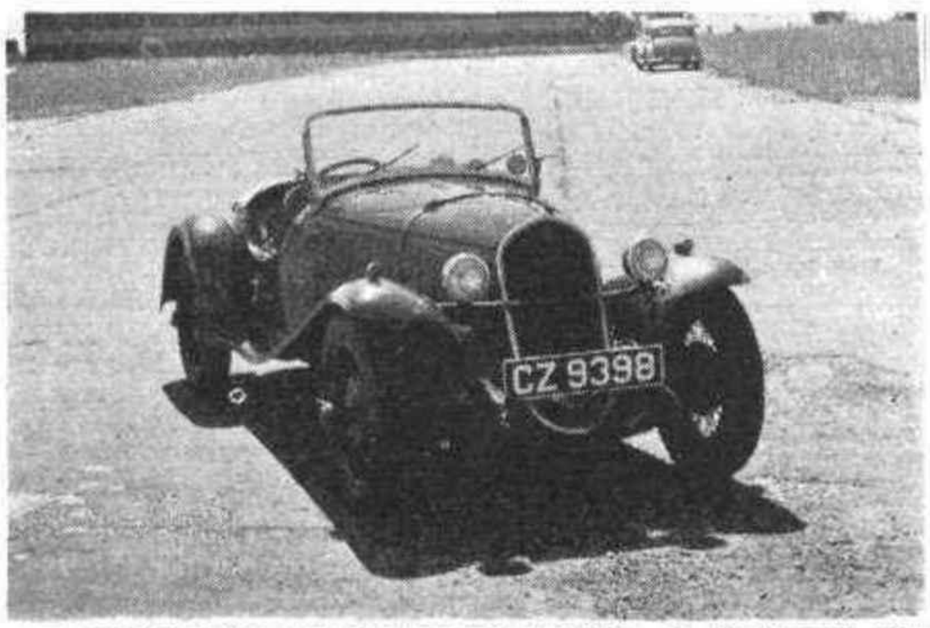
11a, Water Lane, LEIGHTON BUZZARD, Bedfordshire - Telephone 2060



1936 L.G.45 SERIES LAGONDA 4½-LITRE SALOON. This exceptional example, which is capable of an effortless and silent cruising speed of 75 m.p.h., was sold by us eight months ago for £650. It has since covered 2,000 miles and is only available due to delivery of a new car. It is undoubtedly among the finest examples of its type, and we have pleasure in offering it at the moderate price of **£465.**



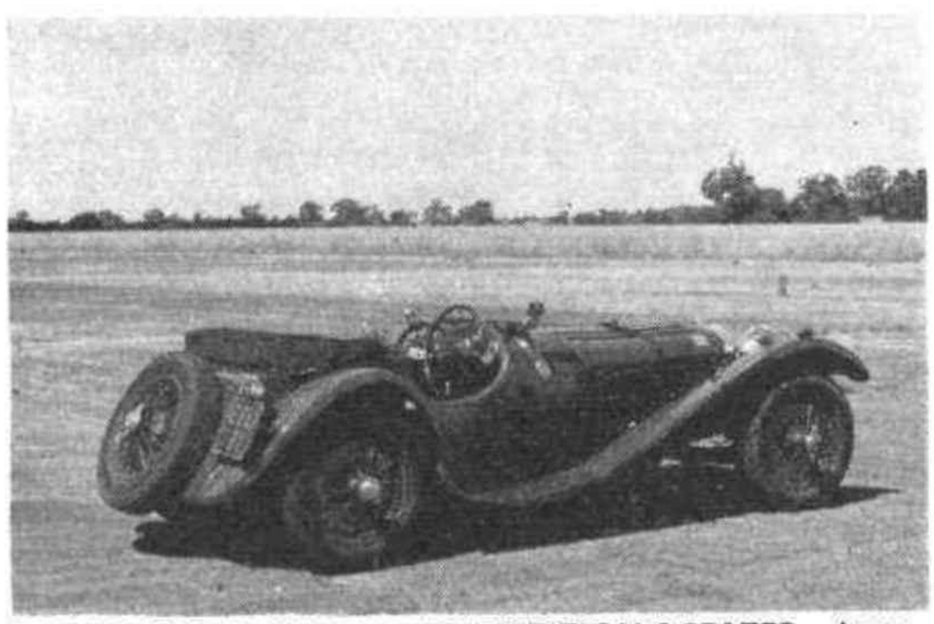
1937 TALBOT 105 SPORTS SALOON. In above-average condition throughout, this fastidiously maintained Talbot is very suitable for the sporting motorist requiring comfortable transportation for five people. Finished in gunmetal, with blue upholstery, this car will cruise quietly and indefinitely at 70 m.p.h. **£245**



1935 SERIES MILLE MIGLIA FIAT 2-SEATER. Finished in red, with red upholstery, and fitted with four new Pirelli tyres, this car was supplied by us a few months ago and has since been successfully raced at Silverstone Club Meetings. It must appeal as a dual-purpose road car or competition car, and has become available because the previous owner has purchased a Cooper 500 .. .. **£275**



UNSUPERCHARGED 2-LITRE BUGATTI 2-SEATER. We understand that the engine of this somewhat unique Bugatti was completely dismantled and rebuilt some 2,000 miles ago. There are no non-standard noises, but all the authentic noises, combined with impeccable steering, roadholding and that indefinable something which go to make vintage Bugatti motoring such a highly stimulating occupation **£169**



1938 2½-LITRE JAGUAR 100 COMPETITION 2-SEATER. Attractively finished in olive-green, with green leather upholstery, the appearance of this handsome Jaguar is matched by its mechanical condition. Capable of putting up very high averages, in which it is aided by its rather better than brisk acceleration and high cruising speeds, this is an exceedingly pleasant 100 to drive over long distances. All-weather equipment is comprehensive and new **£495**



1948 MORGAN 4/4 DROPHEAD COUPE. With its pleasant colour scheme of cream and red, this attractive little car will appeal to those requiring comfortable sports car handling coupled with economical running costs. The indicated mileage is 21,000, and a new engine was fitted recently, since when approximately 3,000 miles have been covered. At the same time four new tyres were fitted **£425**



For High Efficiency

Invest in a

"VERTEX"

MAGNETO

Manufactured by

SCINTILLA, S. A.

SOLEURE, SWITZERLAND

THE RELIABLE MAGNETO TO REPLACE YOUR COIL—AND BATTERY — IGNITION

In Britain

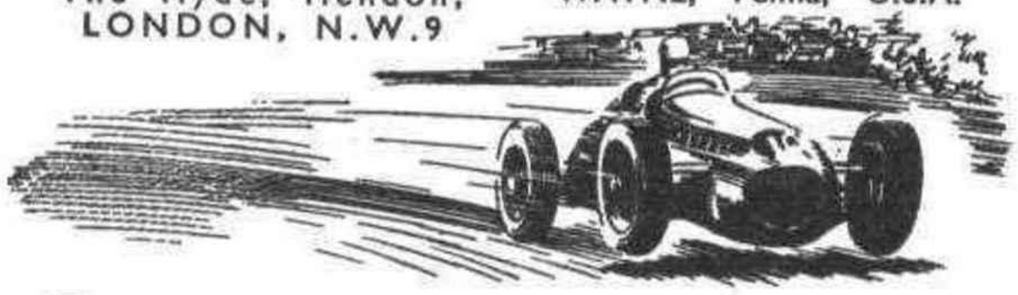
SCINTILLA LTD.

20, Carlisle Road, The Hyde, Hendon, LONDON, N.W.9

In America

F.T.GRISWOLD Co.

305W, Lancaster Avenue, WAYNE, Penna, U.S.A.



The Makers of High Grade Automobile Electrical and Fuel Injection Equipment

OCTOL

THE SUPREME ANTI-KNOCK AGENT

OCTOL is an accurately and scientifically blended fuel additive which will increase the octane rating of Pool petrol to any desired value by the addition of the correct percentage.
Sports car enthusiasts will find 5% adequate for all normal purposes, and 10% will cope with sports cars tuned to high-performance figures.
The price is fifteen shillings per gallon. Five-gallon drums are delivered carriage and drums free.

We welcome all enthusiasts at our Croydon address

Obtainable from leading garages catering for the sports car enthusiast, or direct from :

W. JACOBS & SON, Chigwell Road, South Woodford, E.18
Telephone: Wanstead 0660
HENRY J. NICHOLLS, LTD., 308, Holloway Road, London, N.7
Telephone: North 4272
DERRINGTON, 159-200, London Road, Kingston-on-Thames
Telephone: Kingston 5621/2
PARKWAY GARAGES, LTD., Sandbanks Road, Lilliput, Dorset
Telephone: Canford Cliffs 78078
HARVEY, NICHOLS & CO., LTD., Garage, Knightsbridge, London, S.W.1. *Telephone:* Sloane 3440, Extension 294

All inquiries to the manufacturers :
HIGH FLASH PETROLEUM CO., LTD.
40, Parsons Mead, West Croydon, Surrey. *Tel.:* Croydon 7634

BUCKLER FORD TEN SPECIALS

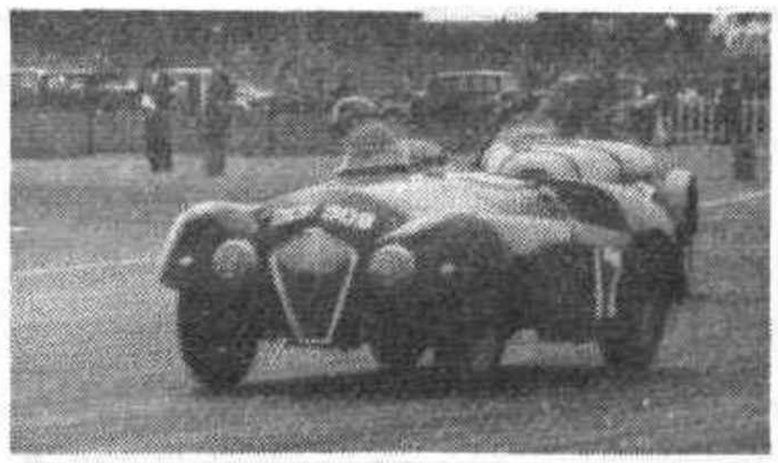
EIGHT CLUBS' SILVERSTONE
75 - 80 M.P.H.
40 - 50 M.P.G.

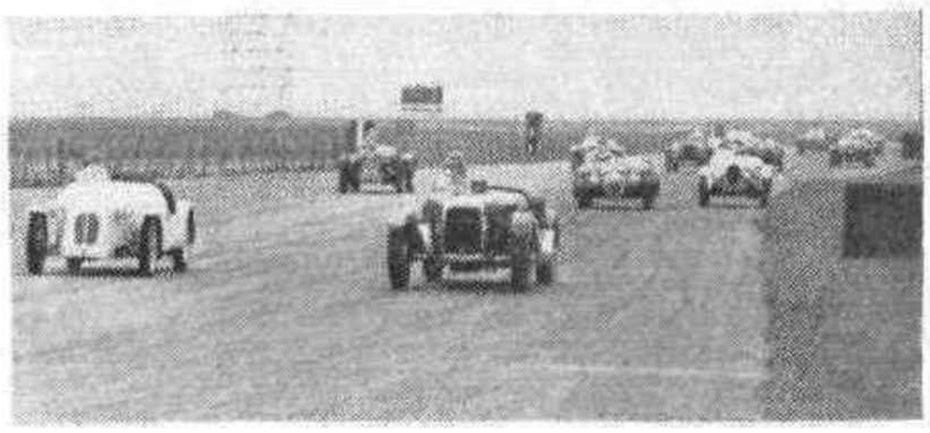
1st	R. R. RAYNER (60.33 m.p.h. (also fastest lap 62.25 m.p.h.)	1,172 FORMULA RACE
2nd	G. TAPP	
3rd	P. H. SCARF	
4th	C. D. F. BUCKLER	
2nd	R. R. RAYNER	RACE 13
3rd	R. R. RAYNER	RACE 10
3rd	R. R. RAYNER	RACE 12

ALSO Fastest lap—Race 6—G. TAPP—60.68 m.p.h.
Fastest lap—Race 10—H. PORTEOUS—60.69 m.p.h.
ONE-HOUR HIGH-SPEED TRIAL—5 BUCKLERS ENTERED —5 QUALIFIED.

NOTE : First four Bucklers exceeded qualifying mileage set for all higher capacity classes, although cars actually in these classes produced only four qualifiers from 15 starters.

Messrs. Rayner and Tapp — Woodcote Corner.





Messrs. Porteous, Rayner and Tapp approaching Becketts in company with other competitors.

Messrs. Scarf, Godfrey and Buckler approaching Becketts.



Photos by Guy Griffiths

OTHER RECENT CLASS SUCCESSES :

Prescott : **2nd** H. PORTEOUS.
3rd W. GOODWIN.
North Staffs Sprint : **2nd** H. PORTEOUS.
Castle Combe : **1st** G. TAPP (1,200 c.c.).
1st G. TAPP (1,500 c.c.).

ENJOY INEXPENSIVE RACING

Buy a Buckler Multi-Tubular Frame and build your own Replica

SPEED — RELIABILITY — ECONOMY

BUCKLERS

67 CAVERSHAM ROAD, READING
Phone: Reading 3227 & 4903

BUCKLERS LEAD — OTHERS FOLLOW

Versatility



Here is a car that solves the problem of exciting the sports motorist as well as delighting his family. This comfortable and good-looking M.G. saloon never demurs at crawling in town traffic: nor, on the other hand, does it shy at 75 m.p.h. on the open road. And how it takes the hills! A race-winning engine and a handsome saloon body combine to make it the family car with a sporting heart.

Features include . . .

Wish-bone type independent front wheel suspension

Piston-type hydraulic dampers

Powerful hydraulic brakes

Adjustable, direct acting, rack and pinion type steering

Unusually pleasing walnut facia panel

Finest grade leather upholstery

NUFFIELD PRODUCTS

One and a quarter LITRE MG SALOON

AUGUST 2nd—9th
THIS IS ROAD SAFETY WEEK

Safety fast!

THE M.G. CAR COMPANY LIMITED · SALES DIVISION · COWLEY · OXFORD

London Showrooms: University Motors Ltd., Stratton House, 80 Piccadilly, W.1
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1

VOL. XXVIII No. 8 FERRARI WINS BRITISH G.P. AUGUST, 1952

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

MATTERS OF MOMENT

REAL ROAD RACING IN BRITAIN?

Charles Fothergill had a leading article in the *News Chronicle* of July 7th under the heading " Open the Roads to Car-Racers." In it he put forward sound arguments for closing suitable roads in this country for at least one annual motor race. A motor-cycle contemporary of ours publicised this subject a considerable time ago and *went so far as to request from its readers* details of roads which might constitute suitable circuits without undue inconvenience to those in the neighbourhood.

Unfortunately, Parliament has not seen fit to pass an Act allowing public roads to be closed for this purpose and we see no point in looking for a possible circuit until such an Act is passed. Indeed, it is perfectly obvious that Fothergill's two main points, that it is time we came into line with other countries in this respect and that it should be easy to find at least a small triangular circuit, are unassailable. For several years most of our seaside resorts have welcomed motoring competitions, but have, alas, very little private road to offer, if we except Scarborough's motor-cycle circuit. 100,000 or more visitors are not to be sneezed at and Fothergill says he has never heard a grumble in the I.O.M. from people " locked up " during T.T. week (*we* heard a minor grumble there once on the part of a visitor-hiker, but even this was not a serious complaint). Fothergill rounds his article off nicely by reminding his readers that Welsh and Scottish villages now stay up at night to see Rally cars go through, that the Duke of Edinburgh is President of the A.A. and the B.R.D.C., and that next year, Coronation Year, is the time for a real road race in this Island.

This worthwhile newspaper publicity on behalf of motor racing was increased in value because, on the same page, Stanley Baron replied to Fothergill—Baron's reply was so weak that it merely strengthened Charles' arguments. You might not expect us to read Baron, the *News Chronicle's* cycling correspondent, but there you would be wrong. We like his well-written reminders that there are still a few unspoiled places in England and his " factual " rather than " guide-book " accounts of such places. But in his reply to Fothergill's gallant plea he falls sadly from grace—we suspect because he was instructed by his Chief to write a stunt-reply to his colleague's leader, when really he has no interest at all in the matter.

Baron commences by trying to convince us that, on the days near to a motor race at Spa, " every clanjandering speed-crazy lunatic in Belgium has been whooping it up, on and around the Ardennes route," and that "For days before and afterwards the lovely valleys become a nightmare of noise, congestion and waste paper, with the chance of death or injury at the elbow of everyone concerned."

We can only say that we spent three hours watching the traffic flowing into and through Spa on the evening before this year's G.P. d'Europe and remarked on how steadily everyone drove—the English drivers really slowly, few excessively fast. And that returning to Liège aerodrome immediately after the race we were irked by the slow speed—about twice as fast as a Silverstone traffic stream—of the homeward-bound traffic along the wide roads, everyone keeping station and resolutely refusing to make even two lines of traffic.

Baron tries to believe that races would have to be held " reasonably near big cities," with resultant congestion and vast inconvenience. This is such a silly argument when you consider the hundreds of miles spectators are prepared to travel to see a full-scale motor race. A remote road circuit in the region of Salisbury Plain, the South Downs, even in Scotland, would draw big crowds and need inconvenience few people, while bringing stimulating trade to hotels, shops and garages many miles distant. However, in case we are ever permitted a race in such a setting, pedal-pusher Stanley paints for our edification the grim picture of a French lady in childbirth at Le Mans who had to be immediately removed to hospital but whose ambulance was delayed by the crowds. But he carefully omits to say whether or not this mother died as a result. Obviously Baron, skilled journalist though he may be, was hard-pressed to answer the logic of colleague Charles when he pedalled up this macabre story. If it makes any sense at all it means that our football matches, regattas, the Derby, our Lord Mayor's Show, in fact, all our big public functions should cease and that we can no longer crown our Sovereigns—for, somewhere, doctor, ambulance or fire-engine may be impeded in the resultant traffic congestion. Really, Stanley!

Having thought up these ingenious arguments against an annual race over a small closed triangle of remote public roads, Baron resorts to the popular tricks of his trade—visions of irate farmers whose crops have been trampled, the adverse effect of " the scream and the roar of racing engines " on millions of townspeople who rightly value and need the peace of the countryside (as if one race, duration perhaps three hours, would fill the whole of England with sound!) and, getting well into his stride, of enthusiasts coming away from Silverstone " eyes set, faces tense, cutting in and out of the traffic line, accelerating with a snarl, braking with a scream." Really, Baron, if you go on developing your new-found talents Nat. Gubbins may soon be looking for a job . . . ! Incidentally, we notice that you devote not a single word to the long-distance cycle racing which goes

[*Continued on page* 363

CONTENTS

	Page
MATTERS OF MOMENT	353
REPORTS OF RECENT EVENTS	354
BRITISH GRAND PRIX	355
TEST OF A BUCKLER SPECIAL	358
FRENCH GRAND PRIX	359
DIRECTORY OF THE CLUBS	360
SCOTTISH HILL-CLIMBS	361
RUMBLINGS	363
CHAIN CHATTER	366
A YEAR WITH A MORGAN PLUS-FOUR	367
THE 2-LITRE GORDINI	368
CLUB NEWS	369
CLUB AFFAIRS	369
BOOK REVIEWS	370
PICTORIAL REVIEW	373
THE PREPARATION OF FORD TEN SPECIALS	379
SIDESLIPS	380
VINTAGE VEERINGS	382
THE LAST TRAM	383
G.P. OF FRANCE AT REIMS	384
LETTERS FROM READERS	385

FRONT COVER PICTURE : Dennis Poore taking his trusty 3.8-litre Alfa-Romeo " through the courtyard " on the occasion of the Bo'ness Speed Hill-Climb.

REPORTS of RECENT EVENTS

FOREIGN RESULTS.

BRIDGEHAMPTON (U.S.A.) RACES (May 24th)

Stock Sports Cars, 1,500 c.c. : G. Lipe (Porsche).
Modified Sports Cars, 1,500 c.c. : F. Bott (O.S.C.A.).
Unlimited Sports Cars, 1,500 c.c. : G. Weaver (Maserati).
Modified Sports Cars, over 1,500 c.c. : B. Spear (Ferrari).
Stock Sports Cars, over 1,500 c.c. : B. Morris Carroll (Jaguar XK 120).

TARGA FLORIO (June 29th)

1st : Bonetto (Lancia Aurelia), 358 miles in 7 hr. 11 min. 52 sec. 80.0 k.p.h.
2nd : Valenzano (Lancia Aurelia), 358 miles in 7 hr. 14 min. 32 sec.
3rd : Anselmi (Lancia Aurelia), 358 miles in 7 hr. 24 min. 0.2 sec.
Fastest lap : Cabianca (O.S.C.A.), 84.2 k.p.h.

VILA REAL RACE, LISBON (July 5th)

1st : Oliveira (Ferrari); 2nd : Mascarenhas (Ferrari); 3rd : Biondetti (Ferrari).

SABLES d'OLONNE G.P. (July 13th)

1st : Villoresi (Ferrari), 107.1 k.p.h.; 2nd : Collins (H.W.M.); 3rd : Claes (Gordini).

BRISTOL M.C. & L.C.C. HILL CLIMB (June 21st)

Fastest time of day : W. C. Cuff (Hells Hammers V).
The Watkins Trophy : W. C. Cuff (Hells Hammers V).

Saloons up to 1,500 c.c.	1st :	J. S. French (Rover 1,500) ...	56.8	sec.
	2nd :	J. B. King (M.G. 1½-litre) ...	59.0	,,
Saloons over 1,500 c.c.	1st :	N. Slade (Bristol 400)	54.0	,,
	2nd :	C. Cruikshank (Bristol 400) ...	54.4	,,
Sports up to 1,300 c.c.	1st :	W. A. Cleave (Morris Special) ...	48.6	,,
	2nd :	C. M. Seward (Freakin)	49.8	,,
Sports up to 2-litres	1st :	J. Weber (Weber Special) ...	47.8	,,
	2nd :	W. A. Cleave (Morris Special) ...	48.0	,,
Sports over 2-litres	1st :	J. Weber (Weber Special) ...	47.0	,,
	2nd :	K. Flint (Neale Special)	47.6	,,
Racing Cars up to 500 c.c.	1st :	W. C. Cuff (Hells Hammers V) ...	43.4	,,
Racing Cars up to 1,100 c.c.	1st :	W. C. Cuff (Hells Hammers V) ...	43.4	,,
Specials (not Racing Cars) up to 1,100 c.c.	1st :	C. M. Seward (Freakin)	49.0	,,
	2nd :	H. E. Roberts (Robros)	50.0	,,
Specials (not Racing Cars) over 1,100 c.c.	1st :	J. Weber (Weber Special) ...	47.0	,,
	2nd :	W. A. Taylor (Caesar Special) ...	47.6	,,
Vintage up to 1,500 c.c.	1st :	R. W. Ashley (Frazer-Nash) ...	53.8	,,
	2nd :	D. V. Cross (Frazer-Nash) ...	60.8	,,
Vintage over 1,500 c.c.	1st :	R. A. Spiers (Bentley 6½-litre) ...	50.4	,,

HALF-LITRE CLUB MEETING, BRANDS HATCH (June 22nd)

Junior Race : R. G. Bicknell (Revis) ... ... 66.56 m.p.h.
Senior Race : L. Leston (Cooper) ... ... 68.54 ,,
Consolation Handicap : A. J. Nurse (Cooper) ... ... 63.20 ,,
Junior and Senior Handicap : R. G. Bicknell (Revis) ... ... 57.90 ,,

E. COUNTIES M.C. SNETTERTON MEETING (June 28th)

Sports Car Race, 1,100 c.c. : D. Moore (M.G.) ... ... 64.46 m.p.h.
Sports Car Race, 1,500 c.c. : C. Davis (Cooper-M.G.) ... ... 70.89 ,,
Sports Car Race, 2,500 c.c. : R. F. Salvadori (Frazer-Nash) ... 75.77 ,,
Sports Car Race, Unlimited : O. Moore (H.W.M.-Jaguar) 76.03 ,,
Handicap Race, 2,500 c.c. : T. K. Shipside (M.G.) ... ... 70.23 ,,
Handicap Race, Unlimited : G. G. McDonald (Bentley) ... ... 70.23 ,,
Handicap Race, Bentley cars : R. I. Ireland (3-litre) ... ... 59.66 ,,
Handicap Race, Lady drivers : F. Taylour (Bugatti) ... ... 65.21 ,,
Formule Libre Race : K. McAlpine (Connaught) ... ... 79.07 ,,
Formula III Race : D. Parker (Kieft-Norton) ... ... 76.74 ,,

NOTTINGHAM S.C.C. ROUTE-FINDING CONTEST (June 29th)

Outright Winner—D. Curwen (Vauxhall).
1st Class Awards—M. Ward (M.G.) and J. Marsh (M.G.).
Class A Award (Under 1,500 c.c.)—F. Chambers (Dellow).
Class B Award (Over 1,500 c.c.)—J. Attenborough (A.C.).

M.G.-C.C. SILVERSTONE MEETING (July 5th)

M.G. Handicap : P. D. Gammon (TC 1,497 c.c.) ... ... 65.75 m.p.h.
Novices' Handicap : T. A. M. Pigott (TC M.G.) ... ... 59.64 ,,
Sports Cars, 1,300 c.c. : P. W. Brown (TA M.G.) ... ... 58.09 ,,
Sports Cars, Unlimited : P. D. Gammon (TC M.G.) ... ... 66.96 ,,
Final Handicap : T. A. M. Pigott (TC M.G.) ... ... 60.00 ,,
Team Relay Handicap : 1st Team : M.G. TDs (Escott, Lund, Whatmough) ... ... 58.94 ,,

B.A.R.C. EASTBOURNE RALLY & MIDNIGHT CONCOURS (July 4th and 5th)

Rally Winner : R. Chappell (Dellow). **Best Lady :** Mrs. L. Snow (XK 120 Jaguar). **Best Novice :** J. Lenanton (M.G.).
Concours d'Elegance : Grand Prix d'Honneur : Mr. and Mrs. W. A. L. Cook (Rolls-Royce P III). **Pre-1941 :** Mr. and Mrs. S. E. Sears (1914 Rolls-Royce).
Concours de Confort : Pre-1941 Open : J. W. C. Cross (Alfa-Romeo). **Pre-1941 Closed :** W. A. L. Cook (Rolls-Royce). **Post-1940 Open :** R. A. O. Blackwell (Alvis). **Post-1941 Closed—up to 2-litres :** R. R. Austin (Hillman). **Post-1941 Closed—over 2-litres :** P. A. Barden (Rolls-Royce).

CEMIAN M.C. GYMKHANA (July 6th)

Open Class : 1st Cemian : B. D. Frost (M.G.), 96 marks lost.
2nd Cemian : V. F. Gordon (M.G.), 261 marks lost.
1st Visitor : B. W. Honour, Chiltern C.C. (Singer), 160 marks lost.
2nd Visitor : M. H. Gunn, Chiltern C.C. (Morgan) 197 marks lost.
Closed Class : 1st Cemian : R. J. Massara (A 40), 251 marks lost.
2nd Cemian : R. A. H. Arnold (Javelin), 257 marks lost.
1st Visitor: J. D. Frost, B.A.R.C. (Morris Minor), 36 marks lost.
2nd Visitor : L. W. Range, Harrow C.C. (Riley) 261 marks lost.
Team Award : J. D. Frost, F. G. Lofts, K. D. Rubens.

LEINSTER TROPHY (July 12th)

1st : J. D. Titterington (Allard) ... ... 78.36 m.p.h.
2nd : J. J. Flynn (M.G.).
3rd : B. McCaldin (M.G.).
Formule Libre : D. Griffin (Ferrari) ... ... 75.57 m.p.h.

NORTH LONDON & HERTS COUNTY A.C. SPEED TRIALS (July 13th)

Fastest time of day : E. Lloyd Jones (Triangle Flying Saucer) ... 14.51 sec.
Fastest sports-car time : W. Coleman (Jaguette) ... ... 15.75 ,,
Fastest saloon car : R. R. C. Walker (DB2 Aston-Martin) ... ... 19.20 ,,
Fastest 500-c.c. racing car : D. Parker (Kieft) ... ... 16.82 ,,
Ladies' Prize : Mrs. R. Sarginson (XK120 Jaguar) ... ... 18.22 ,,

A CELESTIAL MATTER

Sir,

Can you or any of your readers tell me if Sunbeam and Star cars share a common genesis? If so I propose to ask for admission to the Sunbeam Register. The obvious similarities are: town of manufacture, "celestial" names, and appearance of the cars of the mid-twenties.

My 1925 Star continues to excite the correct remark (about not making them like that any longer) both from the Converted and normal motorists. It is a two-seater with lines like an Emmet cartoon, but very pleasing to drive, with the upright position, generous upholstery, and a good view.

The chassis has two-wheel brakes, internal-expanding foot and external-contracting hand on common drums; these are quite effective, and naturally free from the tendency of vintage four-wheel brakes to pull. (No doubt some Bentley type will say it's all a matter of the wiffle-trees.) The gate-change gearbox is in unit with the engine, which is a long-stroke 11.8-h.p. with the usual advantage of good pulling at low speed. The tick-over with ignition retarded is extremely slow and regular. The car has some useful details; the dickey has a Yale lock (and two keys); a lockable container on the step carries a two-gallon can.

Everything is quite original, even to the Gabriel Snubbers, except the tyre-size. There was one owner until 1950. He wrote to say that the well-base rims were welded on to the original wheels, and "that is what causes the hind wheels to wobble." It certainly is, but weekly some good soul overtakes and waves me to a stop, to warn of imminent loss of wheels.

The previous owner added: "The car . . . will give you many years of service and run many hundreds of miles." I compress the many hundreds into each month, and can confirm it.

I am, Yours, etc.,
"MEDICO."

Wilmslow.

[The Sunbeam and Star were made by separate companies, both pioneer English manufacturers. It is possible that in the twenties a Sunbeam designer joined Star, both concerns being in Wolverhampton, and this could account for certain similarities in specification at this time.—ED.]

The Tenby M.C. will hold another Lydstepp hill-climb on August Bank Holiday Saturday.

* * *

Every MOTOR SPORT reader who can do so is advised to attend the Boreham Meeting on August 2nd, when F. I and F. II cars will battle together for 200 miles, supported by 500 c.c. and sports car events over the improved, very fast 3-mile circuit, which is only 36 miles from London.

* * *

M. Pullman, in saving a 1914 Alphonso Hispano-Suiza from a breaker's, drove it 2,550 miles home from Canberra to Perth.

FERRARI WINS THE BRITISH G.P.

A Splendidly Organised "Daily Express"/B.R.D.C. Silverstone Meeting. Ascari and Taruffi Win the Big Races, Moss (Kieft) the 500-c.c. Race. Both B.R.M.s Retire!

THE British Grand Prix Meeting at Silverstone on July 19th was one of the most interesting day's racing so far experienced at the famous circuit. As the big entry came out for the Formula II British Grand Prix a police band played the appropriate National Anthems and the spectators in the packed grandstands applauded in Continental fashion. The weather, cloudy and cool, played up too and the course remained dry throughout. The racing was extremely interesting. The 500-c.c. race resulted in a fine duel before the Kiefts came through, and in poor little Don Parker's dramatic demise with victory in sight, when his primary-chain broke with less than half-a-lap to go. The Grand Prix was a certain victory for the beautiful four-cylinder Ferraris, so meticulously prepared, but interest was held when Farina's car experienced plug trouble and fell back, with speculation as to whether the other Ferraris would falter, and casting of the limelight on Hawthorn's splendid driving of his Cooper-Bristol and in the new-found speed of the Connaughts. Finally, the Formule Libre race saw Taruffi victorious in the very nicely presented Thin Wall Special Ferrari, followed by Villoresi in the Indianapolis Ferrari, third place going most creditably to Landis' yellow Ferrari after both B.R.M.s had retired. Ascari (Ferrari) set a new F. II lap record of 94.08 m.p.h. and Taruffi (Thin Wall Ferrari) a new absolute lap record of 96.67 m.p.h., equalled by Gonzalez (B.R.M.). But Gonzalez' attempt to catch the leaders after taking over Wharton's B.R.M. and Taruffi's all-out drive—puzzled as he was, because his pit knew he was penalised 30 sec. for a jumped-start—were immensely exciting and will live in history. The *Daily Express* can congratulate itself on a very well-run meeting, grandly organised. The Rover turbo-car was demonstrated and is a vehicle, quietly built and tested, which does an enormous service to Britain in patching up prestige in which B.R.M. continues to bore gaping holes.

500-c.c. RACE (15 laps, approx. 45 miles)

Eric Brandon in John Cooper's Cooper led at first but before a lap was completed George Wicken had his Cooper in front. Gerard's Cooper held third place and Big Bill Whitehouse, Coombs, Truman, Clarke, Annable, Paul Emery and Pugh were next up, in that order.

Already Kearon and Lones had "shot their bolts," being right behind the field. On lap two Moss in the Kieft had come up into fifth place, Wicken holding his lead from Brandon, Gerrard still third. One more lap, and Stirling led, passing Wicken on the outside at Stowe Corner. The leading trio were ahead of the rest, but were enjoying a grand dog-fight, for at the end of lap four Wicken was again in the lead from Brandon and Whitehouse, Moss back in fourth place after "one of those things." The Revis had already retired. Moss was second to Brandon after five laps, Whitehouse third, Wicken fourth. By lap eight Stirling led again, having made fastest lap, at 84.98 m.p.h., on lap three. Now it was Don Parker in the Kieft who was making his way up. He was third after seven laps, and driving all he knew how, behind Moss after nine laps. Troubles were thinning the field—the Pugh-Cooper was out with clutch failure, Ripon experienced a triple spin at Beckett's and damaged the front suspension and the Emeryson had pulled off at Stowe, later returning to its pit. A couple of laps later Parker passed Moss and led by a bare second, 0.7 m.p.h. the faster. Nothing that Stirling could do was of any avail, for Parker drew very slightly ahead on the corners. Then—what foul luck!—as the pair accelerated out of Stowe for the last time Parker's primary chain broke, Moss swung out and passed the coasting Kieft on the right and went on to an undisputed victory, 14 sec. in front of Brandon.

1st: S. Moss (Kieft), 31 min. 46 sec. ... ... 82.5 m.p.h.
2nd: E. Brandon (Cooper), 32 min. 0 sec. ... ... 82.32 ,,
3rd: G. H. Wicken (Cooper), 32 min. 23 sec. ... 81.34 ,,

4th: W. J. Whitehouse (Cooper); 5th: J. Coombs (Cooper); 6th: C. D. Headland (Kieft); 7th: D. Truman (Cooper VI); 8th: F. R. Gerard (Cooper); 9th: L. Leston (Cooper); 10th: A. Loens (Erskine Staride); 11th: H. L. Williams (Emeryson); 12th: M. A. H. Christie (Cooper); 13th: D. Taylor (Arnott); 14th: A. Moore (J.B.S.); 15th: S. Lewis-Evans (Cooper); 16th: M. C. Kearon (Cooper); 17th: F. H. Bacon (F.H.B.); 18th: C. Lones (Kieft); 19th: P. R. Emery (Emeryson).

Fastest lap: Moss (Kieft) and Parker (Kieft), 84.98 m.p.h.

THE BRITISH GRAND PRIX (85 laps, approx. 249 miles)

A truly comprehensive field lined up for the Grand Prix, as follows:

Ferrari: Ascari, Farina, Taruffi, Fischer, Hirt, Salvadori (Baird's car) and Whitehead (V12). *Gordini:* Manzon, Bira, Trintignant and Claes. *Cooper-Bristol:* Hawthorn, Parnell, Brown, Brandon and Murray. *H.W.M.:* Duncan Hamilton, Collins, Macklin and Gaze. *Connaught:* Downing, Thompson, Poore and McAlpine. *Alta:* Whitehead. *E.R.A.:* Moss. *Frazer-Nash:* Crook (sports). *Maserati:* Bianco and Cantoni (A6Gs). *Maserati-Plate:* Schell and de Graffenried. *Non-starters:* Rosier (Ferrari), Wharton (Frazer-Nash single-seater) and Aston (Aston-Butterworth).

From flag-fall Ascari went off at a great pace, to build up a quite unassailable lead, Farina in second place behind him. Taruffi hasn't quite got the feel of a Ferrari and it took him 15 laps to work through to third place, what time Dennis Poore had the Connaught there, followed by Downing's Connaught. Hawthorn was another who started comparatively slowly, being sixth after five laps, fifth by 17 laps. After only one lap Alan Brown came to his pit for a 60-sec. stop in the Cooper-Bristol, and Manzon was also in trouble, losing three minutes while the Gordini's clutch was examined. Moreover, before five laps, Hirt had retired his Ferrari, *sans* brakes. Brown soon came to his pit again, complaining that the Bristol engine was far too hot—it had discarded its fan belt. Early in the race both Ascari and Farina broke the lap record (new speed 93.25 m.p.h. at that point) and were averaging a greater speed than the old lap-record. Gaze was in trouble after half-an-hour, his H.W.M. stopping for a complete overhaul after an oil-flinging episode, and Manzon finally abandoned the Gordini Six at Woodcote Corner. Poore was going magnificently in the Connaught, although he spun on one lap at Copse Corner. Brown lost 3 min. while a new fan belt was fitted to his Cooper-Bristol, and David Murray 2 min. over a change of plugs for his sister car, following which he retired at Woodcote.

After 15 laps Ascari led Farina by 17 sec., averaging 91.36 m.p.h., compared to his 92.27 m.p.h. average after 10 laps.

By 20 laps the three Ferraris still occupied the three leading positions, 21 sec. and 17 sec., respectively, between them, and the average had fallen to 91.11 m.p.h. for, on a non-stop run, they were running absolutely unchallenged—Poore, in fourth place, averaging 88.57 m.p.h. to Taruffi's 88.73 m.p.h., 5 sec. behind this third Ferrari. Mike Hawthorn still had his Cooper-Bristol in fifth place ahead of Downing, but Brown was again in trouble over his fan belt, the Cooper-Bristol stationary this time for eight minutes. The H.W.M.s hadn't come into the picture and Collins' car stopped for two minutes to replenish with all liquids.

After 25 laps the order was Ascari (91.31 m.p.h.), Farina (90.59 m.p.h.), Taruffi (88.88 m.p.h.), Poore (88.64 m.p.h.), Hawthorn (87.69 m.p.h.), Downing (86.25 m.p.h.), and then Thompson, Bira, Parnell, Whitehead (Ferrari), Salvadori and Whitehead (Alta).

Two laps later excitement was occasioned by the appearance at his pit of Farina—the Ferrari's bonnet was cast off and new plugs put in, with a loss of three minutes and four places—new order: Ascari, Taruffi, Poore, Hawthorn, Downing and Farina. Moreover, Farina's car was not going properly and he fell further back, Thompson's Connaught was in sixth place after 30 laps, when Ascari had averaged 91.34 m.p.h. Moss was doing his best in the new E.R.A. but its Bristol engine lacked power and got too hot, and early in the race he had spun the car round. Now he stopped to try the effect of fresh plugs but soon afterwards retired and left Silverstone to seek better fortune elsewhere. Bira's Gordini Six also came to rest for good beyond Club Corner, the old transmission bogey again in evidence.

So the race was settling down. Brandon's Cooper-Bristol was afflicted with the fan-belt trouble and the Connaughts, although going splendidly, seemed to have miscalculated their fuel consumption, for Thompson called in for fuel, oil and water, and Poore lost 55 sec. refuelling, which gave Hawthorn his chance to notch up a place, the Cooper-Bristol being third after 49 laps and, a grand tribute to its Farnham tuners, going as well as ever. Through Stowe Corner Mike had all the polish and "on-rails" technique of the great Alberto himself, albeit he had averaged 88.24 m.p.h. after 50 laps to Ascari's 91.01 m.p.h. Hawthorn was, in fact, 65 sec. behind Taruffi in the second Ferrari.

Duncan Hamilton's usual fiery drive for H.W.M. ended hereabouts, with what could have been a stuck valve, and Bianco, never very fast in the A6G Maserati, lost a minute for refuelling. Then Downing had to stop his Connaught for the same purpose, but lost only 30 sec. Gaze gave in to his long struggle to right the H.W.M. machinery, Macklin's H.W.M. took on fuel and water, McAlpine's Connaught

and Graham Whitehead's Alta fuel. Brown stopped once more, this time for oil.

So there it was!—British cars on the whole doing well, Hawthorn and Poore outstanding, and Connaught seen as a new Formula II challenger to Cooper-Bristol, but delayed either mechanically or for fluids, while the Ferraris ran on unassailably. Even Farina's was going better, and by 70 laps was in sixth place. Alas, Peter Collins' H.W.M. lost nine minutes while misfiring was traced to a faulty magneto and oil was poured into the engine. So the Fifth R.A.C. British G.P. of the B.R.D.C., promoted by the *Daily Express*, ran to its interesting and accident-free close. The final result was :

1st : A. Ascari (Ferrari), 2 hr. 44 min. 11 sec,; 90.92 m.p.h.
2nd : P. Taruffi (Ferrari), 1 lap behind.
3rd : M. Hawthorn (Cooper-Bristol), 2 laps behind.

4th : D. Poore (Connaught); 5th : E. Thompson (Connaught); 6th : G. Farina (Ferrari); 7th : R. Parnell (Cooper-Bristol); 8th : R. Salvadori (Ferrari); 9th : K. Downing (Connaught); 10th : P. Whitehead (Ferrari); 11th : B. Bira (Gordini); 12th : G. Whitehead (Alta); 13th : L. Macklin (H.W.M.); 14th : R. Fischer (Ferrari); 15th : J. Claes (Gordini); 16th : K. McAlpine (Connaught); 17th : H. Schell (Maserati Platé); 18th : G. Bianco (Maserati); 19th : de Graffenried (Maserati Platé); 20th : F. Brandon (Cooper-Bristol); 21st : T. Crook (Frazer-Nash); 22nd : A. Brown (Cooper-Bristol).

Fastest lap : A. Ascari (Ferrari), 1 min. 52 sec.—94.08 m.p.h.

FORMULE LIBRE RACE (35 laps, approx. 103 miles)

While the contestants in the Grand Prix either celebrated success or licked their wounds, the Rover turbine gas car demonstrated its vastly impressive accelerative and speed capabilities to the huge crowds round the circuit (and that evening it was driven away through the press of traffic like any other car), and the successful Sunbeam-Talbot team from the Alpine Rally completed a lap of honour, and then came the Formule Libre Race, a *Daily Express* gift to B.R.M.!

Poore felt he had done enough with a sore throat and scratched his big Alfa-Romeo—which had its outrigger tank in place to enable it to run more than 65 miles without refuelling. Other non-starters were Mann (Alfa-Romeo), Somervail (E.R.A.), Dobson (Ferrari), Skelly (Frazer-Nash) and Moore (H.W.M.-Jaguar). This left as the field :—

B.R.M. : González and Wharton. *Ferrari :* Taruffi (Thinwall Special), Villoresi (Indianapolis 4½), Landi and Rosier. *Alta :* Kelly, de Mattos, Simpson and Watson. *E.R.A.:* Flockhart (Mays' old car, Zoller blown), Gerard and Graham Whitehead (the Shawe-Taylor car). *Maserati :* Gaze (ex-Bira 2.9) and James (4CLT). *O.S.C.A.:* Bira. *R.R.A.:* Richardson. *Delage :* Thompson. *Cooper-Bristol :* Barber.

In practice the Thinwall Special, beautifully turned out, its exhaust stubs protruding from the undertray, had troubled Taruffi because the suspension had no "spring" to it, and before the line-up he was still troubled. Eager to get on with it, he jumped the start, for which the stewards penalised him 30 sec., although it is doubtful if he gained more than three. So Taruffi led Villoresi, in the red car with the high headrest, away and although they were also in the front row, the B.R.M.s took off slowly in about seventh and eighth positions. After a lap the order was : Taruffi, González (B.R.M.), Villoresi, Bira, Landi, Wharton (B.R.M.), Rosier, Gaze, Whitehead, Flockhart, James, Thompson, Gerard, Kelly, Barber Richardson, Watson, and Simpson. A lap later Wharton had his B.R.M. in fifth place, behind Taruffi and his team-mates, Villoresi and Landi, and Bira's 4½ blue-and-yellow O.S.C.A. was sixth. Already de Mattos' Alta had retired.

After five laps Taruffi had a 4-sec. lead over González, averaging 94.42 m.p.h. to his 93.74 m.p.h. Wharton had come past Landi and was in fourth place, 17 sec. behind Villoresi, averaging 89.9 m.p.h. to the Italian's 92.59 m.p.h. The crowd was on its toes as the low green B.R.M.s literally shrieked round—they now have bigger radiators, a new, larger air intake, and many louvres in their bonnets.

Although Taruffi led throughout on the road, the Stewards' penalisation put him behind Villoresi on time and he was given the all-out signal, no doubt thinking that González was the menace, but puzzled after the Argentinian had stopped. This sudden cessation to González' meteoric driving came on lap eight, when, with all wheels locked, the leading B.R.M. shot straight on through the hurdles at Stowe Corner. To yells of encouragement from the crowd, González continued, but a large tree-stump from the barrier had stuck in the radiator and the steering was damaged. Between Stowe and Club Corner González stopped on the grass verge while two marshals ran to the B.R.M., pulled the obstruction clear, and pushed it off. It was a long time starting and then crawled slowly to its pit. Here González ordered Wharton to be called in and, in a lightning change, 5 sec. only lost at the pit, he shrieked off in Wharton's car, now in fourth place behind Taruffi, Villoresi and Landi. Incidentally, Simpson's Alta had broken its gearbox and the R.R.A. retired *sans* oil pressure.

González now thrilled everyone present with a stupendous attempt to retrieve B.R.M.'s precarious position. He drove like one possessed, spectators and marshals alike waving him on. Regardless of the wheel flap out of corners, refusing to give way to anyone, he screamed round the course. After 15 laps he was still fourth, Landi in front of him but instantly disposed of. He now had approximately 40 sec. to make up on Taruffi, who, obeying his pit, was driving the Thinwall flat out, at an average of 92.98 m.p.h., held by Villoresi only because of the 30-sec. penalty. After 18 laps Taruffi led by 5 sec. on time, but on the road was well ahead, averaging 93.16 m.p.h. after 20 laps to Villoresi's 93.0 and González' 91.3 m.p.h. Landi, in the yellow 4½ Ferrari from Brazil, was 22 sec. behind González, and behind him two historic racing cars, Gaze's Maserati and Flockhart's E.R.A., were running beautifully; Rosier's 4½ Ferrari stopped for brake adjustment. After 22 laps Taruffi, his penalty washed out, led by 7 sec., which he increased by a further second over Villoresi a lap later.

After 25 laps Taruffi was 13 sec. ahead and González had 43 sec. to make up on him and 30 sec. to catch Villoresi, which in 10 laps he couldn't hope to achieve for all his virtuosity and bravura. Kelly was another Alta casualty and Bira's O.S.C.A. boiled like a tea-kettle.

After 30 laps Taruffi, who had already set the lap record at 96.67 m.p.h. on his third lap, led by 15 sec. from Villoresi, *after deducting his 30-sec. penalty*, and González was 31 sec. behind him (61 sec. behind on the road) and 16 sec. behind Villoresi. He, too, had equalled Taruffi's lap record when in his own B.R.M. on laps 3 and 7, and he now proceeded to do this speed again in the Wharton B.R.M. This was too much for the Bourne car and as González started uphill towards the pits he ceased to accelerate and coasted to his pit, the gearbox useless, a gallant drive over.

Let us—and especially those who applauded González while he was running, but after he had retired lost all interest in Landi's steady drive into third place—face a few facts. Due to the noise of the V16 engine González seemed to be going like an atom-bomb. Actually he proved that his limit in both B.R.M.s was exactly that of Taruffi in the old Ferrari known as a Thinwall Special, which had something not quite right about its suspension. The atom-bomb was elsewhere, in the gearbox, which couldn't face less than 100 miles of this sort of racing. B.R.M. have found the driver but cannot produce a worthwhile racing car. Apparently, as they have no team manager, or even an interpreter for González, he did as he wished about calling Wharton in, whereas if Ken, holding third place, had been left alone, he would almost certainly have finished third, without having to push the frail machine as González had to to regain that position, to ultimately burst. The final result was:—

1st : P. Taruffi (Ferrari Thinwall Special), 1 hr. 6 min. 2.8 sec.; 93.07 m.p.h.
2nd : L. Villoresi (Ferrari), 1 hr. 6 min. 17 sec.; 92.73 m.p.h.
3rd : F. Landi (Ferrari), 1 lap behind.
4th : Gaze (Maserati); 5th : Flockhart (E.R.A.); 6th : Gerard (E.R.A.); 7th : Barber (Cooper-Bristol); 8th : G. Whitehead (E.R.A.); 9th : Bira (O.S.C.A.); 10th : Thompson (Delage); 11th : James (Maserati); 12th : Rosier (Ferrari); 13th : Watson (Alta).
Lap record : Taruffi (Farrari) and González (B.R.M.), 1 min. 49 sec. —96.67 m.p.h.

SILVERSTONE SHORTS

The Ferraris used Shell X-100 S.A.E. 50 oil, poured into their rear tanks from ordinary one-gallon tins.

* * *

Ramponi, who advised the Ferrari team, was in fine form. Farina sat aloof on the pit counter and argued with the head mechanic about how to take Woodcote Corner. They then went to visit Raymond Mays. Taruffi also called the head mechanic to examine the Thinwall Special's suspension, and another Ferrari mechanic spoke to the mechanic in charge of Baird's Formula II car. Taruffi's Formula II car refused to run on all four for some time before practice but was just kept running until all the plugs came in.

* * *

González came in from practice (he lapped at 97.57 m.p.h.) and tried to make the mechanics understand that he wanted 7.00–17 in place of 7.00–18 back tyres. Wharton was using 7.00–17s. 5.50–18 tyres were used on the front wheels. While wheels were changed the plugs were removed and the near-side drive shaft universal greased. Wharton told us he was still getting used to handling such a potent car. Other rear tyre sizes : Indianapolis Ferrari, 7.50–18; O.S.C.A., 6.50–16; Formula II Ferraris, 6.50–16.

* * *

The new-found speed of the compact Formula II Connaught was the talk of Silverstone. They had a new exhaust system in which two pipes merged into one pipe at the scuttle.

Watson's Alta, rebuilt after its crash at Snetterton, now has the latest Alta rack-and-pinion steering. It fulfilled its role as the "eternal last," but at least finished when the other Altas all retired.

* * *

Taruffi and his red-headed wife used an A70 Austin as transport.

* * *

H.W.M. had a complete spare Alta engine with them.

* * *

The "transports" of racing folk add to the colourful score. Here are some that were present :—

Ferrari : Large and smaller O.M. vans.
Dennis Poore : His faithful Dodge converted coach.
Richardson : Ford van.
Watson : Bedford van.
P. H. Bell : Perkins diesel-engined Fordson.
Gerard : Dodge van.
Bira : The old "White Mouse" Ford van, very tatty.
Claes : Fargo van.
E. J. Moor : Trailer for "Wasp" towed with Perkins 30/98.
Cooper Cars : Vanguard van.
Arnott : Bedford van.
Lucas : Large Commer van.
Dunlop : Vanguard van and almost-vintage Morris van.
Notwen : Commer van.
Derrington : His Ford workshop van.
Ecurie Ecosse : Bedford van.
Rosier : Smart Renault van.
Ecurie Richmond : Vast A.E.C. van.
Scuderia Ambrosiana : Leyland bus.
Shawe-Taylor : Bedford van.
Kieft : Big Guy van.
Baird : Guy "Otter" van.
Gaze : Small Ford van.
Big Bill Whitehouse : Bedford van.
Equipè Brittanique : Bedford coach with beds and 2-car storage.
G. A. Vandervell : Leyland "Comet" van, Austin van and Austin lorry.
David Shale : Austin van.
Simpson : Alta in a long caravan.
Redex : Small Ford van.
Ferodo : Austin van.
Mintex : Small yellow Commer van.
B.R.M. : Austin transports, of funereal hue.

Landi's aged lorry had had a bad biff *en route*. Etc., etc. [No standardisation here, Miss Red-Tape !]

* * *

Moss used Shell fuel and oil, Lodge plugs, Dunlop tyres, Ferodo brake linings and Borrani wheels. *Ascari* used Shell fuel and oil, Champion plugs, Pirelli tyres, Kiclos brake linings and Borrani wheels. *Taruffi* used Esso fuel and oil, K.L.G. plugs, Pirelli tyres, Ferodo brake linings and Rudge wheels.

* * *

Ascari now has 27 points towards the 1952 World Championship, against 19 for Taruffi and 16 for Farina.

SPEED DOES NOT CAUSE ACCIDENTS !

Writing in the Essex Road Safety Bulletin, the Chief Constable of Essex, Capt. F. R. J. Peel, states :

> "Of 6,340 accidents in Essex in which blame was attributed to car drivers or motor-cyclists, in only 86 cases was excessive speed thought to be the chief cause. On the other hand, very slow speed has contributed to some accidents."

We are reporting this in the hope that those who help to frame our motoring laws and those responsible for safety campaigns should have a good opportunity of studying the statement for, in the past, far too much emphasis has been given to speed causing accidents, whereas competent motorists will know that it is very rare for a fast driver to be involved in an accident of his own making.

In so many counties, when driving quickly, you are stopped by a police car and the officer says : "Now, now, old man, are you in a hurry—take it a little slower or you may be getting into trouble." Whereas, on the arterial roads of Essex we hope to hear : "Now, now, old man, you cannot drift about all over the road holding conversation with your passenger or lighting your pipe or cigarette, or you may cause annoyance and danger to the driver of a fast car." "Jay-drivers" continually imperil the lives of competent drivers by this drifting. The fast driver also suffers from those who deliberately make a double line of traffic and travel at a slowish speed for some miles immediately they see a fast car approaching. The rudeness and discourtesy extended by these "jay-drivers" to competent motorists every day is disgraceful, but they are encouraged in many parts of England as "slow and safe." Our experience, and that of most of our readers, has been that the fast driver is alert, keen to consider others, and quickly prepared to give way to faster drivers.

Driving about in plain clothes, jumping out from behind lamp-posts and hedges, is certainly no way in which to try and bring safety to our roads ! Thanks to Capt. Peel, the competent motorist is getting a square deal in Essex, for Capt. Peel has gathered around himself a team of officers who, under his instruction, are bringing credit to the mobile police force. We hope other Chief Constables will review the position and publish figures of their own areas so that the attention of the motoring and non-motoring public shall be turned to the danger of the "jay-driver."

* * *

Berkhamsted and District M.C. is holding another Tewin Water Speed Trial on August 4th.

THE SCOTTISH HILL-CLIMBS—continued from page 361.

Wharton was again at the top of his form and made f.t.d. in his Cooper and second f.t.d. in the E.R.A. thus completing the double.

Class 1. Up to 500 c.c.

Alex McGlashan opened the meeting in his Cooper and came very near to breaking the class record. On his second run he did manage to do so, as did Don Williams, son of Eric Williams in his Emeryson on both runs, but Ninian Sanderson made best time and beat the class record by 3.43 sec. on his second run.

1st: Ninian Sanderson (Cooper) ... ... 60.96 sec.
2nd: Don Williams (Emeryson) ... ... 62.19 ,,
3rd: Alex McGlashan (Cooper) ... ... 63.67 sec.
4th: John E. Wilson (Kieft) ... ... 65.19 ,,

Class 2. 501 to 1,100 c.c., Non-s/c.

Cecil Heath the winner in this class gave two excellent performances in his Cooper. Unfortunately, Bob Haddow had a spot of engine trouble to begin with, but on his second climb was only 1.89 behind.

1st: Cecil Heath (Cooper) 62.94 sec.
2nd: R. T. Haddow (Cooper) 64.83 ,,
3rd: J. H. White (Mackay) 67.95 sec.
4th: N. Kennedy (Burdmonk) ... ... 72.36 ,,

Class 3. 501 to 1,100 c.c., S/c.

Once more Ken Wharton thrilled the crowd as he drove faultlessly over Stone Bridge round Cobblers and the Hairpin Bends to finish in 54.23 sec., a record for the course beating Dennis Poore's 1951 f.t.d. by 2.09 sec.—a really splendid performance, for which he received a great ovation from the appreciative spectators. Bernard Bradnack in his Cooper made an excellent second climb when he clocked in at 58.94, thus making him fourth f.t.d.

1st: Ken Wharton (Cooper) 54.23 sec.
2nd: B. E. Bradnack (Cooper) ... ... 58.94 ,,
3rd: A. H. B. Craig (M.G. Special) ... ... 68.65 sec.
4th: B. J. Smith (Turner-M.G.) ... ... 71.97 ,,

Class 4. 1.101 to 1,500 c.c. Non-s/c.

This promised to be an exciting class as the Australian Hill-Climbing Champion Keith Martin was out to show us what Australia could do. Bad luck has dogged him since he has been over here and he was unable to compete at Bo'ness. It seems as if it is still following him for on his first attempt he only managed a few yards, and then had to free-wheel to the paddock, owing to the failure of the petrol pump. Before his second climb a local garage had supplied an electric pump and he started off like a rocket. At half-way he had practically equalled Ken Wharton's time and it looked as if he was to live up to his name of lead-footed Martin. However, disaster came at Cobblers Corner when he skidded into and bent the white railings. Nothing daunted, however, he jumped out of his damaged car, and amid the cheers of the crowd finished the course on foot. He was rewarded by a very welcome cup of tea presented by two or three of the attractive nurses, which perhaps compensated in some measure for his disappointment. Ian Hopper the winner of this class gave a polished performance in his Hopper Special.

1st: Ian Hopper (Hopper Special) ... ... 66.72 sec.
2nd: W. Martin (Marilatti) 80.54 ,,
3rd: R. G. Mickel (Singer) 80.71 sec.

Class 5. 1,101 to 1,500 c.c. S/c.

Ron Flockhart in an E.R.A. broke the record in this class by no less than 10.94 sec. Freddy Stang's Lea-Francis packed up on his second climb at Cobblers Corner and had to be pushed off the road.

1st: R. Flockhart (E.R.A.) 60.45 sec.
2nd: F. S. Stang (Lea-Francis) ... ... 69.39 sec.

Class 6. 1,501 to 3,000 c.c. Non-s/c.

A new record was made in this class by James F. Gibbon in a Rover Special in which he made two excellent climbs.

1st: J. F. Gibbon (Rover Special) ... ... 62.24 sec.
2nd: J. R. Stewart (Healey Silverstone) ... 63.94 ,,
3rd: J. D. L. Melvin (Frazer-Nash) ... 63.98 sec.
4th: W. G. G. Brand (Healey Silverstone) 69.49 ,,

Class 7. 1,501 to 3,000 c.c. S/c.

Ken Wharton in Bell's E.R.A. made the second f.t.d. with such complete control that it made the whole climb look ridiculously easy.

1st: Ken Wharton (E.R.A.) 56.14 sec.
2nd: P. J. Stubberfield (Bugatti) ... ... 64.87 sec.

Class 8. Over 3,000 c.c. Non-s/c.

James Neilson in a Jaguar XK 120 was the winner in this class and he made two very competent climbs, and just a few seconds behind came G. P. Denham-Cookes also in a Jaguar. Pat Melville driving his beautifully kept Vauxhall, was as ever a joy to watch, and Major A. MacGregor Whitton in his white Topez leisurely drove up the hill.

1st: J. Neilson (Jaguar XK120) ... ... 63.89 sec.
2nd: G. P. Denham-Cookes (Jaguar XK120) ... 66.88 ,,
3rd: A. Moore (Allard) ... 67.02 sec.
4th: T. M. Tannahill (Jaguar XK120) ... 67.08 ,,

Class 9. Over 3,000 c.c. S/c.

As at Bo'ness, excitement was great as Dennis Poore tried to better Ken Wharton's record-breaking run, but although on his second climb he beat his last year's record by 0.11 sec., he couldn't beat Ken Wharton's times, who was left undisputed champion.

1st: Dennis Poore ... ... 56.21 sec.

J. F.

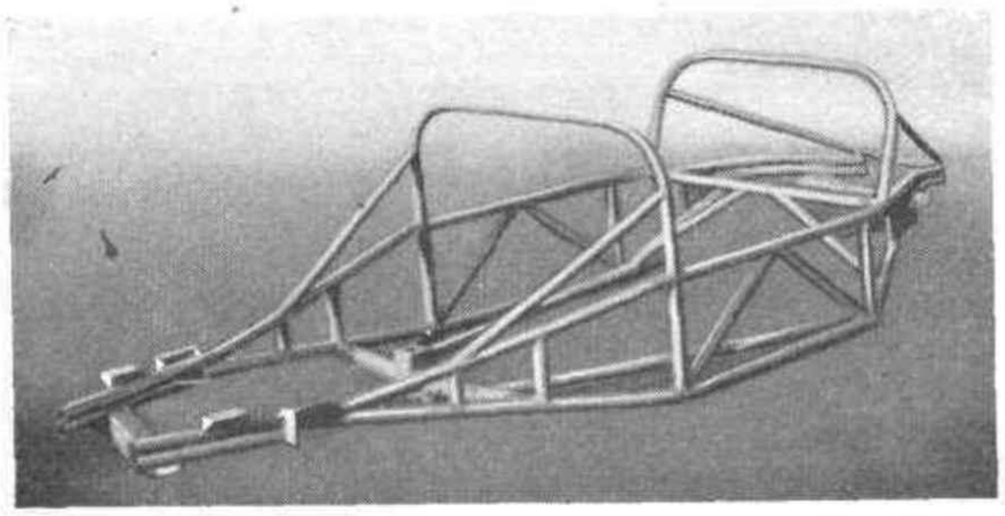
TEST OF A BUCKLER SPECIAL

FORD TEN-ENGINED " specials " based on the multi-tubular frame, special suspension and other parts of which Bucklers, of Reading, make a speciality, are becoming increasingly popular. In order to discover what are their attractions, we spent a day recently with C. D. F. Buckler's own car. It proved an excellent tonic, for very respectable average speeds can be attained without effort, and bends, secondary roads, and traffic congestion, add to, rather than diminish, the enjoyment of the driver.

Perhaps the car's outstanding characteristics are its excellent roadholding and cornering abilities. The suspension, by transverse leaf springs with divided-axle i.f.s., permits considerable movement of the road wheels but is adequately damped, so that the ride is on the hard side, and roll-free. In conjunction with this suspension is steering which is very light for its high gearing (1⅞ths turns, lock to lock), sensitive, with adequate but not vicious castor-action, and transmitting return-motion only over very rough surfaces. The result is a car which can be whipped with ease and without any vices round corners up to the limit of its speed. Normally there is neither over- nor under-steer, although the emphasis is on the latter. Certainly even experienced drivers find themselves cutting out unnecessarily early for corners on first acquaintance with the Buckler, and subsequently surprising themselves as to how far they can " move-back " their cut-off points. The beauty of this road-clinging is that it is, for all practical purposes, unaffected by bad road surfaces, no mean achievement in a car which weighs only 10¾ cwt. in running trim, with tools and several gallons of fuel.

The very light weight, which might impair roadholding but most assuredly does not, ensures surprisingly good acceleration from a s.v. Ford Ten engine, which is a convenient, durable and economical power unit to use—although French and Italian small-car enthusiasts may well wonder why we trouble with it! There is also sufficient speed to enable the merits of the chassis to be enjoyed. We would place the genuine maximum at 75 m.p.h., using aero-screens, and, once attained, this speed can be held, as they say, indefinitely, water temperature steady at 90 deg. C. (the radiator lives *behind* the engine, incidentally), oil pressure likewise at 30 lb./sq. in. In second gear it is possible to reach 60 m.p.h., but more lenient to change-up at 55. As 40 m.p.h. can be reached in bottom gear there need be no loss of sleep over absence of a four-speed box. This with an experimental 4.7 to 1 back axle and 4.50–17 tyres.

A 70-75 m.p.h. maximum is nothing to shout about in 1952, even from a 1,172-c.c. car, but the Buckler seems to go faster than its speedometer, an impression no doubt enhanced by air streaming past an aero-screen and a racing exhaust note which rises to a scream, suggesting that Mr. Buckler has found with the Ford Ten, as we did years ago with the Austin Seven, that power is wooed by giving the burnt gases their absolute freedom!

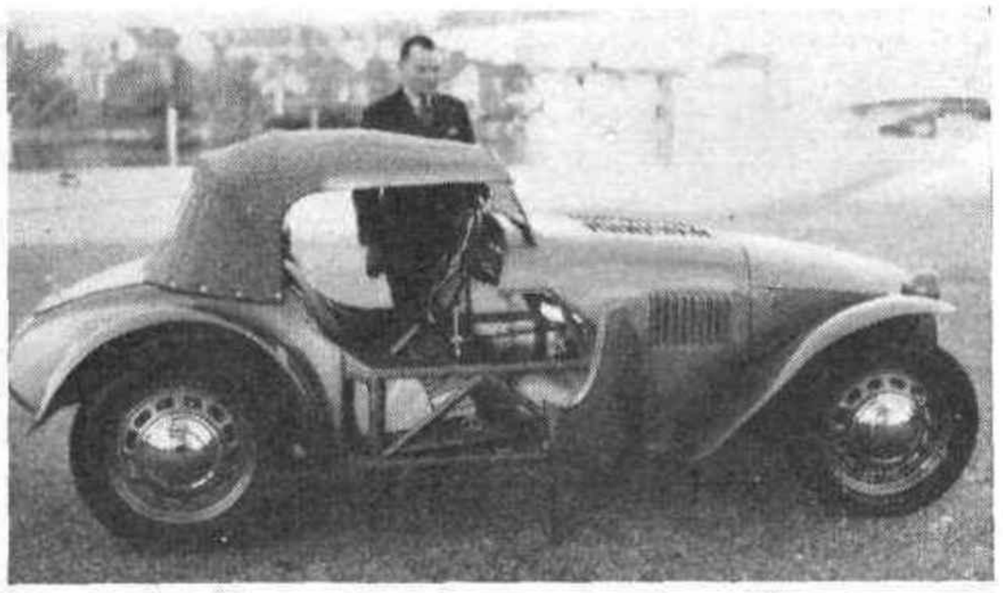


[*By courtesy of "Motor Trader."*

RIGID.—The Mk. V Buckler multi-tubular chassis frame in two-seater form.

Speed apart, the acceleration is extremely usable, and would be better still with the more customary 5.5 to 1 axle-ratio. A standing ¼-mile, two up, occupied 21.6 sec., and from a standstill a genuine 50 m.p.h. was reached in 12.6 sec., 60 m.p.h. in 21.0 sec. The mean figures for two-way runs were: 22.0, 13.1 and 21.8 sec., respectively; 30 to 50 m.p.h. in top gear took 10.1 sec. This acceleration makes light of congested traffic conditions and, allied to the aforesaid " on-rails " cornering, enables the Buckler to run rings round larger and more pretentious vehicles.

There is yet another performance factor of this utility sports car which is outstanding—the economical fuel consumption. We tried it with a Ford carburetter and on an 8 to 1 compression ratio, with which it was entirely " pink "-free on 80-octane fuel and did not " run-on " when switched off. Driving hard, a consumption of better than 35 m.p.g. was achieved, and Buckler then fitted a quart test tank and demonstrated that, with care, a consumption of over 49 m.p.g. was obtainable, averaging about 40 m.p.h. over secondary roads one-up, 50-55 m.p.h. being held whenever possible. This excellent result astonished us, but again and again the test tank was filled, the average of three runs coming out at better than 47 m.p.g. Such economy is another offshoot of light weight, and for the same reason the standard Girling brakes are entirely adequate to the performance.



[*By courtesy of "Motor Trader."*

BUCKLER AND SPECIAL.—C. D. F. Buckler stands behind his Ford Ten-engined competition car.

All controls are light to operate and the remote-control gear-change quick in use but with the irritating shortcoming that, in a hurry, first gear cannot always be located correctly. There is no point in discussing the controls in detail, because each enthusiast will plan their location and action to his or her own satisfaction. The same applies to bodywork—actually Buckler favours a spartan two-seater with spare wheel and 6½-gallon fuel tank in the tail, and high doors which, excellent for keeping out rain and dirt, do rather enhance the impression of sitting in an animated bath. The Buckler frame is available in both two and three-seater form.

Altogether we were most favourably impressed and at a later date look forward to trying the car in supercharged guise.—W. B.

DATA

Car: Buckler Special sports two-seater. Four-cylinder. 1,172-c.c. Ford Ten engine. 8 to 1 compression ratio; 4.7 to 1 axle ratio. Weight 10¾ cwt.
Loaned by: Bucklers, 67, Caversham Road, Reading, Berks (Reading 3227).
Maximum speeds (speedometer corrected): 1st: (11 to 1) 40 m.p.h.; 2nd: (6.75 to 1) 60 m.p.h.; top: (4.7 to 1) 75 m.p.h.
Acceleration (speedometer corrected—mean of two-way runs): 0-50 m.p.h.: 13.1 sec.; 0-60 m.p.h.: 21.8 sec.; standing ¼-mile: 22.0 sec.
Fuel consumption: 35.5 to 47.2 m.p.g. (range approx. 270 miles).
Tyre size: 4.50–17.

STOP PRESS—ALPINE RALLY

As we close for Press the scrutineers are still examining the Alpine Rally cars, and only provisional results are available. But we wish to congratulate Ian Appleyard (Jaguar), who wins the only Gold Cup ever awarded, for his third successive victory, and Murray-Frame, Mike Hawthorn and Stirling Moss (Sunbeam-Talbots), for taking the Team Prize.

The French Grand Prix (July 6th)

THIS year's Grand Prix de l'A.C.F., which also formed one of the series of National Grands Prix de France, was a Formula II race of 3 hours' duration, over the difficult 3.17 mile Essarts circuit near Rouen. Sultry weather hung over the wooded country and rain fell heavily during part of the race. Organisation was carefree rather than efficient but a large, lively crowd attended, controlled by cheerful, colourful, whistle-equipped policemen. The acceptable attractions of a French motor race were all present—the champagne and chicken lunch in a large marquee to the accompaniment of trumpet tunes and the roar of practising cars, the massed band, the massed start, and the sartorial displays of the French women, who wore very little more than many English girls deem desirable on Brighton beach. Etancelin is the local boy and his parade after being made a Chevalier of the Légion d'Honneur was whistled about equally with the aforesaid sartorial brevities! Hawthorn, too, got a fine reception. In practice the three " works " Ferrari fours had been fastest by far, Ascari lapping in 2 min. 14.8 sec. (84.63 m.p.h.), Farina 1.4 sec. slower and even Taruffi being 1.1 sec. quicker than Behra's Gordini Six. Macklin's H.W.M. was rebuilt just in time after a con-rod episode at Rheims and the Walton mechanics still had to fit a fresh magneto to Cabantous' H.W.M. The Ferraris, like Rosier's own " four," used 7.00–16 back tyres.

After the cars had lined up before their pits, some fast demonstration laps were put in by an astonishing Renault chassis, with a 4-c.v. engine at the front, driving the front wheels *via* a Dyna-Panhard front drive and having a slab fuel-tank in the floor.

Before the G.P. there was a 30-lap International Formula III race which attracted five Coopers, the Erskine-Staride, some astonishing French " specials," three very slim, wicked-looking D.B.s and two J.B.s. From a clutch-start Cooper, Aston, Loens and Leston went ahead. Alas, Aston, in first place, lost his plug-lead and couldn't restart. Loens fell out with magneto trouble, then Leston lost all compression, leaving John Cooper in possession of the race and able to ease from 70 to just above 60 m.p.h. Sir Francis Samuelson at first proved his Cooper-Norton a match for Bonnet's D.B. but was delayed by trouble. So Bonnet was second, pressing Cooper to the finish and Hauw's D.B. just snatched third place from Liagre's D.B. on the line, when the latter's throttle control broke.

1st : J. Cooper (Cooper-Norton) 1 hr. 24 min. 14.9 sec. ... ... 108.9 k.p.h
2nd : R. Bonnet (D.B. Panhard) 1 hr. 24 min. 27.1 sec.
3rd : V. Hauw (D.B. Panhard) 1-lap behind.

Fastest lap : L. Leston (Cooper), 114.1 k.p.h.

The entry for the G.P. was very good. There were the three " works" Ferraris (brought in their vast O.M. van)—the " new-cowl " version, works Nos. 6, 3 and 7 respectively—Manzon, Behra and Prince Bira with Gordini Sixes, Etancelin with the new A6G Maserati entered by the Scuderia Bandeirantio and painted a very odd colour, Rosier's Ferrari four, V 12 Ferraris of Hirt, Carini and Comotti, Fischer sharing Hirt's car as his " four " threw a rod in practice, the Platé-Maseratis of de Graffenried and Schell, Trintignant and Claes in four-cylinder 1½-litre Gordinis, the Collins, Macklin, Cabantous H.W.M. team, Hawthorn in the Parnell-entered, Bryde Cooper-Bristol in place of his Farnham-tuned car, and Peter Whitehead's new 8-plug F II Alta hoping to run to a steady finish.

Every Frenchman present must have hoped for a repetition of the Gordini victory at Rheims, but it was not to be. The Ferraris were superior, even in acceleration, in spite of self-locking differentials in Manzon's and Behra's cars.

The first mad rush round the hairpin was magnificent, Ascari already in the lead from Farina, followed by Manzon and Behra, then Taruffi. de Graffenried got hopelessly hemmed in but Hawthorn was getting through well and Collins led the green cars, in sixth place. Right away Ascari and Farina drew out of sight of the rest but it took Taruffi five laps to gain third place. Only three laps went by before Behra and Bira were missing, the former, from fifth place, had spun in trying to keep Taruffi at bay (shades of Spa!) and visited a ditch, stopping subsequently for a check-over, Bira to investigate a mis-fire.

In spite of 3 hours duration the Ferraris did not need either tyres or fuel and had the race to themselves. Behra drove magnificently to regain the time he had lost, holding Taruffi in the corners, but to no avail. With similar virtuosity Manzon held grimly to the fourth place, cornering really fast and, *highly commendable*, Trintignant in a 1½-litre Gordini four came by regularly as clockwork in fifth place but several laps behind the leader. Of the H.W.M.s, Peter Collins was sixth, but had to refuel and adjust brakes at the end, so only just staved off the determined Behra, whereupon the H.W.M.'s back-axle broke! The other H.W.M.s went round steadily, finishing, Macklin ninth, Cabantous tenth, the latter with a sore hand. Etancelin had no real acceleration from the new Maserati, although it was fast into the corners—he finished eighth, ahead of Macklin.

But Ferrari had complete superiority on this twisty little circuit, Ascari lapping Manzon after 32 laps and team-mate Taruffi after 40 laps. He slowed perhaps 10 sec. a lap when the rain came. The corners beyond the pits were not taken fast enough for true "nose-in " drifting but nevertheless needed real skill for rapid negotiation.

Carini's V 12 Ferrari retired with engine trouble in two laps, Schell's Maserati-Platé, with a useless gearbox, after six laps, the American then sharing de Graffenried's Maserati-Platé, only to give up after 34 laps with brake maladies. Rosier's unlucky blue Ferrari four lasted only 18 laps before its engine broke-up and Claes' Gordini was out for the same reason three laps earlier. Whitehead's Alta experienced a return of the gearbox trouble on lap 25, when running eleventh.

After this the race, now dull to seasoned race-goers, settled down until, an hour from the end, we were troubled to hear Hawthorn's engine suddenly splutter. He lost much time at his pit—he was then sixth—and retired a lap later, a split header-tank having watered the ignition to the detriment of the sparks. Hard luck indeed, after 41 skilful laps. Bira was the final casualty, after 57 laps, when the Gordini's back-axle protested. The race ended quietly. Ascari was congratulated by many of the French drivers. He had taken corners without cutting where even Farina lifted his foot slightly, although the latter made fastest lap.

1st : A. Ascari (Ferrari four) ... ... 129.0 k.p.h. (77 laps)
2nd : G. Farina (Ferrari four) 1 lap behind leader.
3rd : P. Taruffi (Ferrari four) 2 laps behind leader.
4th : Manzon (Gordini) 3 laps behind; 5th : Trintignant (1½-litre Gordini) 4 laps behind; 6th : Collins (H.W.M.); 7th : Behra (Gordini) 5 laps behind; 8th : Etancelin (A6G Maserati) 6 laps behind; 9th : Macklin (H.W.M.) 7 laps behind; 10th : Cabantous (H.W.M.) 8 laps behind; 11th : Fischer and Hirt (Ferrari); 12th : Comotti (Ferrari) 13 laps behind.

Fastest lap : Farina, 136.1 k.p.h.

For our part, if the race was rather dull, getting there and back was equally uneventful. The Transair Avro Anson brought us smoothly that morning from Croydon to the Club landing ground at Rouen in spite of thunderstorm conditions all over England. It made an excellent landing on the turf and it was not the pilot's fault that, on our return that evening, curious folk had crawled all over it and succeeded in removing an emergency-hatch! A Peugeot " 402 Long" taxi took us to the circuit and we rode back in an old, but willing and well-braked, Mercédès-Benz 'bus, packed to capacity and driven by a man whose virtuosity approached that of Alberto himself! The return flight occupied a mere 75 min., the Anson coming in over Eastbourne after the half-hour Channel crossing, with the U.S. cruiser " Benham," which has disappointed English girlhood, right below.

JAGUAR VICTORIOUS AT JERSEY
(July 10th)

The B.A.R.C. Sports-Car Race at Jersey on July 10th was an easy victory for Ian Stewart in an almost brand new Jaguar XK120C. Stewart won both his heat and the final. Ken Wharton, in a new version of Le Mans Frazer-Nash, drove brilliantly, beating the DB3 Aston-Martins of Abecassis and Parnell in spite of giving them over half a litre! The DB3s had four-speed in place of five-speed gearboxes for this race. In the second heat Oscar Moore's H.W.M.-Jaguar went remarkably well, leading almost throughout from Parnell's DB3 and snatching it back on the last lap after Parnell had gone momentarily out in front. In the Final Moore could do nothing about Stewart's XK120C but led Abecassis until the H.W.M.'s over-bored Jaguar engine threw a rod. Jim Mayers and Pat Griffiths led the 1½-litre class from Davis' Cooper-M.G.

Heat 1 : 1st : Stewart (Jaguar XK120C) ... ... 87.44 m.p.h.
2nd : Wharton (Frazer-Nash).
3rd : Abecassis (Aston-Martin DB3).

Heat 2 : 1st : Moore (H.W.M.-Jaguar) ... ... 85.36 m.p.h.
2nd : Parnell (Aston-Martin DB3).
3rd : Dobson (Jaguar XK120).

Final : 1st : Stewart (Jaguar XK120C) ... ... 87.82 m.p.h.
2nd : Abecassis (Aston-Martin DB3).
3rd : Parnell (Aston-Martin DB3).

"Motor Sport" Directory of Clubs

INTEREST in all aspects of motor sport has expanded so enormously since the war that motor club activities have naturally followed suit. The Clubs have always played a notable part in the motoring activities of this country but for some years now not only has membership of individual clubs grown, but the number of fresh organisations which have come into being is as bewildering as it is significant and encouraging. Hardly a day goes by without requests arriving at MOTOR SPORT'S offices for details of clubs suitable to the enquirers in respect of location, one-make interests or specific objects. Consequently, we hope that this Directory will constitute a useful guide to the aims and activities of those hundreds of clubs now operating, the majority of which are officially recognised by the R.A.C.

The Directory has been compiled with the co-operation of the clubs' secretaries, to whom our appreciation is extended. They have willingly and quickly provided data which we think our readers will like to have in the form of this collective reference. You have only to look alphabetically for a required club, whether one-make, territorial or general, to find comprehensive details about it. Little qualification is required, but it may be remarked that many clubs issue news-sheets, bulletins or magazines, either duplicated or printed, which are a further incentive to membership and a particularly valuable feature of one-make clubs and registers. In some cases, but not all, reference is made to such publications under the heading of "Activities." Practically all the clubs, too, issue club car-badges, often supplemented by button-hole badges, ties, scarves, etc. The size of a particular club is indicated by the number of members it has, which information was readily supplied to us. Although this might be assumed to expose the small clubs in an inferior light, this is certainly not so, for very often those clubs with low membership figures offer a charm of exclusiveness not found in the bigger organisations. Incidentally, most clubs find membership increasing almost daily and as this Directory was completed some weeks ago, most of the membership figures can be taken as conservative. This gives rise to the thought of what a powerful influence the clubs—with rising membership in almost every part of the British Isles—should be able to exert in maintaining the rights of the motorist! Apart from their collective power, motor sport and, indeed, the entire motoring movement is largely dependent on the clubs, which so ably organise Britain's vast fixture-list of motoring events, social as well as competitive, almost invariably with R.A.C. sanction, which implies the approval of Police and Local Authorities. If you do not, as yet, belong to one, you now have no excuse for not joining!—we hope you will raise your glass with ours in a toast of "The Clubs—God bless 'em."

* Club not yet recognised by R.A.C.

Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Entrance fee*	*Annual Sub.*	*Secretary's name and address*
Aberdeen & District M.C. Ltd.	1909	256	Racing (Crimond); annual all-night trial for S.M.T. Trophy.	—	First Tuesday.	—	5s.	15s.	A. A. Howie, c/o Mearns, 78, Rosemount Viaduct, Aberdeen.
A.C. Owners' Club	1949	284	Navigation trials, rallies, etc., and social events. Monthly *printed* Bulletin.	—	Last Wednesday (London).	Ord. member: past or present owner A.C. Assoc. member: interest in marque.	Ord., £1 Assoc., 10s. Overseas, £1	Ord., £1 Assoc., 10s. Overseas, 10s.	G. R. Grigs, 72, Redcliffe Gdns., London, S.W.10.
Allard Owners' Club	1951	183	Social meetings monthly. Gymkhanas, speed trials, trips to events, home and overseas.	24/28, Clapham High St., London, S.W.4.	Second Tuesday.	Recommendation preferred.	—	21s.	J. Appleton, 24, Clapham High St., London, S.W.4.
Alvis Owner Club	1951	200	Social and sporting events.	—	—	Ownership of Alvis.	21s.	21s.	S. R. H. Critchett, Lavington House, 16, Lavington Rd., Worthing, Sussex.
Armagh & District M.C. & C.C.	1950	130	Driveability and navigation tests, novelty events.	Beresford Arms Hotel, Armagh, Northern Ireland.	One each month.	—	7s. 6d. per event	5s.	J. Millar, Drumadd, Armagh, Northern Ireland.
Association of Midland Motor Clubs	1950	17 Midland Clubs	Liaison between clubs and with R.A.C. on matters relating to Calendar and motor sport generally.	—	Three or four annually, as required.	Open to clubs in Midland Area recognised by R.A.C.	£1	As required	M. F. Finnemore, 122, Colmore Row, Birmingham, 3.
Atomic Energy Research Estab. M.C.	1947	85	Promoting speed events, car rallies, etc.	A.E.R.E., Harwell, Didcot, Berks.	Mondays (Fortnightly), 7.30 p.m.	—	5s. 6d.	5s.	D. J. Mathias, 19, Breachfield, Burghclere, Newbury, Berks.
***B.M.W. Register**	1951	20	Interchange of experience, ideas and spare parts. Later, hope to hold regular meetings and events.	—	—	Present owners of B.M.W. and Frazer-Nash-B.M.W.s	—	—	R. J. T. Hewitt, 5, St. Leonard's Court, East Sheen, London, S.W.14.
Bentley Drivers' Club Ltd.	1936	1,003	Eastbourne Rally, Silverstone Sprint and Race Meeting, Speed Hill-Climb, annual meeting with the Metropolitan Police School of Motor Driving, and Lancashire Constabulary Motor Driving School, and Annual Dinner and Dance.	—	Notified monthly in "Club Notes."	Applicant *must* be a past and/or present owner of a Bentley.	10s.	42s. Overseas, 30s.	Lt.-Col. C. H. D. Berthon, "Madges," Long Crendon, Aylesbury, Bucks.

[*Continued on page* 370A

THE SCOTTISH HILL-CLIMBS

BO'NESS (June 28th)

SOME very fine climbs and eight class records broken were witnessed by an enthusiastic crowd of spectators at the Sixth International Speed Hill-Climb at Bo'ness on Saturday, June 28th last. It was a warm, sunny day, with a dry track, and spectators gay in summer attire. Highlight of the day was the magnificent driving of Ken Wharton, first in his Cooper when he made f.t.d., and again in his E.R.A.

The meeting started promptly at 2.30 p.m. with Class 1 (*c*) for supercharged sports cars. Hamish Wilson, who was the sole entrant in this class, drove his M.G. well, and managed in the second run to beat his own class record of last year by 0.8 sec., his time being 44.69 sec.

Class 2 (b). Sports Cars, 751 c.c. to 1,100 c.c., Non-s/c.

A. M. Calder in his Riley managed to beat his own class record of last year on both runs, the second run clipping 0.28 sec. off the record. Also in this class, Nigel Kennedy's self-built Burdmonk made its first competition appearance. Its unusual name is made up in this ingenious way: *BU*ckler frame, Fo*RD* gearbox, *MO*rris engine and Nigel Kennedy's initials *NK*. On his second run, in spite of a certain amount of tail-waggling, he clocked in at 46.98 sec.

1st: A. M. Calder (Riley) 45.76 sec.
2nd: N. A. Kennedy (Burdmonk) ... ... 46.98 ,,
3rd: J. F. Borland (Lagonda Rapier) ... ... 47.93 sec.
4th: J. W. Goodwin (Fiat) 48.01 ,,

Class 2 (c). Sports Cars, 751 c.c. to 1,100 c.c., S/c.

Only two entrants in this class made it a little dull and A. H. Craig in his M.G. Special was an easy winner.

1st: A. H. B. Craig (M.G. Special) ... ... 43.21 sec.
2nd: T. Blackburn (Lund Special) ... ... 48.20 sec.

Class 3 (b). Sports Cars, 1,101 c.c. to 1,500 c.c., Non-s/c.

Ian Hopper in his Hopper Special was unable to beat his own record but made fastest time, although J. N. Lawrence in a Cooper-M.G. was only 0.63 sec. behind.

1st: Ian Hopper (Hopper Special) ... ... 42.15 sec.
2nd: J. N. Lawrence (Cooper-M.G.) ... 42.78 ,,
3rd: Gavin S. Scott (H.R.G.) ... ... 44.45 sec.
4th: N. T. Lithgow (H.R.G.) ... ... 45.51 ,,

Class 3 (c). Sports Cars, 1,101 c.c. to 1,500 c.c., S/c.

Another record was broken in this class by Ted Lund in his M.G.

1st: Ted Lund (M.G.) ... 42.62 sec.
2nd: G. A. D. Hammond (Dellow) ... ... 47.98 sec.

Class 4 (b). Sports Cars, 1,501 c.c. to 2,000 c.c., Non-s/c.

J. H. Walton in a Frazer-Nash was outstanding among the sports car drivers, and he beat his last year's record for the class on both climbs. J. D. L. Melvin in another Frazer-Nash also made good time, being only 2 sec. behind. John McCubbin in his Jackal, made by himself, clipped a second off his time—as this happens each year, how many years before he wins his class?

1st: J. H. Walton (Frazer-Nash) ... ... 37.66 sec.*
2nd: J. D. L. Melvin (Frazer-Nash) ... 39.81 ,, §
3rd: John McGubbin (Jackal) ... ... 45.39 sec.

** F.T.D. by sports car entered and driven by a member of the club.*
§ Class award.

Class 5 (b). Sports Cars, 2,001 c.c. to 3,000 c.c., Non-s/c.

J. R. Stewart with the Silverstone Healey beat his own class record on both climbs, which were most capably performed, and was seconds ahead of the other competitors.

1st: J. R. Stewart (Healey) 41.71 sec.
2nd: W. G. G. Brand (Healey) ... ... 44.61 ,,
3rd: C. R. G. Robertson (Morgan) ... ... 46.65 sec.
4th: W. S. R. Ewing (Talbot) ... ... 47.01 ,,

Class 6 (b). Sports Cars, 3,001 c.c. and Over, Non-s/c.

It was in this class that the first of the two accidents occurred which cast a shadow over the rest of the meeting. Ian Struthers, who usually drives a Bentley, was making his first climb in H. W. Whyte's new Allard. He entered the Snake Bend at a very high speed and the off-side front wheel struck the bank and wrenched the steering wheel from his grasp. The car mounted the bank, turned slowly over and crashed on its off side on the near side of the road. Although in this case earlier medical attention would have made no difference, it is regrettable to report that many, many minutes elapsed before a stretcher party appeared on the scene, and it must have been quite a quarter of an hour before the ambulance arrived. The Snake Bend can be the most dangerous part of the course and we know will be more adequately covered in case of emergency in the future.

F. S. Mort in a Jaguar made the best time in this class, and Mrs. Sylvia Black, driving the same car, made very good time on her second run, clocking in at 43.31 sec.—a good performance for first competition appearance, and she gained the award of f.t.d. by a lady member of the club.

1st: F. S. Mort (Jaguar) ... 41.27 sec. *Class Award*
2nd: J. Neilson (Jaguar) ... 41.60 ,,
3rd: P. Denham-Cookes (Jaguar) ... ... 42.46 sec.
4th: Mrs. Sylvia Black (Jaguar) ... ... 43.31 ,,

Class 7. Vintage Cars

Outstanding in this class was Pat Melville, who drove the old Vauxhall with brilliant precision to break his own class record.

1st: W. P. S. Melville (Vauxhall) ... 43.12 sec.
2nd: J. Gordon Lockhard 44.17 ,,
3rd: F. S. Stang (Lea-Francis) ... ... 45.44 sec.
4th: H. Pelham Burn (Alfa-Romeo) ... 45.92 ,,

Class 3 (a). Racing Cars, 1,101 c.c. to 1,500 c.c.

Ron Flockhart made best time in an E.R.A. but was not able to break the class record set up by David Hampshire, also in an E.R.A., in 1949. For his performance in this class he received an award for the fastest Scot.

It was in this class that the second serious accident of the day took place. Doctor Chassels, who was driving J. M. Hendry's Frazer-Nash, also took the Snake Bend at very high speed, and crashed at practically the same point as Ian Struthers. The car was very badly damaged, but fortunately Doctor Chassels himself was not too badly hurt, and when last we heard was making a good recovery. In this case the ambulance was on the spot immediately.

1st: Ron Flockhart (E.R.A.) ... ... 37.21 sec.
2nd: A. W. Birrell (E.R.A.) 38.61 ,,
3rd: Noel Bean (Lea-Francis) ... ... 48.23 sec.
4th: Dr. J. M. Hendry (Frazer-Nash) ... 50.81 ,,

Class Zero. Racing Cars up to 500 c.c.

Ninian Sanderson in a Cooper made two excellent climbs and managed to clip 0.5 sec. off the record he set up in September last. Alex McGlashan came a good second on his first climb timing, but made spectators gasp when, on his second run up, he hit the banking on Snake Bend. Fortunately this time all went well and he finished with a damaged car.

1st: Ninian Sanderson (Cooper) ... ... 37.80 sec.
2nd: Alex McGlashan (Cooper) ... ... 40.22 ,,
3rd: D. P. B. Prosser (Cooper) ... ... 40.31 sec.
4th: J. Baird Smith (Cooper) ... ... 40.78 ,,

Class 2 (a). Racing Cars, 751 c.c. to 1,100 c.c.

Ken Wharton's superb handling of his Cooper was a thrill to watch from start to finish, and enabled him to break his own record of last year by 0.1 sec. and gain the award for f.t.d. Bob Haddow, who was last year's Trophy holder, drove well in his Cooper but was well behind Ken Wharton's time.

1st: Ken Wharton (Cooper) 34.50 sec.
2nd: R. T. Haddow (Cooper) 38.32 ,,
3rd: J. H. White (Mackay) 40.10 sec.

Class 4 (a). Racing Cars, 1,501 c.c. to 2,000 c.c.

Here again we had an exhibition of masterly driving by Ken Wharton with the 2-litre E.R.A., although he was slightly slower in this than the Cooper. Raymond Fielding in a Bugatti obtained a class award when on his first climb he clocked in at 40.80 sec., and Mrs. Doreen Fielding, in the same car, made two neat ascents in reasonable time.

1st: Ken Wharton (E.R.A.) 35.01 sec.
2nd: Raymond Fielding (Bugatti) ... ... 40.80 ,,
3rd: Mrs. Doreen Fielding (Bugatti) ... ... 45.09 sec.

Class 5 (a). Racing Cars, 2,001 c.c. to 3,000 c.c.

The only entrant in this class was J. P. Stubberfield in his Bugatti, and he made best time on his first run up, clocking in at 48.85 sec.

Class 6 (a). Racing Cars, 3,001 c.c. and Over

This was the last and, I suppose, the most exciting climb for the onlookers waiting to see whether Dennis Poore would capture the coveted points towards the 1952 Hill-Climb Championship. On his first run he clocked in at 35.90 sec., two seconds behind his own course record. On his second run it looked as though he might just beat Ken Wharton's 34.50 sec., but he braked rather hard at Snake Bend and was just 0.15 sec. behind, but gained second f.t.d.

1st: Dennis Poore (Alfa-Romeo) ... 34.65 sec.

REST AND BE THANKFUL (July 5th)

THE magnificent scenery at Rest and be Thankful looked at its best on Saturday July 5th, when the R.S.A.C. held its International Open Speed Hill-Climb. There can surely be no more beautiful spot than this on a brilliant summer day (how very different from last July when all were drenched), Scenery, weather, excellent hill climbing and pleasant companions combined to make a perfect afternoon. The organization was excellent in every way. Stewards and police were most helpful. There was a Medical Officer in attendance and a first aid tent with orderlies and a bevy of attractive nurses ready for emergencies, which fortunately did not arise. The Hillside is a natural grand stand, and it is quite easy to see the whole of the climb from start to finish. Some enterprising spectators climbed nearly to the top of Cobblers, which made it rather hard work for the programme sellers. The three danger spots on this course which is 1,425 yards long, and rises over 400 feet, are Stone Bridge, Cobblers Corner and the hairpin bend at the finish and of course there is always the occasional sheep that has to be driven off the road. Ken

Continued on page 357

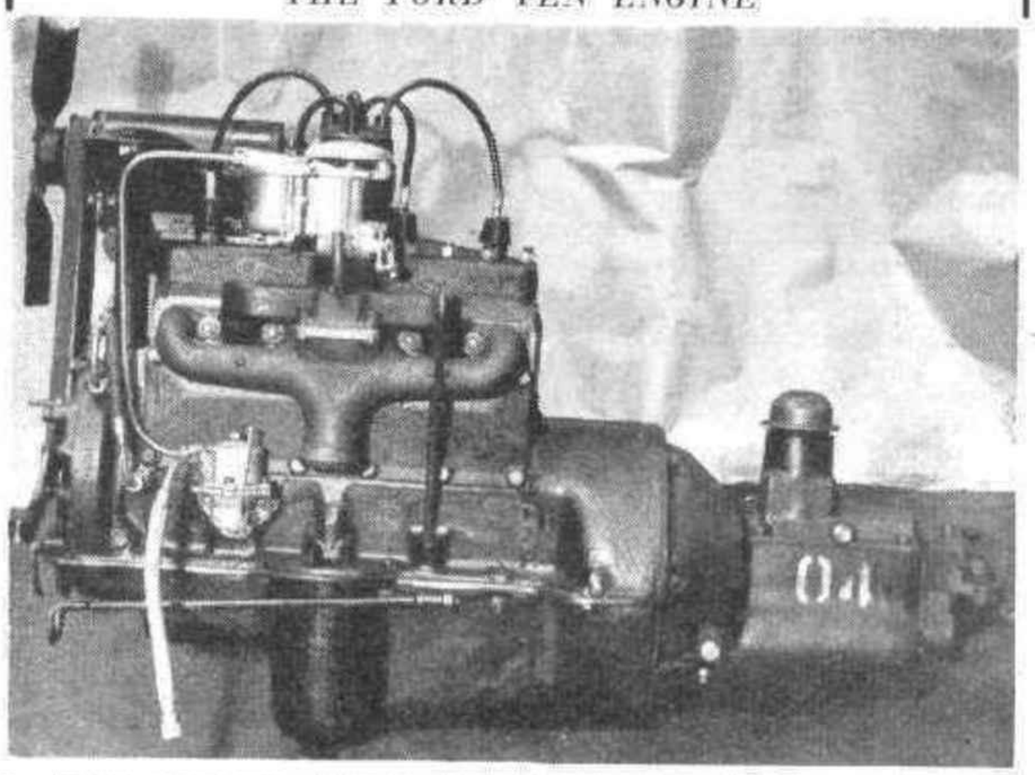
FORD TEN SPECIALS—continued from page 379.

obtained, the fitment of a magneto is considered both a needless strain on the camshaft drive as well as a source of power loss.

Twin carburetters of 1-in. bore will give a few per cent. power gain over a single carburetter at the loss, but not a large loss, in m.p.g. With the standard single Ford Zenith carburetter an increase by 5 in the compensating jet size will sometimes be found advantageous, as will removal of the hot-spot and a cool air supply to the intake. [We believe that some 1,172 Formula fans employ two 1 " S.U. carburetters and achieve about 80 m.p.h.—ED.]

A correctly-designed four-branch exhaust manifold will give reduced exhaust valve temperatures under high engine speed conditions, although the standard manifold is adequate for normal competition work.

THE FORD TEN ENGINE



Bore: 63.5 mm. *Stroke:* 92.5 mm. *Capacity:* 1,172 c.c.
Firing order: 1, 2, 4, 3. *Normal b.h.p.:* 30.1 at 4,000 r.p.m.
Torque: 46.4 lb./ft. at 2,400 r.p.m.
Normal compression ratio: 6.03 to 1; De Luxe, 6.6 to 1; Prefect, 6.16 to 1.
Maximum compression pressure: 157.3 lb./sq. in.
Pressure at cranking speed: 104 lb./sq. in.
Cylinder offset: 0.125 in. *Grade of oil:* S.A.E. 30.
Sump capacity: 4 pt. *Oil filter capacity:* 1 pt.
Oil pressure: 30 lb./sq. in.
Oil pump capacity: 0.75 gall. at 1,000 r.p.m.
Piston weight: Short, 177 grms.; long, 192 grms.
Valve lift: 0.2825 in.
Valve springs: Free length 2.96 in.; test length $1\frac{1}{32}$ in.; test pressure 29.32 lb.
Valve timing: Inlet opens 9 deg. 30 min. before t.d.c., closes 50 deg. 30 min. after b.d.c. Exhaust opens 53 deg. 30 min. before b.d.c., closes 6 deg. 30 min. after t.d.c.
Carburation, standard jets: Idler 55, Progressive 100, Diptube 140, Main 85, Comp. 75, Starter 105, Choke 22 mm., Float level $\frac{21}{32}$ in. to 43/64 in. below top of bowl.
Main bearing clearance: Up to 0.0025 in.; wear limit, 0.005 in.
Big-end bearing clearance: 0.001 in. to 0.0025 in.; wear limit, 0.005 in. End float on pin, 0.004 in. to 0.010 in.; wear limit, 0.015 in.
Camshaft bearing clearance: 0.002 in. to 0.0035 in.; wear limit, 0.005 in.
Makers: Ford Motor Co., Ltd., Dagenham, Essex.

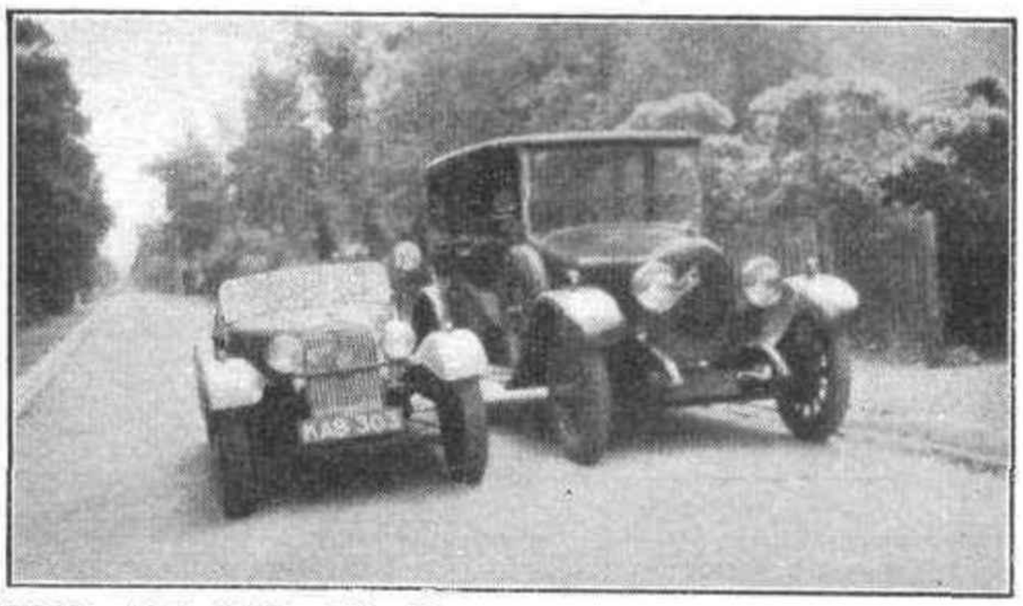
WOKINGHAM CARNIVAL

There will be a veteran-car class (age limit not specified) in the Wokingham Carnival on August 27th. Details from: Carnival Office, Shute End, Wokingham, Berks.

MORGAN PLUS FOUR—continued from page 367.

piping. It uses very little oil, being topped-up with Castrol XL when I think of it; the chassis is regularly greased and the gearbox and back-axle topped-up with Castrol lubricants. The engine functions as well as ever but runs too cool and its early promise of economical running has deteriorated to around 20/23 m.p.g. The fuel pump seems to be getting a bit weary, for it now needs more than a gallon to prime it if the tank runs dry; and the hand-primer doesn't help.

Some people say that a 2-litre engine in a $16\frac{1}{2}$-cwt. car calls for a higher back-axle ratio than 4.1 to 1 and it would be an interesting experiment, particularly as a Plus-Four has been known to give nearly 39 m.p.g. with the economy carburetter setting and restrained driving. On the other hand, the present arrangement endows the Morgan with " 30/98 " top-gear-pulling characteristics (which seems to have led Mr. Laurence Pomeroy into believing that there are only



HIGH AND LOW.—The Editor's Morgan Plus-Four, photographed on its first birthday, with his other love, the 1926 P4B Delaunay-Belleville.

three forward speeds!) pleasant to experience, notwithstanding the excellent gear-change of the Moss four-speed box. Black mark, however, to Mr. Moss for providing an oil dip-stick requiring pliers for its removal! Which reminds me, the fly-off hand-brake is too apt to fly-off and a wing-stay came adrift after 4,800 miles.

No electrical failures have been experienced bar early demise of the dashlight and stop-lamp bulbs, the original fan-belt is in use, all the instruments work well although the Smith's clock believes that *tempus fugit*, and generally, the Morgan has stood up staunchly to hard work at the hands of an impulsive driver, and still looks smart, especially when given a Lifeguard polish.

Remember that at £535 this is one of the least expensive sports cars, that it really can find its way through traffic and cover the ground, and that essentially it is for those who enjoy servicing a car as much as driving it and any criticisms I have aired will, I hope, be seen in a proper perspective. Certainly I enjoy the Plus-Four, regard it as practical fast transport as well as a means of relaxation after long-duration pen-pushing, and am not changing it for anything else at present.

I could write much more about it but this seems to cover most of the impressions I have of the car, read in conjunction with an earlier article which appeared in MOTOR SPORT last October. Let me conclude, therefore, by saying that I have always liked the idea of a sizable power unit in a lightweight car and that the Morgan Plus-Four fully bears out the enjoyment to be derived from such a formula.

—W. B.

MORE SILVERSTONE SHORTS

The Silverstone crowd saw G. A. Vandervell's Thinwall Ferrari in its latest guise, with new nose-cowl and air-intake, stub-exhausts, and fairings over the rear suspension radius arms.

* * *

The B.R.M.s push-started extremely easily in the paddock.

* * *

Flockhart ran the ex-Mays E.R.A. in its black finish and in 2-litre Zoller-blown form.

RUMBLINGS

152 m.p.h. TURBINE

Warm congratulations to the Rover Company, who set up the first timed records with a turbine car on the Ostend-Ghent motor road on June 25th. Driven by Peter Wilks and Spencer King this pioneering Rover set up final figures of 82.391 m.p.h. for the two-way s.s. kilo., 95.568 m.p.h. for the two-way s.s. mile, 151.196 m.p.h. for the two-way f.s. mile and, fastest of all, 151.965 m.p.h. for the two-way f.s. kilo. The turbine unit was governed to 38,000 r.p.m. and pulled a single gear-ratio of about 30 to 1. Dunlop tyres and a Burgess silencer were used.

This is a magnificent effort, which places Britain well in front in respect of turbine power unit development for road vehicles.

The B.A.R.C. endeavoured to foster interest in such cars by offering a £1,000 prize for the first turbine car to run at Goodwood and comply with a very lenient performance standard. Will the Rover collect this prize prior to the Nine Hour Sports-Car Race on August 16th, we wonder?

* * *

RECORDS

The sub-head refers not to records of the sort established by the gas-turbine Rover, but to the importance of preserving links with the historical past. Many old-timers read MOTOR SPORT on account of our sympathy with the old cars and motoring history and the Editor is always pleased to hear from such gentlemen, for even if the miscellaneous memories of the past which they feel inclined to jot down are unsuitable for publication, such reminiscences are always of the greatest interest.

Indeed, we should like to compile a private list of old-timers who are still with us, not to commit to print nor to hand over to the V.C.C., but simply because it is nice to know where to go if a particular piece of information is required, and to hear of persons who were active during the heroic age of motoring and who, perhaps, preserve documents and photographs of that distant age.

To younger enthusiasts restoring old cars their elders can sometimes give valuable technical assistance and at all events fill in gaps in history the elimination of which so greatly enhances the fascination of the vintage and veteran car cult.

Every so often the Editor's post is enlivened by letters from pioneers who drove cars or watched races before he was born. All such links with the past are valued, so if you possess general or specialised memories of the days prior, shall we say, to 1930, better still prior to 1915, do not feel shy of committing them to paper and letting your Editor enjoy them with you.

* * *

POINT OF VIEW!

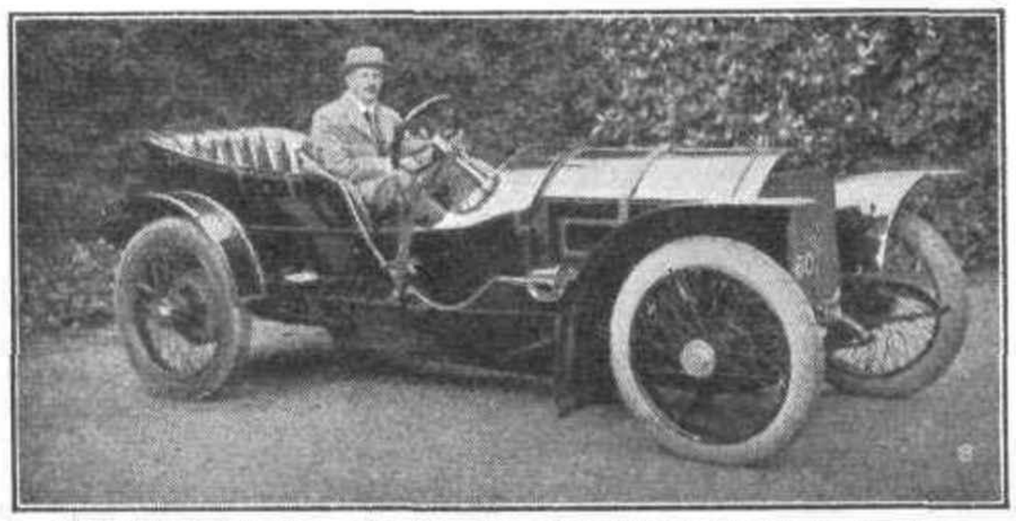
Recently that great motoring enthusiast, Ken W. Purdy, who is Editor of *True*, America's biggest-circulating men's magazine, published an article therein on the Rolls-Royce. This resulted in the following amusing reader's letter from New Zealand, published with permission of *True*, who fearlessly published it themselves :—

"I haven't had the misfortune to read Ken Purdy's article on the so-called 'best car in the world,' which stirred up Glen Rice's letter but I can guess that it was the usual childish gibberish on this subject . . .

"One intelligent statement K.W.P. did make—that a dust-up between a modern Rolls and a modern Cadillac would be a 'sad overmatch.' I quite agree. The Silver Wraith is a much over-rated piece of ironmongery. Its genuine top gear maximum, according to Laurence Pomeroy, technical editor of *The Motor*, is about 85 m.p.h. and acceleration is obviously of the same mediocrity . . .

"K.W.P. would be crying 'Uncle' in the first 100 yards, since the Cadillac offers *real* acceleration (without change of gear) and a genuine 100 m.p.h. . . . Don't you think it strange, if Rolls-Royce have such a monopoly of engineering brains, that they pay royalties to General Motors for using a synchronizing device in the gearbox, copy G.M. independent front suspension, buy a Buick every year for study, and fit an American carburetter and clutch?

"As for suggesting that Cadillac go out and get a reputation, it did that years ago . . . Won the Dewar Trophy twice and earned for itself the title of 'Standard of the World' . . . And why should 250,000 miles be a strenuous test for a Cadillac? Newman Brothers has one here that has gone 1,260,000 miles in the last 17 years and hasn't cried 'Uncle' yet . . . parading around town stuffed with senile royalty and jibbering dowagers. Yes, the Rolls-Royce is in 'a class of its own.' No other manufacturer has the cheek to ask four times the price of a Cadillac for the 'best' car that cannot outrun a Ford, Chevrolet or Plymouth."



AUGUST QUIZ.—One for the old-timers! Make of car on a postcard by August 11th please, so that we can publish the Names of the Knowledgeable (if anyone solves it) in the September issue.

CARS AT SPA

While sipping Dubonnet outside the Hotel de Portugal in Spa, in which fashionable, expensive but charming town horse-drawn fiacres still mingle with the four-wheeled "Emmett" trams, we noticed that motor traffic was increasing in volume, for it was the eve of the G.P. d'Europe. So we decided to take a census of the cosmopolitan vehicles streaming through the town, before going across the road to watch our photographer pit himself against Raymond Baxter of the B.B.C. and John Cooper of *The Autocar* on the excellent putting green in the gardens. The result is interesting: out of 332 cars representing the fashionable transport of Europe, the score was: Citroën, 30; Ford, 28; Chevrolet, 26; Volkswagen, 20; Peugeots, 16; Opel, 15; Morris and Buick, 14 each; Fiat, 13; Hillman and Austin, 12 each; Renault, 11; Vauxhall, 8; Standard and M.G., 7 each; Skoda and Pontiac, 6 each; Oldsmobile, Mercédès-Benz, Plymouth and Studebaker, 5 each; De Soto, Triumph, Borgward, Cadillac, Dodge, Jaguar, Humber, 4 each; Alfa-Romeo, Dyna-Panhard, Lancia and Mercury, 3 each; Porsche, Chrysler, Riley, Volvo, Packard, Kaiser-Frazer, B.M.W., Sunbeam-Talbot, Simca and Rover, 2 each; D.K.W., Jowett, Singer, Nash, Aston-Martin, Salmson and Wolseley, 1 each.

Incidentally, true vintage cars are almost entirely absent in this part of Belgium, although later, a rather aged Mathis saloon was seen in Liege. The Aston-Martin was a DB 2 and later, two more DB 2s were encountered. A white Jupiter with the modified radiator cowl was parked in Spa, several open and coupé XK 120 Jaguars were present, where the little Porsche coupés rushing rapidly about created a great impression. General Motors had a free car park near the Francorchamps circuit for owners of their products.

MATTERS OF MOMENT—Continued from page 353

on over single unclosed public roads, and in one of which, we note from a report in the same issue, 30 riders crashed in a distance of 25 miles! And were presumably avoided by other road users.

Baron is certainly no match for Fothergill. No doubt he will console himself by laying the blame on whoever made him write something he obviously never wanted to write, and express sentiments in which clearly he does not truly believe. It may help him to vent some of his spleen on the proof-reader who let both him and Fothergill write of this year's European Grand Prix as if it has yet to be run, whereas this race was settled in favour of Ascari and Ferrari over a fortnight before! The proof-reader has let Baron down, too, in letting go something which proves that he has no real knowledge of the subject—in listing some of our outstanding drivers he quotes Stirling Moss, Reg Parnell and Mike Cooper. There is no such driver as Mike *Cooper*. If Mike *Couper* was intended, valued member of the B.R.D.C. though he is, we feel sure he would be the last to rate himself with Moss, for it is now over a dozen years since he raced Talbots so rapidly at Brooklands. Probably Mike *Hawthorn* was the "hellcat hero," to use Baron's own expression, who was in mind—but perhaps a bicycling journalist should be forgiven for scrambling racing-motorists' names.

Daily newspaper support of motor-racing, either in cash or in kind, is to be commended and this leader of Charles Fothergill's is therefore very welcome.

Give thanks to him for his timely publicity on behalf of a true road race in England. And let us join with him in hoping this may become a reality with the inception, next year, of a Coronation Grand Prix.

RHEIMS GRAND PRIX

(OVER 2-LITRE CATEGORY)



CARBURETTERS AND PETROL PUMPS

During the race!
No stops for refuelling!
Once again proving the unchallenged dependability of the world's finest carburetter.

1ST

JAGUAR XK 120c
(Stirling Moss)

and

3rd

JAGUAR XK 120
(Sir James Scott-Douglas)

(Subject to official confirmation)

Preferred by most British Racing Drivers

Lubrication on your mind?



I'm quite happy about tuning an engine. But you can lose me pretty early in the higher lubrication. Yet friction can lose you more speed than anything else. Or throw you out of a race altogether. Still, the designers of my car recommend Energol, and I know the makers have been in the game longer than anyone else so I feel reasonably confident. And as I usually finish near the front and don't often find myself being pushed home, I know I'm on a winner with **ENERGOL, THE OILIEST OIL**

says the racing motorist.

Use **ENERGOL** motor oil

BP

Recommended by all Leading Car Manufacturers

PRICE'S LUBRICANTS LIMITED

SAVE POUNDS ON YOUR FIRST JOB

REPAIR & RESPRAY

that wing at home



A COMPLETE KIT

Containing everything you need for a professional finish: De-ruster, Surfacer, Filler, Black Finishing Coat, Rubbing-down Solution, Wet and Dry Emery and COMPLETE INSTRUCTIONS FOR USE, with Complete Spray Unit ready to attach to any car pump. As tested by *The "Autocar,"* and *"The Motor."*

KIT No. 1A 21/-

carr. paid in U.K.

Double Size No.2A 35/-

with double quantities.

For coloured cars, "M" Kits supplied with empty container in place of Black Finish. Obtain your colour from local spray-painter.

KIT No. 1M 19/- **No. 2M 32/-**

Spray Unit fits every container in the Kit.



CARSPRAY

CARSPRAY

No. 2 SPRAY GUN

Carr. paid in U.K.

Complete with container, rubber tubing, valve attachment for any tyre pump and instructions. For cellulose and almost any spraying job. *Ideal for the gardener too.* **7/6**

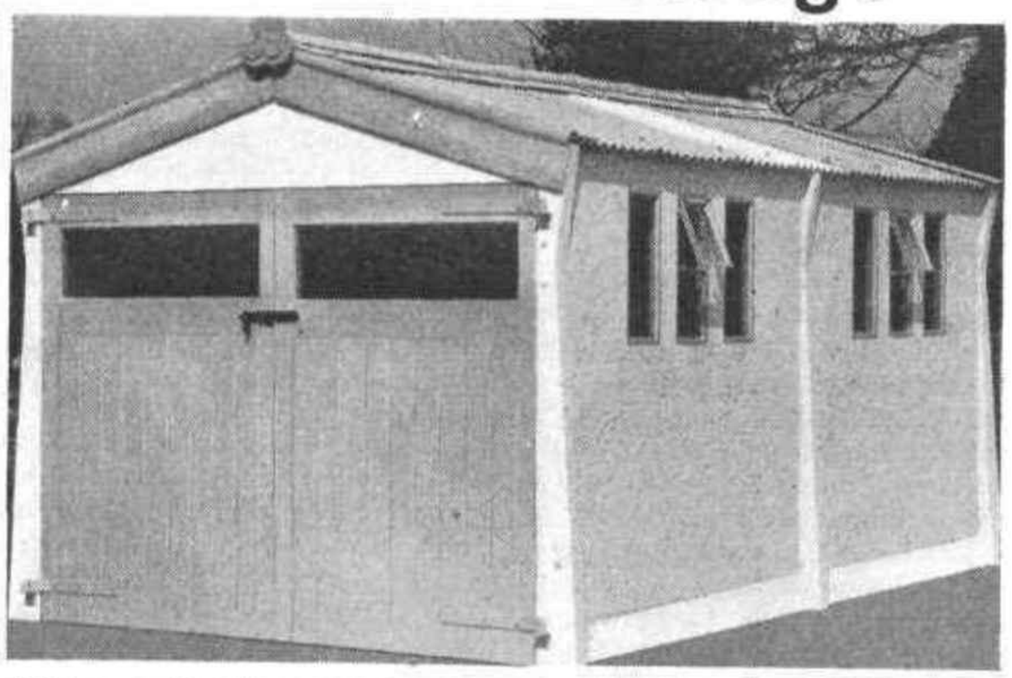
REPLACEMENT OF ANY ITEM

in Carspray Kits obtainable on request. Cellulose Surfacer and Black Finish, READY FOR SPRAYING, supplied in quantities of **from 2oz. to ½ gall.**

PRICE LIST ENCLOSED WITH KITS or obtainable on request

Order direct from: **Dept. M.S., THE MOTOR CAR EXCHANGE**
102, Deaconsfield Road, Hemel Hempstead, Herts. *Tel: Boxmoor 644.*

The Marley Concrete Garage



offers all the advantages of the traditional brick garage at considerably lower cost

- Easy owner erection
- Permanent yet portable
- No maintenance costs
- Fireproof

From £66 complete in six standard sizes

(Delivery free within a radius of 75 miles of Guildford, Romford or Cheltenham)

Write for Illustrated Brochure

SURREY CONCRETE LTD., PEASMARSH, GUILDFORD
Telephone: Guildford 62986/7

CHAIN CHATTER

by

"CARROZZINO"

AT the time of writing the G.P. season is in full swing, having had the Dutch and Belgian races on successive weekends and the re-instated German G.P. on July 20th. From the International aspect the 500 c.c. and sidecar classes have been producing some of the finest racing seen for many a long day. In the Dutch and Belgian events, Masetti (Gilera four-cylinder) beat Duke (Norton) by the smallest possible margin, the issue being in doubt up to the last corner in each case. Similarly in the sidecar events, in the Swiss G.P. Albino Milani (Gilera four-cylinder) beat Cyril Smith (Norton) from the last corner and in the Belgian G.P. world champion Eric Oliver beat the Italian by a matter of yards.

Now this close racing from start to finish is the best possible state of affairs but it brings in its train a serious problem and that is the question of the overtaking of slower riders. At present-day speeds the leaders invariably begin to lap the tail-end of the field soon after half-distance, but as the men being overtaken are comparatively very slow, the leaders are soon by. The problem arises on the last lap or two when the leaders have to lap riders who are in the middle of the finishing list, that is, riders of a good standard of ability on average machines ; this means that the time taken by the leading bunch to get by will probably be doubled, due to the higher speed of the better private owners and the chance of an unavoidable baulk to a possible winner is not only very great, but is often plain to see. If two men are scrapping for the lead and they come upon a good rider on a non-works machine going into a bend, it is more than likely that the first one will just scrape past and the second will have to hang back until after the corner. Naturally, what often happens is that the slower rider will be aware of them coming and make more room than usual, but it often happens that he himself is in a private battle for a good position in the results and then he is unlikely to either have time to look behind or to want to ease off a bit.

This is a growing problem that is already a source of unnecessary danger and will become greater as the speeds of the " works " bicycles get higher in comparison with the private-owners. As I have already said, it is not so much the very slow chaps at the back of the field who cause the trouble, it is the good fast runner who finishes around the top of the private-owner list that gets in the mix-up on the last lap, so it is obvious that a tightening up on qualifying speeds is not going to be of material assistance. It might be possible on a circuit like Spa to insist that all starters should be capable of finishing on the same lap as the leaders, in the sidecar class at any rate, if not in the solo classes, but this would mean a serious curtailment of runners which is never a good thing. A possible solution would be the introduction of a flag signal to indicate the approach of the leaders. At present the blue flag is used, either waved or stationary, to indicate another rider either overtaking or immediately behind, but what is wanted is something to convey more than that, to indicate that the leaders are approaching. This would mean the use of flag marshals of high intelligence and the ability to keep track of the race and to be able to recognise the leading riders. At present the standard of flag-wagging is deplorable in the G.P. events and on some circuits I have raced upon there has been a complete absence of flags even though I have been involved in some furious battles with as many as six or seven riders in a bunch and we have overtaken slower men. It would be useless giving this special flag to the farmer's boy who waves the yellow flag nowadays when anyone falls off, but at any G.P. there are numerous enthusiasts who would be quite capable and who at present have to be spectators with the crowd.

Apart from this solution all riders in G.P. races must be aware of this problem and it is up to all of them to bear it in mind at all times. There are many ways in which a rider can know what is going on behind him. A close study of practice times will indicate how many laps it will take the fastest man to make up a whole lap so that you can start the race with the knowledge that the winner is likely or not to catch you before the end. Then while racing it is often possible to see the signalling pits of the " works" teams, and if as you go past the team chief is preparing his board it is obvious that his runners are not far behind you, and if at the same time the rival " works " are also preparing signals it will be pretty obvious that there is a battle on for the lead. In sidecar racing it is up to the passenger to keep his rider in touch with affairs by means of a pre-arranged signal. It is easy enough to look out at the back occasionally and he should be capable of recognising the leading " works " riders so that a sharp tap on his rider's foot would indicate the presence of the leaders coming up behind.

This lapping problem is becoming more and more serious as speeds go up and it is up to all concerned to give it thought.

* * *

It is not often that I use up space on over-praising anyone or anything, most of the space seems to be taken up on complaints, but an exception must be Eric Oliver's win in the sidecar class at the Belgian G.P. Exactly two months before the race Oliver had a crash and broke his left leg in two places. A week before the race he removed the plaster and put his foot to ground and on July 6th he won the sidecar race from Milani and Merlo on four-cylinder Gileras and Cyril Smith on a Norton fitted with a " works " engine similar to Oliver's. Further, the other three had their regular passengers and Oliver had to use a passenger who had never ridden with him before. That also says a lot for Stan Price, who had only ridden with a rider of average ability previously, that he could keep up with Oliver's riding. Of the four " works " riders capable of winning Oliver had the greatest number of handicaps, it was his first ride for two months, he had a very painful left leg, a new passenger and Cyril Smith had the later model-engine of the two " works " Nortons. On paper Oliver had little hope, especially as the Gileras were much faster, and his win, which was no fluke but sheer ability, stamps him as world champion, whatever may happen in future races. It is also worth bearing in mind that Duke has obviously met his match in the Masetti or Milani Gilera combination on solo but Oliver is still, at 41 years of age, pulling a bit more out of the riding bag and staying in front. He has now won at Spa in 1949/50/51 and 52 against everything that the sidecar world can produce, a veritable unapproachable champion.

While on this subject a big bunch of flowers must be handed to young Ray Amm from Southern Rhodesia who kept up with Duke throughout the Belgian G.P. In neither the sidecar nor the solo event were the " works " Norton riders running to orders, the opposition was so hot that it was a case of free-for-all and keep up at all costs, and Amm not only kept up but was in front for a great deal of the time.

SEGRAVE TROPHY FOR DUKE

The Segrave Trophy for 1951 has been awarded to Geoffrey Duke for his many motor-cycle racing successes, culminating in the World's Championship and greatly enhancing the world prestige of British motor-cycles. This trophy, which is awarded for the most outstanding demonstration of the possibilities of transport by land, sea or air, has previously been held by Air-Commodore Sir Charles Kingsford Smith, Sqd.-Ldr. Hinkler, A.F.C., D.S.M., Mrs. Amy Mollison, Capt. Sir Malcolm Campbell, M.B.E. (twice), Ken Waller, Capt. G. E. T. Eyston, Miss Jean Batten, Flying-Officer A. E. Clouston, Major A. T. G. Gardiner, G. R. de Havilland, O.B.E., J. R. Cobb and J. D. Derry, D.F.C.

FORTHCOMING SPORTS CAR RACES

British cars have so far failed this year to equal their excellent showing in the sports-car races of 1951, so particular interest centres round the remaining fixtures for cars of this type.

On August 16th the B.A.R.C. will hold its interesting Nine-Hour Endurance Race at Goodwood and hopes for a strong representation of manufacturers' teams and Continental entries. The race starts at 3 p.m., enabling spectators to have an early lunch before settling down in the grandstands, and finishes at midnight, in darkness with flood-lit pits, so that you should be home no later than from a dance.

August 30th will see the 750 Club run its Six-Hour Handicap Relay Race at Silverstone, which this year enjoys National status.

Finally, on September 13th at Dundrod, the R.A.C. will hold the XXth T.T. Race, entries for which are by invitation only and limited to 50. Private owners may drive only production sports cars as defined by the S.M.M.T. ruling but manufacturers' prototypes are permissible. Fuel of approx. 80-octane rating is specified, superchargers are barred, and 7 classes, from 750 c.c. to 8,000 c.c., will be recognised, apart from the main race, which will be run on a handicap basis, ranging from 67.9 m.p.h. for 750 c.c. to 84.1 m.p.h. for cars of over 5,000 c.c. Cash awards exceed £1,500 and the race duration will be approx. 6 hours.

It is to be hoped that good entries will be obtained for all these races and that a strong Continental opposition, without which a British victory would be rather hollow, will be forthcoming. Here are opportunities for the " works " Jaguar and Aston-Martin teams to regain lost prestige. Details of these races are available, respectively, from : B.A.R.C., 55, Park Lane, W.1; H. Birkett, 3, Pondtail Road, Fleet, Hants., and The R.A.C., Pall Mall, S.W.1.

A YEAR WITH A MORGAN PLUS-FOUR

ON the scorching day of July 2nd, 1951 I took delivery at Malvern Link of the Editorial Morgan Plus-Four two-seater, KAB 303 (bought incidentally, at full list price plus purchase tax), and on the not-much-less-scorching day of July 2nd, 1952, when it attained its first birthday in my hands, the mileage recorder read 15,645 miles.

After 4,000 miles I set down my experiences of the Morgan in these pages, but as so much interest centres on the Plus-Four, until recently the least expensive sports car on the British Market (a price increase shifted this distinction to the TD M.G., by a matter of less than £5) some further remarks may not come amiss.

I have enjoyed using my shiny-blue two-seater very much, even if owners of those vintage cars for which I myself have such a warm affection are apt to refer to the Morgan as my "boy's racer," while conceding that it makes an apt background for my pre-war B.A.R.C. badge and blue Bugatti Club pennant. The chief reasons for this enjoyment are the car's lively performance, its dependable starting, and the pleasure derived from driving "something different" and an open car at that. Taking these qualities in order, by *lively performance* I mean acceleration, safe quick-cornering, and an easy cruising speed of the 65-m.p.h.-order. I have not timed the true performance but, while a contemporary records 85.7 m.p.h. as the Plus-Four's maximum speed, the MOTOR SPORT example is reluctant to exceed a speed of 80 m.p.h. Incidentally, as delivered, the throttle did not open fully when the accelerator was on the floor!

Take it then, as a nice compliment to the car's accelerative ability (I would not willingly change to a car with less), its very good Girling brakes and its pleasantries of gear-change, road-holding and quick steering that I do not object to speeds which seem less than those realised by other scribes—speedometer readings of 40 in 2nd, 60 in 3rd and 80 in top being about as much as the engine can comfortably stand.

Dependable starting?—yes, quick to fire and to open-up from cold without displays of asthma or hay-fever. Not *quite* so quick now as a year ago, but dependable, which I appreciate and give thanks for to Messrs. Standard, Lucas, Solex and Champion; and none at all to the purveyors of Pool petrol!

Other pleasures—would take too much space to detail, but the acceleration, particularly useful through traffic at the end of a jading day, is amongst the more notable. The screen has been folded-flat but once—at the request of an 18-year-old fanatic—and with both it and the side-screens permanently erect, you sit sufficiently low not to be unduly wind-swept. The hood is excellent (except for visibility-impairment) and useful, too, to drape over the seats when the car is parked. It has worn well, having only recently acquired one slight slit.

The car has not been exactly trouble-free, for after only 1,350 miles a clutch-operating lever broke and at 1,750 miles the off-side steering damper snapped, followed at 1,970 miles by fracture of its fellow. The clutch lever was replaced by Morgan's and no further trouble has been experienced, although a lot of free-play has developed since. The steering dampers were replaced by their Aldershot agent, but after another 6,000 miles the new near-side damper broke, likewise a suspension rebound spring. To date the off-side damper has held together and absorbs wheel wobble providing its attachment bolts are kept really tight and cobbles and bad pot-holes are avoided. The steering is undoubtedly the weakest feature of the Plus-Four. With both dampers broken it is impossible to control the violent wheel shimmy which occurs below about 40 m.p.h. and with only one damper working this shimmy is liable to return at awkward moments and in any case undue return-motion and steering kick is transmitted, accentuated by a lack of rigidity in the region of the scuttle. Apart from damper failure, the drop-arm has tried to detach itself from the steering box, and after a year's use there is 5 in. of free-play at the steering-wheel rim. I suspect that when larger wheels and tyres were specified for the Plus-Four, a layout which had sufficed for the 4/4 became unduly stiff and that to counteract this the castor-angle was reduced, placing undue reliance on the essentially-flimsy dampers. These dampers consist of strips of steel depending from the frame side-members and having rivetted to them bronze rings which encircle the steering tubes. The rings rise and fall with the suspension and so the arms have to flex, and eventually break. When my first pair broke I heard that improved dampers were on the way but was disappointed to find that, apart from a step in the arms, they were as before. After his excellent performance in the Evian Mont Blanc Rally Price experienced this trouble but a French garage cured it by cutting new ones from saw-steel. Another solution has been given to me by the Irish competition driver C. S. Porter and as his letter will interest Morgan enthusiasts I reproduce it below—

Sir,

I have owned a Plus-Four Morgan for just over a year, during which time it has covered 19,000 hard miles.

Apart from covering over 30 miles per day to and from business, I have competed in practically every speed event in Ireland (and several in Scotland) during the past twelve months, gaining at least one 1st and several places in various races and hill-climbs, and also having some success in trials during the winter. During that time the head has been removed twice for decoking, and "tuning" consisted of removing windscreen and spare wheels and fitting the slightly larger jet recommended by the makers. Lamps and mud-guards were left in position, and in this trim the car was timed at approx., 96 m.p.h. over the measured distance in the Handicap Race at Dundrod, and finished at an average of approx. 68 m.p.h. using pump fuel. Oil consumption is still negligible. Road-holding is all that could be desired, and the car is very comfortable, provided recommended tyre pressure (16/18 lb.) is not exceeded.

Needless to say, there were one or two "snags," but how many new models are free from them? I broke three steering dampers (and after all, it is asking a lot from thin sheet steel to expect it to bend indefinitely *without* breaking) before curing the trouble by drilling four holes in the broken portion, and joining it to the chassis bracket between two pieces of "Balata" flat belting. No trouble since (I find one damper quite sufficient) and if any "sufferer" wants further details, I shall be glad to oblige. The other alteration I made concerned the engine mountings, which allowed the unit to wobble like a jelly, especially at low speeds. After being deprived of a place in one of the Irish races, due to excessive engine movement cutting the top radiator hose, I decided that the mountings would have to be altered, and am now using Jeep front mountings, and Morris Commercial rears. Engine movement is now negligible, so much so that I can use a steel pipe from manifold to silencer, instead of flexible tubing (a constant source of exhaust leaks). In my opinion, the "wobbly engine" is just another Americanism which has (unfortunately) established itself in most British cars. Surely a well-designed engine does not require large lumps of rubber to insulate it from the chassis?

Altogether a most satisfactory little car, and the best value for money in its class.

I am, Yours, etc.,

Killinchy. C. S. PORTER.

The fact remains that the steering does not feel exactly taut, the flimsy track-rod, wear at the various joints and movement of the steering box on the chassis contributing to this state of affairs. The car *might* pass a race-scrutineer, but certainly the amount of play which has developed will have to be seen to. The transmission, too, gives evidence of some "wear and tear."

Peter Morgan told me that tyres last about 12,000 miles and after 15,645 miles I am in possession of two bald spares, about to be Blue Peter retreaded, one well-worn and one not-too-bad back tyres, and two fair tyres on the front wheels—which is where motor traders and those who respect mobile coppers put their better covers! To Mr. Dunlop's credit there has been only one puncture, an unlucky nail quite early on. Oh, and the comic jack folded over and jammed up, just as a correspondent told us it would! The Girling brakes have already received honourable mention but I do so again, for they remain powerful, if squeaky, yet have been bled only once and adjusted only once over the entire mileage. Likewise, the Girling dampers have never been serviced, nor the Solex carburetter dismantled.

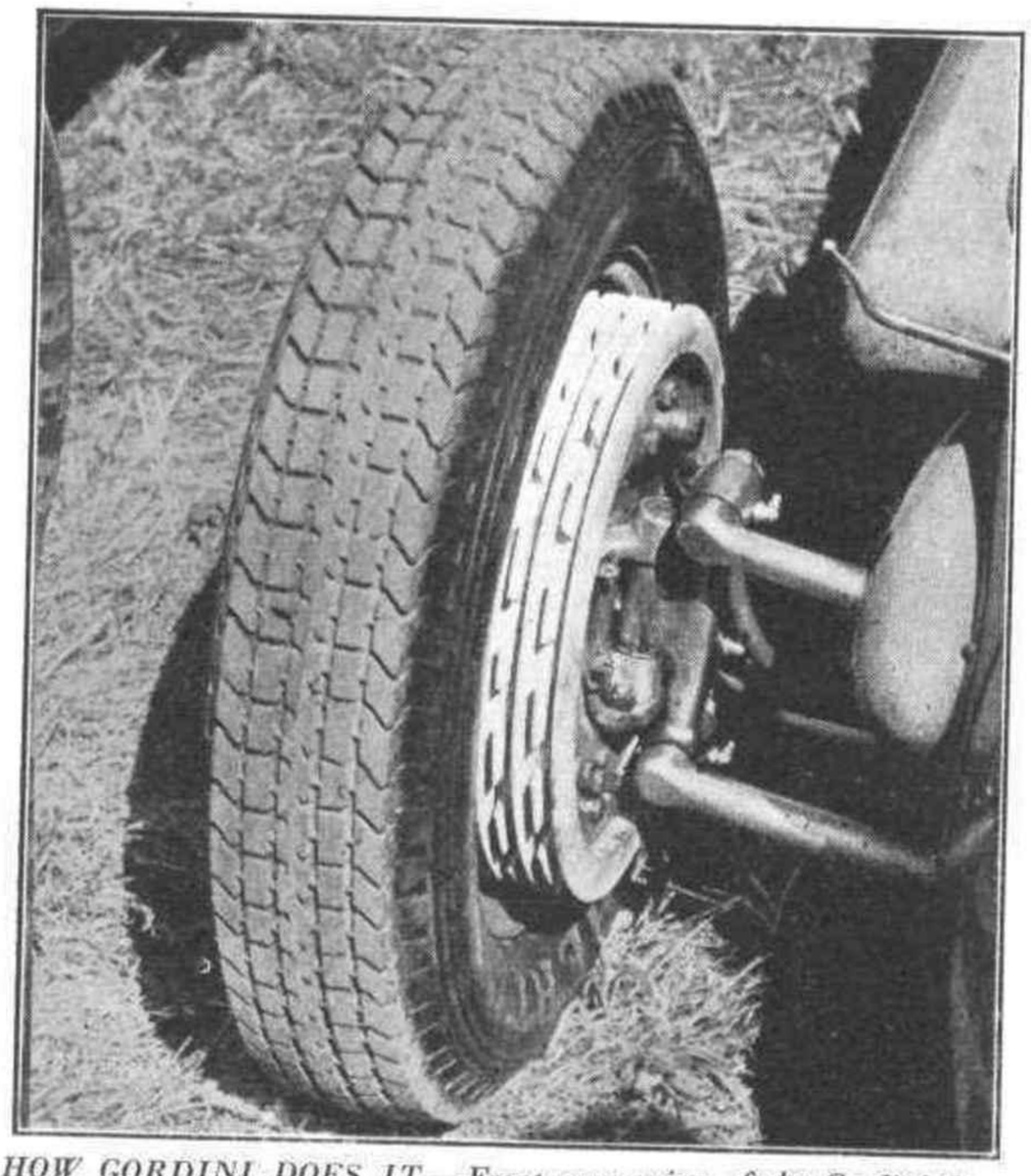
The Standard Vanguard engine blew its head gasket for no apparent reason after 9,800 miles. I say "for no apparent reason" but the aforesaid steering shimmy caused chassis flexion and that resulted in a radiator leak at 3,165 miles and constant topping-up of a steaming header tank with cold water probably took its toll. I changed the gasket myself on Christmas Eve, rather cowed by the present price of gasket sets, getting the local garage to grind-in the valves at the same time. The 10,000th mile showed up crossing Staines Bridge on New Year's Day. The carbon wasn't excessive but suggested odd mixture distribution. The Champion L 10s were cleaned at the time and are still in use. The engine certainly wobbles alarmingly on its rubbers, as Mr. Porter says, but the only ill-effect has been to slide its flexible exhaust piping off, which a garage replaced without needing new

Continued on page 362

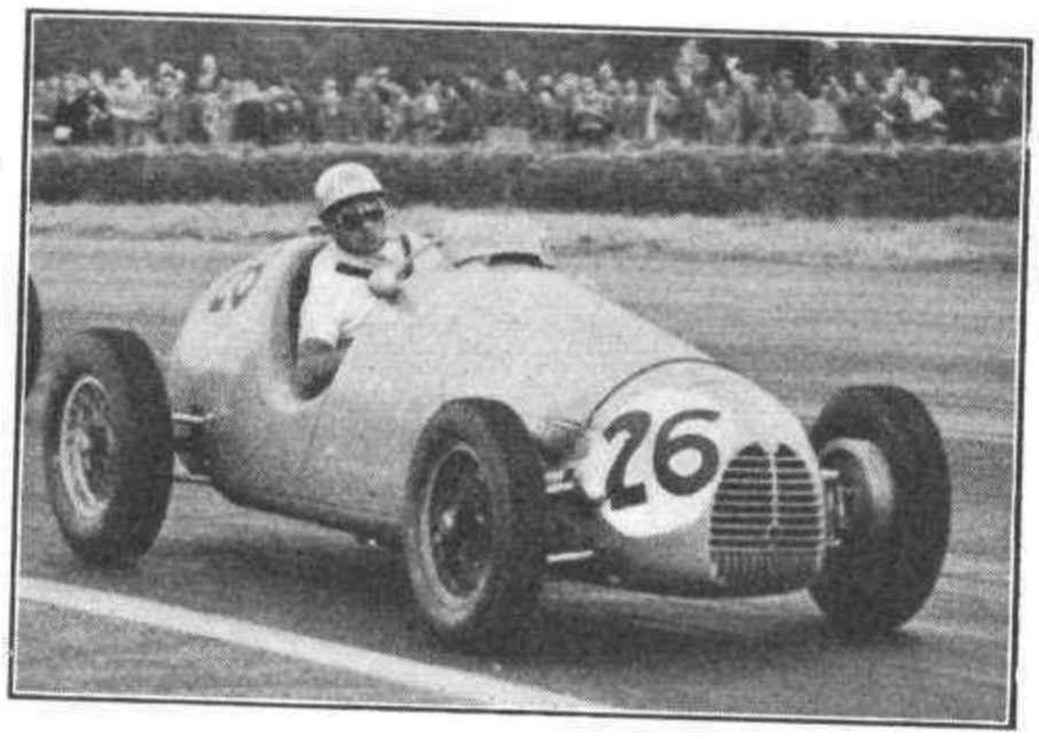
THE 2-LITRE GORDINI

THE name Gordini is invariably linked with that of Simca, for the entry of Simca-Gordini cars in all types of racing, from sports to Formula I has been one of the mainstays of post-war racing. The Simca prefix has been derived from the days before the war when Amédée Gordini raced modified Simca-Fiats and over the years the Simca parts have receded to be replaced by Gordini parts. With the introduction of the 1,500-c.c. four-cylinder twin-o.h.c. engine, run in supercharged and unsupercharged from last year, the only remaining link with Simca was the front suspension units, which were coil springs encased in an oil-filled tube as on the popular 1,100-c.c. Simca.

At the beginning of this year, after rumour had designed a V8 Formula I car for him, Gordini produced his latest model and having dropped the Simca suspension he also dropped the name and thus was created the first pure-bred Gordini. From the beginning Gordini has always built his cars to the principle of minimum weight with just sufficient power to justify the lightness and his new 2-litre follows this principle also. After modifying and developing an 1,100-c.c. Fiat engine to the limit he devised a special cylinder head with 90-deg. valves operated by pushrods, rockers and levers from the original Fiat camshaft position, but when this engine had reached the end of its development his next move was twin-overhead camshafts and while tackling this he designed the complete engine from scratch, all traces of Simca vanishing from the power unit for good. This engine was used in supercharged and unsupercharged form and the new 2-litre is a logical development of the four-cylinder engine. Of 2-litre capacity and six-cylinders the Gordini Formula II engine has an aluminium head and block with two valves per cylinder. From the front of the crankshaft, which is carried in Vandervell bearings a train of gears run upwards to the offside or inlet camshaft, the driving gear of which engages with a gear on the exhaust camshaft. The two camshafts revolve in opposite directions and each runs in six plain bearings; the shafts are mounted close in to the centre-line of the engine and operate the valves through short rockers mounted on shafts parallel with the camshafts. The six sparking plugs are situated centrally in the head and are recessed in tubes in the one-piece valve cover. Each cylinder has its own inlet and exhaust port and three "paired" DCO Weber carburetters are used and to each choke tube is added a bell-mouthed tube similar to a motor-cycle carburetter. These tubes protrude into a bulge on the side of the bonnet and thus draw from "still-air," there being no outlet from the bulge. A straightforward six-branch exhaust manifold takes the gas away from the engine.



HOW GORDINI DOES IT.—Front suspension of the Gordini Six, photographed at Reims.



The chassis, which is also pure Gordini, is simplicity in itself, and consists of two large diameter parallel tubes that start behind the centre-line of the front wheels and finish in front of the centre-line of the rear wheels, there being no chassis overhang whatever. At the rear a fabricated arch joins the side-members forming a rectangle of four bearings for wishbones when seen from the rear. A one-piece simple axle casing is used and it is positioned sideways by single-armed levers and links, acting as wishbones, one above and the other below the axle, there being two to each side. The bottom ones are attached directly to torsion bars that run forwards inside the frame tubes. The top arms extend beyond the pivot-points and operate vertical tubular shock-absorbers. At the front similar single-piece arms, two on each side, position the front hubs, acting as double wishbones, again with the bottom ones operating the longitudinal torsion bars within the frame hubs and the upper ones operating the vertical shock-absorbers by extended links. What Gordini has done is to design a system of suspension using double wishbones and replacing the wishbones by single bars.

The cooling radiator and oil radiator are mounted on brackets in front of the suspension and a water-pump is driven from the nose of the crankshaft. Hydraulic brakes with very wide and heavily finned drums are used both front and rear. The centre portion of the body is mounted on a tubular framework welded to the main chassis and the tail forms the fuel tank, the oil is kept beneath the driver's seat.

In keeping with his lightweight policy Gordini invariably chooses drivers of small stature and this season his team consists of Robert Manzon, Jean Behra and B. Bira who form an admirable trio for the three 2-litres that Gordini has now built. It took his small works, situated in a Paris back-street garage, five months to build the first Gordini, which appeared at Pau at Easter; by mid-June two cars were running and a third engine was mounted in a 1951 sports chassis for Le Mans, and by the end of June three single-seaters started in the French G.P. at Reims, Behra finishing first with Bira fourth—a rapid and brilliant introduction of a new car. By the beginning of May Gordini was confident of the Reims victory, for after the car's second appearance, at Marseilles, Manzon assured "le sorcier," as Gordini is known in France, that the new car could beat the all-conquering Ferraris on sheer speed but was handicapped because he and his co-drivers were inferior in skill to the Italians. At Reims, where sheer speed counted, Behra won with ease.

Some idea of the new engine's ability was seen at Le Mans, when Manzon and Behra led until nearly half-distance at a fantastically high average and when the car retired with lack of brakes the engine was as good as ever. In Le Mans form the Gordini was enlarged to 2.3-litres by the expedient of changing the pressed-in liners; in all other respects the power unit remains identical to the Formula II version. At present this enlarged engine is installed in a 1951 chassis with Simca front suspension units but is fitted with the enlarged brakes; some idea of the performance can be gained from the fact that it is much faster than an XK 120C Jaguar. In sports-car form an all-enveloping two-seater body is used with right-hand drive and a new one is being built on the new chassis which will have alternative bodies so that it can be used in sports-car or Formula II events by merely changing the body, liners and pistons, and steering column. At present accurate figures are not obtainable but in Formula II form 160 b.h.p. and 10 cwt. will not be far off the mark.

The team of 2-litre Gordinis driven by Manzon, Behra and Bira will continue to carry the French colours in G.P. racing and such is the enthusiasm for this effort by Gordini that shortly after the first appearance of the new car a public subscription was started by French motoring journals to assist "le sorcier" to uphold French prestige.

CLUB NEWS

WE HEAR

An 11.1-h.p. Lagonda of about 1914 vintage has been found at a Welsh farm by B. Randell and duly saved; Randell owns the 1919 Sunbeam Sixteen tourer at present in the Science Museum. According to *East African Speedway and Motor Sports Special* five 1,750-c.c. Alfa-Romeos are being prepared in Nairobi for the next Langa-Langa meeting.

We know of a 1921 E-type 30/98 Vauxhall chassis (touring body available) which has been largely restored to a very high standard and for which all the unfinished parts are available. The owner is going abroad and is contemplating disposing of the car for about £100, but applicants would have to prove themselves genuine enthusiasts, able to complete the good work, and with no trade associations. Letters can be forwarded. A 1920 flat-twin Rover has come to light in Caernarvonshire. The Pye PTC 113 radio installation used successfully in his DB 2 Aston-Martin by Peter Clark during the Le Mans race was carried out by Imhof's, 112/116, New Oxford Street, W.1, who can assist in equipping other cars in this manner.

Shell have produced a well-illustrated booklet of their 1951 racing successes, obtainable free of charge from Shell main depots, or direct from Shell-Mex House, London, W.C.2, on mentioning MOTOR SPORT. Another link has been severed with the good old days of Brooklands by the death, at the age of 64, of Percy Bradley, who was Clerk of the Course at Weybridge from 1929 to 1939. Another Brooklands personality who passed away recently was W. C. Deveraux of High Duty Alloys Ltd., who used to enter the Multi-Union, a car which so nearly broke the lap-record in the hands of the late Chris Staniland.

The ex-Geoffrey Frank 1903 six-cylinder Panhard has reached a London vendor's. A Ford utility at a Hampshire garage has the original strip-metal ignition contacts which were a feature of the Model-A. We wonder on how many of these cars these remain unreplaced by h.t. wires ?

AMENDMENT TO COMPETITION RULES

At a Competitions Committee meeting of the Royal Automobile Club held on June 11th it was decided that the following wording be deleted from Rule 24 of the General Competition Rules : "Members who have during the current or previous year finished in one of the first five places in any international race are not eligible to take part in any race run as a closed competition." By this amendment Rule 24 of the General Competition Rules is brought into line with the International Sporting Code.

CLUB AFFAIRS

A meeting of the Northern Centre of the Allard Owners Club was held at the Parkway Hotel, Bramhope, near Leeds on Wednesday, July 2nd. The Chairman Jack Reiss who has recently returned from the Annecy Trial in France gave a report on the event. It was decided to hold a dinner at Ilkley on September 17th for members and friends.

* * *

Following last year's success the M.G. C.C.'s (Midland Centre) Weston Rally will be run this year as a whole-club event, on October 10-11th, with two starting points, Stratford-on-Avon and Manchester. The route of 450 miles approx., will include a tight night section in Wales, breakfast in the South Midlands, a timed-climb of Prescott, observed navigation sections on Cotswold by-roads and a final invasion of Weston-super-Mare for sea front eliminating tests. A supper dance will round off proceedings at a closed-to-competitors restaurant. Regulations and list of invited clubs at a later date.

* * *

The Gymkhana held on the 30th June at Rhoose Head, Baddy, was rather poorly supported but we were pleased to receive members of the Baddy Car Club as guests.

Six tests were arranged, varying from dropping very bouncy rubber balls into buckets to bursting balloons with the near-side front wheel of the car.

There were some very fine performances made, the best of which was by Doug Lane in his Riley, who only lost 16 marks, he was followed home by C. F. Paul in a Triumph Roadster and Mr. Holmes in an Austin Seven who tied for second place, fourth was David Boshier-Jones in an Austin A 40 Somerset.

FIXTURES FOR AUGUST

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

2nd.—Mid-Surrey A.C. Barnstaple Trial, N. Devon. *C.*
WEST ESSEX C.C. RACE MEETING, BOREHAM. 11.30a.m. *I.*
Bentley Drivers' Club. Race Meeting, Silverstone. 11a.m. *C.I.*
West Hants and Dorset C.C. Sprint, Ibsley. *C.I.*
500 M.R.C. of Ireland. Sprint, Ards. *C.I.*

4th.—Berkhamsted M.C. and C.C. Sprint, Midlands. *C.I.*
HALF-LITRE C.C. RACE MEETING,
BRANDS HATCH. 2 p.m. *I.*
Bristol M.C. and L.C.C. Thruxton Race Meeting. *C.I.*

6th.—Newry & D.M.C. Driving Tests, Cranfield Airfield. *C.*

9th.—R.S.A.C. Race Meeting. *C.I.*
Ulster A.C. Hill Climb, Craigantlet. *N.*
Veteran C.C. of G.B. Rally, Yeovil/Montacute. *C.*
Morgan 4/4 Club. Road Rally, Midlands. *C.*
Cornwall V.C.C. Race Meeting, Davidstow. *C.*

10th.—Gosport A.C. Rally, Hants. *C.I.*
Bugatti O.C. Inter-Club Hill Climb, Prescott. 10.15 a.m. *C.I.*
Grimsby M.C. Treasure Hunt, Grimsby. *C.*
Hants and Berks M.C. Point-to-Point. *C.*

15th-24th.—Veteran C.C. Continental Rally, France. *R.*

16th.—B.A.R.C. NINE-HOUR SPORTS-CAR RACE.
GOODWOOD. 3 p.m. *I.*
Aberdeen & D.M.C. Race Meeting, Crimond. *C.I.*
Vintage S.C.C. Hill Climb, Prescott. *C.*
N. Staffs M.C. Race Meeting, Silverstone. *C.*

17th.—Brighton and Hove M.C. Gymkhana, Sussex. *C.*
Blackpool and Fylde M.C. Ladies' Trial, Lancs. *C.*
Thames Estuary A.C. Speed Trial, Boreham. *C.*

23rd.—B.A.R.C. (Yorks). Sprint, W. Riding, Yorks. *C.*
Half-Litre C.C. Race Meeting, Silverstone. *C.*
S.S.C.C. Race Meeting, Turnberry. *N.*
Newry & D.M.C. Hill Climb, N. Newry. *C.I.*

23rd-24th.—Tunbridge Wells M.C. Rally, Tunbridge Wells. *C.I.*

24th.—Sunbeam-Talbot O.C. Trial, Peak District. *C.*

28th.—Jersey M.C. & L.C.C. Sand Race Meeting, St. Ouen. *C.*

30th.—MIDLAND A.C. HILL CLIMB, SHELSLEY WALSH.
12.30 p.m. *I.*
Bristol M.C. & L.C.C. Race Meeting, Castle Combe. *C.I.*
750 C.C. 6-Hour Relay Race, Silverstone, 12.30 p.m. *N.*

31st.—Hagley & D.L.C.C. Hill Climb, Worcester. *C.I.*
Huddersfield M.C. Driving Test, Huddersfield area. *C.*
Alvis O.C. (Scottish Section). Rally. *C.*
Plymouth M.C. Rally, S. Devon. *C.*
Newcastle & D.M.C. Rally, Newcastle. *C.*
Weybridge M.S.C. Sutton Social Rd. Trial, Weymouth. *C.*
Torbay M.C. Production Car Run, Dartmoor. *C.*
Severn Valley M.C. Shropshire Rally, Shropshire. *C.*

The Alvis Owner Club (Midland Section) is holding what it is hoped will be a National Rally at Hawkstone Park Hotel on August 24th. Members from all sections are invited to attend, and all particulars may be obtained from : The Hon. Secretary, 98, Glyn Farm Road, Quinton, Birmingham 32

* * *

Major H. J. Nicholls and a friend are anxious to form an M.G. Magnette Register and would welcome details and photographs of such cars. Address: 5, Ludlow Way, Hampstead Garden Suburb, N.2.

* * *

The Northern Centre of the Allard Owners' Club is holding a dinner at Ilkley on September 17th.

* * *

The Nottingham S.C.C. reports increased membership and hopes soon to organise racing events at a suitable airfield. Three committees look after racing, trials and speed events and Mike Andrew, whose address is c/o Leen Valley Dye Works, Bulwell, Notts., has taken over the Secretaryship. Jeff. Holt, the late Secretary, will act in an advisory capacity in connection with racing and speed events.

* * *

E. A. Ferguson would like to form a club to preserve " bull-nose " Morris cars and to organise reliability trials and rallies. Will any owners of " bull-nose " Oxfords and Cowleys please communicate with him at 14/15, Magdalen Street, Oxford.

* * *

The Veteran C.C. has two events scheduled for August. The first is the Holiday Rally to Plymouth, cars being required to arrive at Plymouth (Guildhall Square) not later than 11 a.m. on August 2nd. At 1.30 p.m. the Mayor will start the veterans and Edwardians on a Safety-Drive through Plymouth and driving tests will follow on the Hoe, commencing at 5 p.m. Late team entries can be accepted up to noon on August 2nd, but the entry list has closed. On August 9th there will be a rally to Yeovil, cars due at the Paddock behind Hendford Manor by noon, followed by a timed trial from Yeovil to Montacute House. Entries have closed.

* * *

It is proposed that a British Salmson Owners Club be formed with a primary function of recording all British Salmson cars still on the road, and of locating as many new and second-hand spares as possible. A club badge, and club meetings may be arranged later if demand is found to exist. Details from : Mr. J. L. Cope, 62, Westover Road, London, S.W.18.

* * *

For several years, now, the Sunbeam Motorcycle Club (organisers of the Pioneer Run from Epsom to Brighton) have held a Pioneer Rally in the Guildford area. In the past, the event has been restricted to motorcycles, but for this year's rally a veteran car class is being introduced—open to any vehicle manufactured before 1915.

Briefly, the rally will involve motoring to Newlands Corner during the morning of September 7th, points being awarded on a basis of 1 per mile, plus 1 per two years of vehicle's age, plus 1 per four years of driver's age. A 20-mile run which will occur during the afternoon. In this, 1914 vehicles will be penalised 1 mark per minute if they take more than an hour, 1913 vehicles will be allowed to take 61 minutes, 1912 can take 62 minutes, and so on.

Regulations are now available from R. A. Little, "Les Cotils," Holdfast Lane, Haslemere, Surrey. Entry fee is 7s. 6d., and a further 7s. 6d. will bring competitors a fortnight's Third Party Insurance Cover for their veteran vehicles.

REGENT OIL COMPANY'S NEW ROAD ATLAS

A new and compact sectional Road Atlas in booklet form has been produced for the motoring public of this country, by Geographia Ltd., on behalf of the Regent Oil Company Ltd. It will shortly be on sale at Regent Garages throughout Great Britain.

An entirely new presentation has been used, which is a complete departure from the old method of large sheets. The Road Atlas is only 10 in. by 4 in. in size when folded, and has a spiral-hinge enabling the pages to be turned over easily, and an efficient numbered index. It can be easily put in the pocket, glove lockers or flaps of a car. This means that the motorist, while searching for his route, does not have continually to unfold the sheets in the confined space of the car, and can easily and quickly obtain the information he requires from the indexing system and key map in front of the atlas.

The whole atlas is in colour and illustrated with towns and places of interest, with brief descriptions of these, which are keyed on the maps. A map of central London is also included. The atlas shows first-class routes, giving official numbers and distances between towns, secondary and other roads, and many other interesting and necessary pieces of information to the motorist.

This road atlas will shortly be on sale and the price is 2s. 6d.

BOOK REVIEWS

" The Riley Manual," by J. A. Robson (*Motor Racing Publications*, 81*a*, *Grays Inn Road*, *W.C.*1. 92 *pp.*, 8*s.* 6*d.*)

This manual should fill a long-awaited need amongst Riley Nine connoisseurs. It is a straight-forward instruction manual, with wiring diagram, enhanced by a chapter on identification of the different body-styles, most of which, from 1926 to 1935, are illustrated, a list of addresses of component makers, figures from the *Motor* road-test reports of 1932 and 1937 Monaco saloons, b.h.p. figures for different versions, and brief notes on tuning for speed. —W. B.

* * *

" The Classic Cord," by Dan R. Post (*Post Motor Books*, *Arcadia*, *California*, 160 *pp.*)

There is a Cord cult in the United States and the *marque* is not unknown over here. This book seems to include just about everything in its 160 large pages that the most avid Cord addict could wish to know. There are tales by Eugene Jaderquist of the 1929-1937 L-29 and 810 models, as the hand-out says " pinning roses and calling spades . . .," scores of beautiful illustrations, full reproductions of *Autocar* road-test reports, technical photographs, specifications, salesman's data sheets, etc. Two editions, 3.50 dollars and 7.50 dollars in de luxe form, are available in the States and Vivian Gray of Haywards Heath is the agent here.

* * *

"Motor Racing," by Phil Drackett (*Foyles Handbooks Series*, 119/125, *Charing Cross Road*, *W.C.*2. 87 pages, 2*s.* 6*d.*).

This is a really admirable introduction to motor racing, although you might not think so if you do not delve beyond the 14 introductory lines, which are rather lurid. The rest of the book is well-balanced, accurate and above all informative, without adopting a " handbook " technique. The chapters deal with the early days, record-breaking, Le Mans, Brooklands, Dick Seaman, M.G. and E.R.A., the 500s, Stirling Moss, famous drivers, the B.R.M. and, beneath the complimentary heading " Tomorrow May Be in Walton," the H.W.M. If you have a spare half-crown, get this to read on a train-journey. A pity the proof-reader has let the author down—there are several spelling-errors.—W. B.

* * *

St. John C. Nixon has filled another gap in motoring history with his new book " The Story of the S.M.M.T.—1902–1952." It is published privately by the S.M.M.T. itself. For those who want a history of the S.M.M.T., this is the book they will want.

* * *

The petrol companies are quite prolific in turning out free gifts, as if to offset the recent increase in the price of petrol ! Amongst the best of these that we have seen are the " Get to Know France " series of booklets, six to date covering Normandy, Provence-Cote d'Azur, Brittany, Landes-Beam-Basque Country, Ile-de-France and The Valley of the Loire. Illustrated and comprehensive, they are issued by Shell Francaise but are obtainable in English from Shell-Mex and B.P. Touring Dept., Shell-Mex House, London, W.C.2, on mentioning MOTOR SPORT.

SHELSLEY WALSH—AUGUST 30th

It will be recalled that earlier this year the Shelsley Walsh Speed Hill Climb had to be cancelled due to lack of entries. Another fixture is scheduled for August 30th, at 12.30 p.m., for which entries close at noon on August 8th, at £3 3s. per entry. On this occasion B.M.C.R.C. motor-cycle competitors will assay the hill, as well as racing and production cars. Details from : Midland A.C., 87/89, Edmund Street, Birmingham, 3.

From a review in *Time* of Ken W. Purdy's recent book " The Kings of the Road."—" Author Purdy is a romantic, but all over the U.S. there is still a scattering of men whose hearts leap up when they behold a pre-World War I car, its brass shined to a dazzle, its headlamps staring proudly ahead, its exhaust pipes exposed for all admiring eyes to see. There are even some, as delicately geared as Author Purdy, who can close their eyes and ' imagine a string-straight, poplar-lined Route Nationale in France on a summer's day. That growing dot in the middle distance is a sky-blue Bugatti coupé, rasping down from Paris to Nice at 110 miles an hour . . .' "

"MOTOR SPORT" DIRECTORY OF CLUBS—*continued from page 360*

Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Entrance fee*	*Annual Sub.*	*Secretary's name and address*
Berkhamsted M.C. & C.C. Ltd.	1908	80	Speed events, sporting trials, road trials and social events.	"Kings Arms," Berkhamsted.	Announced in Magazine or News Letter.	To give reasonable support to events and working parties (both sections).	5s. (cars)	£1 (cars) 15s. (m/c.)	E. Wrigley, 173, Hendon Way, London, N.W.2.
Berwick & District M.C.	1935	185	Monthly motoring competitions and promoting car and m/c. race meetings at Charterhall jointly with the Lothian and Hawick Clubs.	"The Rum Puncheon," Berwick-on-Tweed.	Last Sunday, 2.30 p.m.	—	—	10s.	W. A. Martin, Norwood, Kelso, Roxburghshire.
Blackpool & Fylde M.C. Ltd.	Revived 1947	500	Reliability trials, rallies, gymkhanas, ladies' trials, treasure hunts, social activities.	"The Castle," 64, Queens Drive, North Shore, Blackpool.	Clubhouse open every day. Sports Com., last Thursday.	New members to be sponsored, proposed and seconded by existing members.	—	Man, 63s. His wife, £1 11s. 6d. Lady, 42s. Country, 30s.	E. B. Blyth. "Lyndale," 22, Dickson Rd., North Shore, Blackpool, Lancs.
Bognor Regis M.C.	1950	130	Social events, driving tests and rallies.	New Aldwick Club, Barrack Lane, Bognor Regis.	8 p.m., Thursday.	—	—	10s. 6d.	B. H. Johnson, 7, Princess Avenue, Bognor Regis.
Brecon & District M.C.C.	1950	120	Rallies, trials, scrambles, social evenings, etc.	Gremlin Hotel, The Watton, Brecon.	Last Monday, 7.30 p.m.	Membership by proposal.	—	5s.	T. Elston, Priory Grange, Brecon.
Brighton & Hove M.C. Ltd.	Re-started 1920	385	All forms of motor sport.	296/298, Madeira Drive Arches, Brighton, 7.	All evenings (excluding Mondays).	Applications must be proposed and seconded by members and approved.	5s.	£2	E. W. Quero, 296/298, Madeira Drive Arches, Brighton, 7.
Bristol M.C. & L.C.C. Ltd.	1911	465	Trials, racing—cars and motor-cycles.	Full Moon Hotel, Stokes Croft, Bristol.	Every Tuesday, 8 p.m.	—	10s.	15s.	L. D. Atkinson, 118a, Pembroke Rd., Bristol, 8.
British Automobile Racing Club	1912 (As Cyclecar Club, later J.C.C.)	5,300	Goodwood International Meetings Club Race Meetings, Eastbourne Rally. Joint organisers of the Jersey International Road Race. Social events.	London and Goodwood.	Annual General Meeting last Thursday in January.	—	10s. 6d.	£1 11s. 6d.	H. J. Morgan, 55, Park Lane, London, W.1.
British Automobile Racing Club (Yorkshire Centre)	1912 (As Cyclecar Club, then J.C.C.)	300	Rough trials, rallies and socials.	Leeds.	—	Must be proposed and seconded by club members and approved.	10s. 6d.	£1 11s. 6d.	S. G. Haithwaite, Castle Hill, Bardsey, nr. Leeds.
British Automobile Racing Club (North-Western Centre)	1912	250	Driving tests, reliability trials.	—	Once a month.	—	10s. 6d.	£1 11s. 6d.	J. R. Inkester, 216, Wallasey Rd., Wallasey, Cheshire.
British Trials Drivers' Association	1938	164	To assist active trials competitors.	—	—	Member of recognised club.	—	10s. Life, £5 5s.	D. G. Flather, Standard Steel Works, Tinsley, Sheffield, 9, Yorks.
Bugatti Owners' Club	1930	650	Hill-climbs, sprints and social events.	Prescott Estate on Hill-Climb days.	—	Bugatti owners and others.	—	£2 2s.	E. J. Newton, "Squirrels," Talbot Ave., Streetly, nr. Sutton Coldfield.
Burnhope & District M.C.	1950	100	Social runs, m/c. trials, gymkhanas and rallies.	Club and Institute, Burnhope, Co. Durham.	7.30 p.m. every Wednesday.	—	—	7s. 6d.	R. E. Hocking. Keswick Rd., South Moor, Stanley, Co. Durham.
Caernarvonshire and Anglesey M.C.	1924/25	116	Social runs, trials, rallies.	The Estate Office, 314, High St., Bangor.	—	—	—	Car, 10s. Family (2) 15s. M/c., 6s.	W. N. Owen, The Estate Office, 314, High St., Bangor, Caerns.
Cambridge '50 Car Club	1950	90	Sporting and social events.	Milton Arms Hotel, Milton Rd., Cambridge.	Fridays, 8.30 p.m.	—	—	£1	A. G. Cooper, 31, Hills Rd., Cambridge.

Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Entrance fee*	*Annual Sub.*	*Secretary's name and address*
Cambridge University A.C.	1903	220	Rallies, speed trials and socials.	The Rose, Rose Crescent, Cambridge.	8.30 pm., Mondays during term.	Open only to those who have been members of Cam. University.	—	Residents, £1 Veteran, 5s.	C. H. Threlfall, Caius College, Cambridge.
Cemian M.C.	1934	150	Trials, rallies, gymkhanas, treasure hunts and socials.	"The Lotus," Norris St., Haymarket, S.W.1.	As announced in Bulletin.	Open to past or present students of the College of Estate Management. Friends require proposer and seconder.	10s.	25s.	R. L. Sadler, 8, Beaumont Mews, Weymouth St., W.1.
Cheltenham M.C.	1906	376	Trials, rallies and speed events; also socials.	Priory Lawn, High St., Cheltenham, Glos.	Committee, every Monday, 7.30 p.m. Club House open daily, 6 till 11 p.m.	Acceptance by Committee only.	—	Car, 21s. Social, 21s. Ladies, 10s. 6d. M/c., 10s. 6d. Jnrs., 16-18 7s. 6d.	H. W. P. Smith, 7, North St., Cheltenham. Tel.: Cheltenham 4933.
Chester M.C.	1921	250	Trials, scrambles, sprints, grass track, socials.	Watergate Inn, Chester.	—	—	—	10s.	G. H. P. Williamson, Borrowdale, Spital Rd., Bromborough, Wirral, Cheshire.
Chiltern C.C.	1936	230	Concours d'Elegance, Touring Rally, trials, film shows, etc.	The George Hotel, Beaconsfield, Bucks.	Last Wednesday, 7.30 p.m.	—	5s.	10s. 6d. (Year from date joining)	J. A. H. Stiff, "Heatherthatch," Reynolds Rd., Beaconsfield, Bucks.
Citroen C.C.	1949	350	Time reliability trials, driving tests, navigation trials, etc.	Tudor House, Kingston Hill, Surrey.	Monthly, 7.45 p.m. on prearranged dates.	All Citroen owners and drivers throughout the world.	10s. 6d.	30s.	J. B. Layton, Tudor House, 103, Kingston Hill, Surrey.
Civil Service Motoring Association Ltd.	1923	41,000	Promotion of motoring in the Civil Service.	4, Norris St., Haymarket, London, S.W.1.	According to Centres, etc., concerned.	Restricted to Civil Servants.	5s.	10s.	E. T. S. Salmon, 4, Norris St., Haymarket, London, S.W.1.
Cornwall Vintage C.C.	1949	95	Driving tests, races and socials. Register of vintage spares.	Chiverton Arms, Blackwater, nr. Truro.	8 p.m., first Friday.	Own vintage car or genuinely interested in such cars.	5s.	10s. 6d.	J. W. H. Pritchard, 34, Tower Rd., Newquay, Cornwall.
Coventry & Warwickshire M.C.	1904	200	Trials.	Hare and Squirrel Hotel, Cow Lane, Coventry.	First Monday.	—	—	10s. 6d.	Mrs. H. S. Wolseley, 532, Allesley Old Rd., Coventry.
Cranleigh & District M.C. & C.C.	1949	Over 200	Social and sporting.	The Bull's Head, Ewhurst, Surrey.	7.45 p.m. alternate Fridays.	Approval by Committee.	—	6s. 6d.	A. T. Leighfield, "Cornerfield," St. Nicolas Ave., Cranleigh, Surrey.
Crewe & South Cheshire M.C.	1923	110	Social and sporting events.	Earl of Crewe Hotel, Nantwich Rd., Crewe.	8 p.m., Monday evenings (ex. Bank Holidays).	—	2s. 6d.	7s. 6d.	E. E. Cope, 62, Stewart St., Crewe.
Cumberland Sporting C.C.	1950	163	Rally and gymkhana (Vintage classes in all main events).	Castle Inn, Bassenthwaite Lake and Crown Inn, Eamont Bridge, Penrith.	—	—	21s.	21s.	C. W. A. Slater, Old Hall, Scaleby, Carlisle.
Darlington & District M.C.	1919	250	Trials and socials.	Bridge Hotel, Darlington.	7.30 p.m. every Tuesday.	—	—	Over 21, 15s. Under 21 & Ladies, 5s.	A. R. Collinson, 22, Salutation Rd., Darlington.
Eastern Counties M.C.	1950	250	Race meetings, road trials, etc.	Red Lion, Martlesham, nr. Woodbridge, Suffolk.	Last Tuesday.	Interest in motoring.	—	21s. Ladies, 10s. 6d.	L. H. B. Hatherell, Rendcombe, Chelsworth Ave., Ipswich.
Edinburgh University M.C.	1925	75	Rallies, trials, treasure hunts and socials.	3, Potterrow, Edinburgh.	Arranged during terms.	Students or Graduates of University; members or past-members of Affiliated Colleges or staff.	—	5s. Life, £1	R. R. Hands, University Union, Park Place, Edinburgh.

(*Continued on page* 378A

Four Famous FIRSTS!

1ST INTERNATIONAL TROPHY RACE

Silverstone, May 10th

LANCE MACKLIN *H.W.M.* *85.41 m.p.h.*

1ST BRITISH EMPIRE TROPHY

Isle of Man, May 29th

P. GRIFFITH *Lester M.G.* *64.20 m.p.h.*

1ST INTERNATIONAL ULSTER TROPHY

Dundrod, June 7th

P. TARUFFI *Thinwall Special (Ferrari) 81.43 m.p.h.*

CAR ENTERED BY MR. G. A. VANDERVELL

1ST INTERNATIONAL JERSEY ROAD RACE

July 10th

I. STEWART *Jaguar* *87.82 m.p.h.*

(all subject to official confirmation)

ALL USING

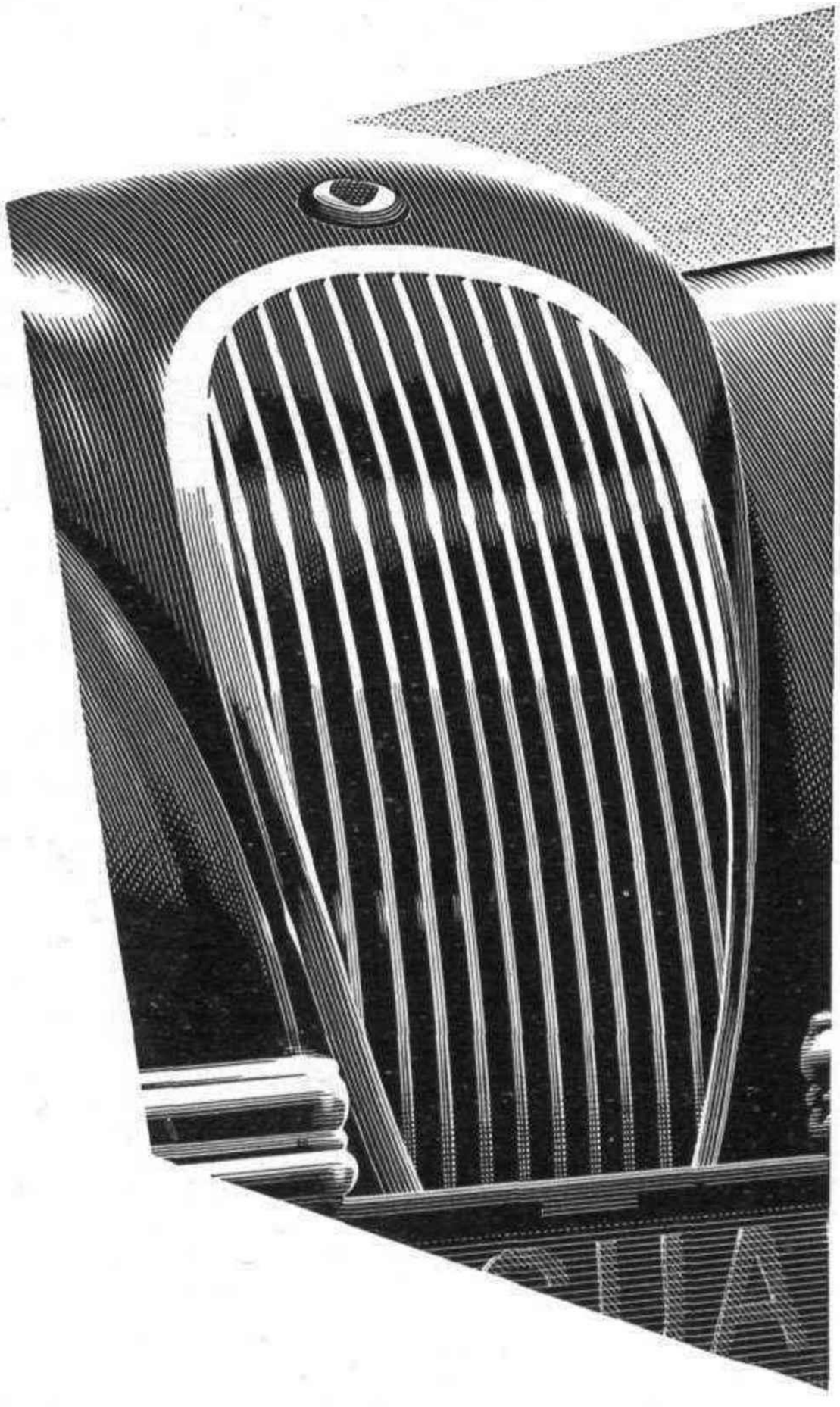
Essolube MOTOR OIL



Exactly the same as you can buy from your local garage
and, of course, they were all using Esso Fuel

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1.

"Give me CASTROL every time"



JAGUAR recommend Castrol

Castrol MOTOR OIL

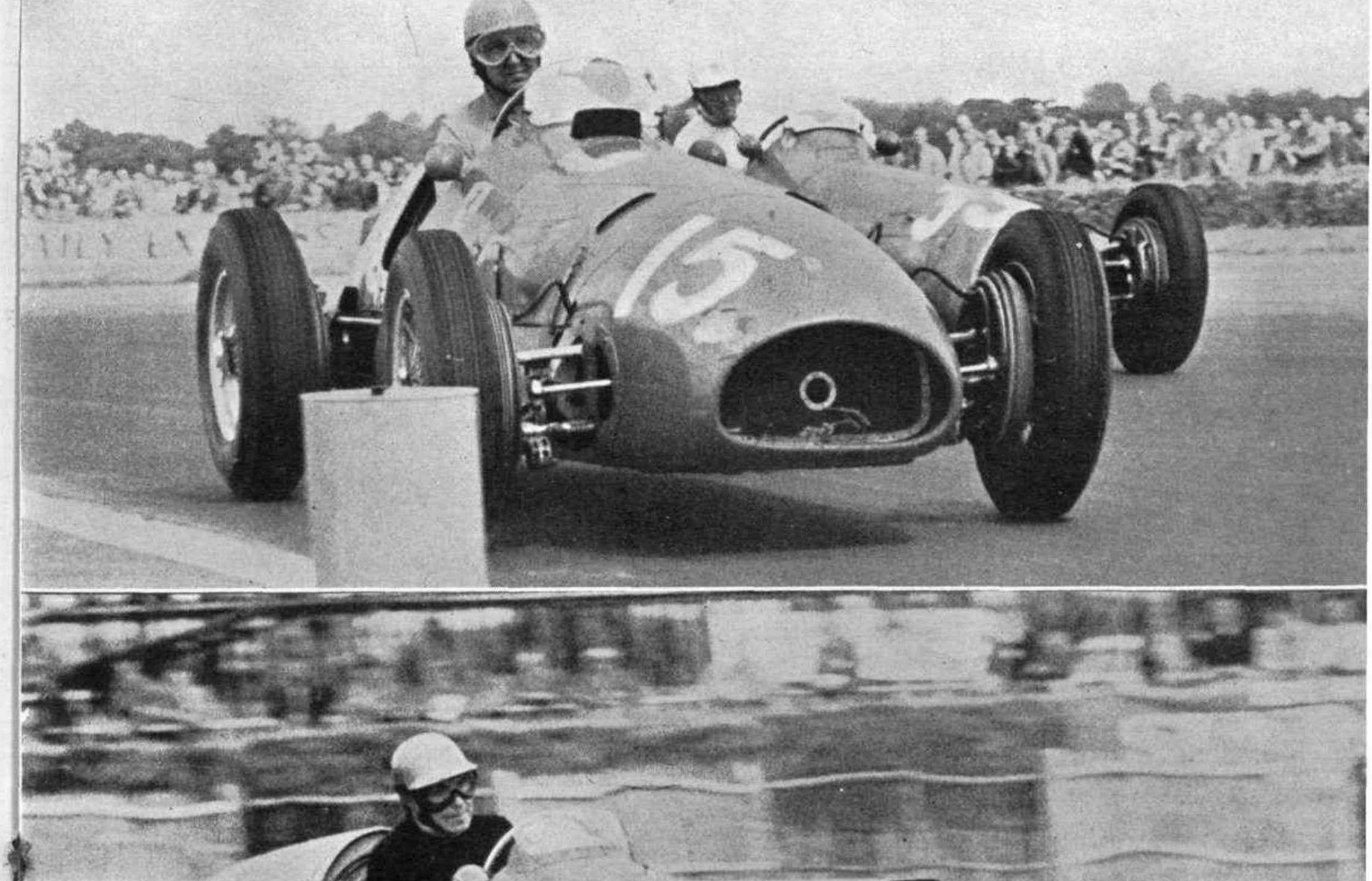
THE MASTERPIECE IN OILS

PICTORIAL REVIEW

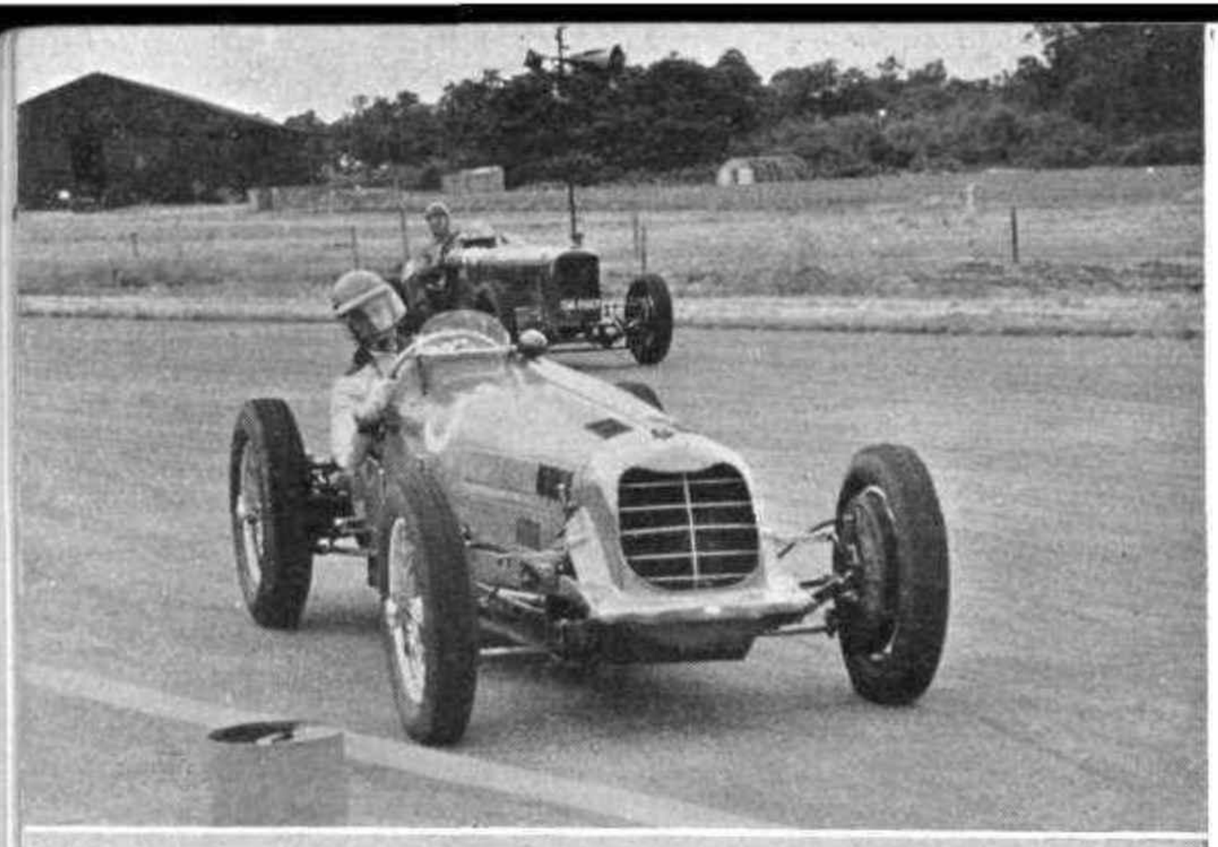
"DAILY EXPRESS" BRITISH GRAND PRIX, SILVERSTONE.
THE SCOTTISH HILL-CLIMBS. V.S.C.C. SILVERSTONE MEETING.

Top : ASCARI WINS AGAIN.—The Ferrari driven by Ascari led from start to finish to win the British Grand Prix at 90.92 m.p.h. Here he is taking Stowe Corner on the Silverstone Circuit with absolute precision, as he did lap after lap. Running wide is hard-trier Harry Schell, the American, in a Maserati-Plate.

Bottom : NEVER CHALLENGED.—Piero Taruffi emulated Ascari in the Formule Libre race at the same meeting, winning with ease at 93.07 m.p.h. in the beautifully turned out Thinwall Special 4½-litre Ferrari. He jumped the start, was penalised 30 sec. and had in consequence to drive all out, setting a new lap record of 96.67 m.p.h. on this third lap, which Gonzalez later equalled.

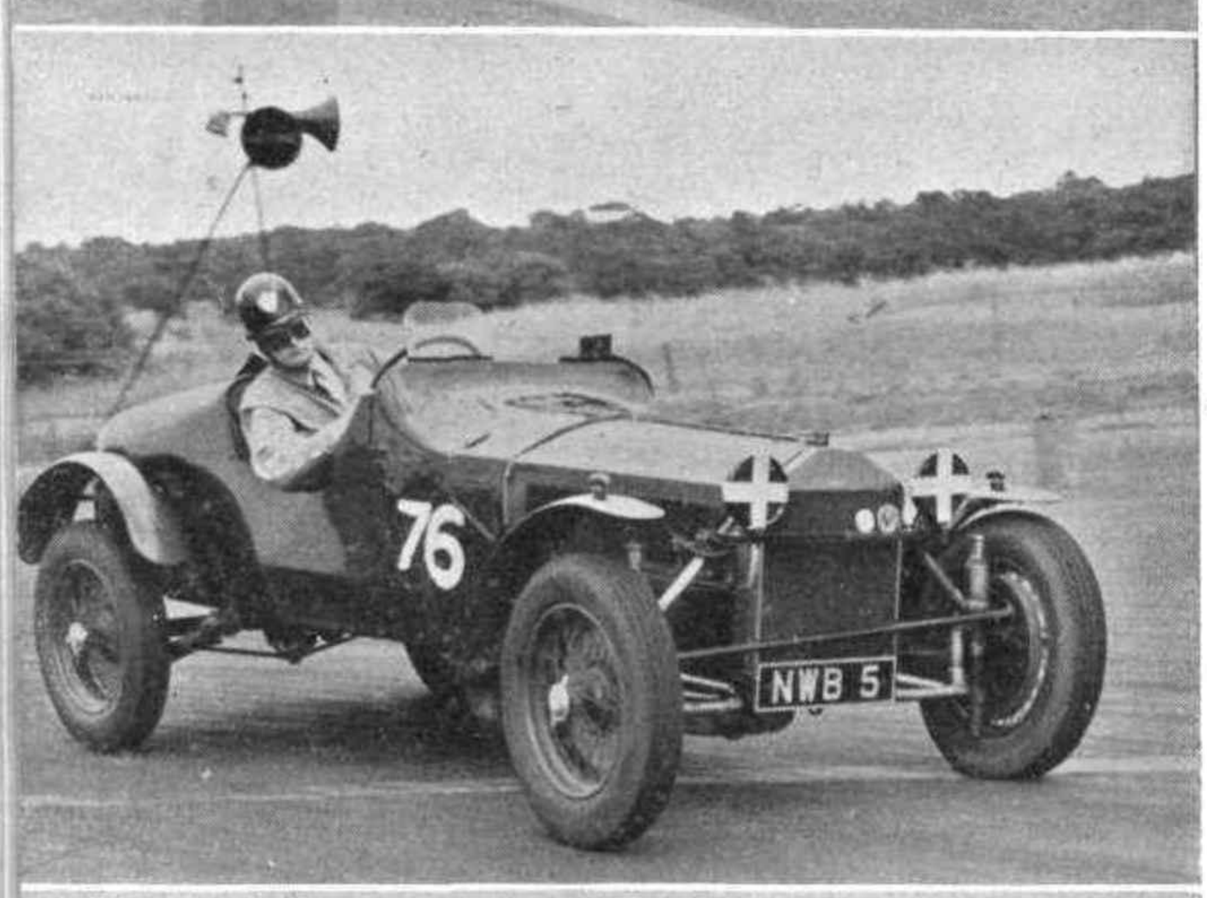








TRY SIDEWAYS.—Alex McGlashan did for quite a way, but, as always, it cost him time, although it pleased the crowd.



VINTAGE S.C.C. SILVERSTONE MEETING. — Roland Dutt in the re-styled 1933 2.6 Maserati leads Heal's 1924 G.P. Sunbeam during the Seaman Memorial Trophies Race for Historic Racing Cars. Both shed oil and were called in.

OVERSTEER.—J. G. Vessey's fast 1928 Lancia Lambda snatched victory from Rolls' Sunbeam in the 5-lap vintage race by cornering close-in at Copse—giving the commentators a chance to get lots of over- and understeer lore off their consciences!



UNDISPUTED CHAMPION: Ken Wharton, here se both at Bo'ness and Rest and be Thankful. His unspec like child's play



SPECIAL.—T. J. N. Deaville driving his 1929 Riley / Morris at the V.S.C.C. Silverstone Meeting. The car coming up behind is E. Smith's 1925/28 4½-litre Bentley.

BENTLEY BATTLE.—Coming fast into Copse Corner on the Club Circuit at Silverstone are J. A. Walker's 1928 4½-litre Bentley leading Major Bailey in his very successful 1923/30 4½-litre of the same famous make. Bailey won two races that day, the faster at 65.54 m.p.h.

WOT, NO TIGERS?—Major A. MacGregor Whitton, complete with topee, motoring along quickly as if out for a trip on a jungle trail.

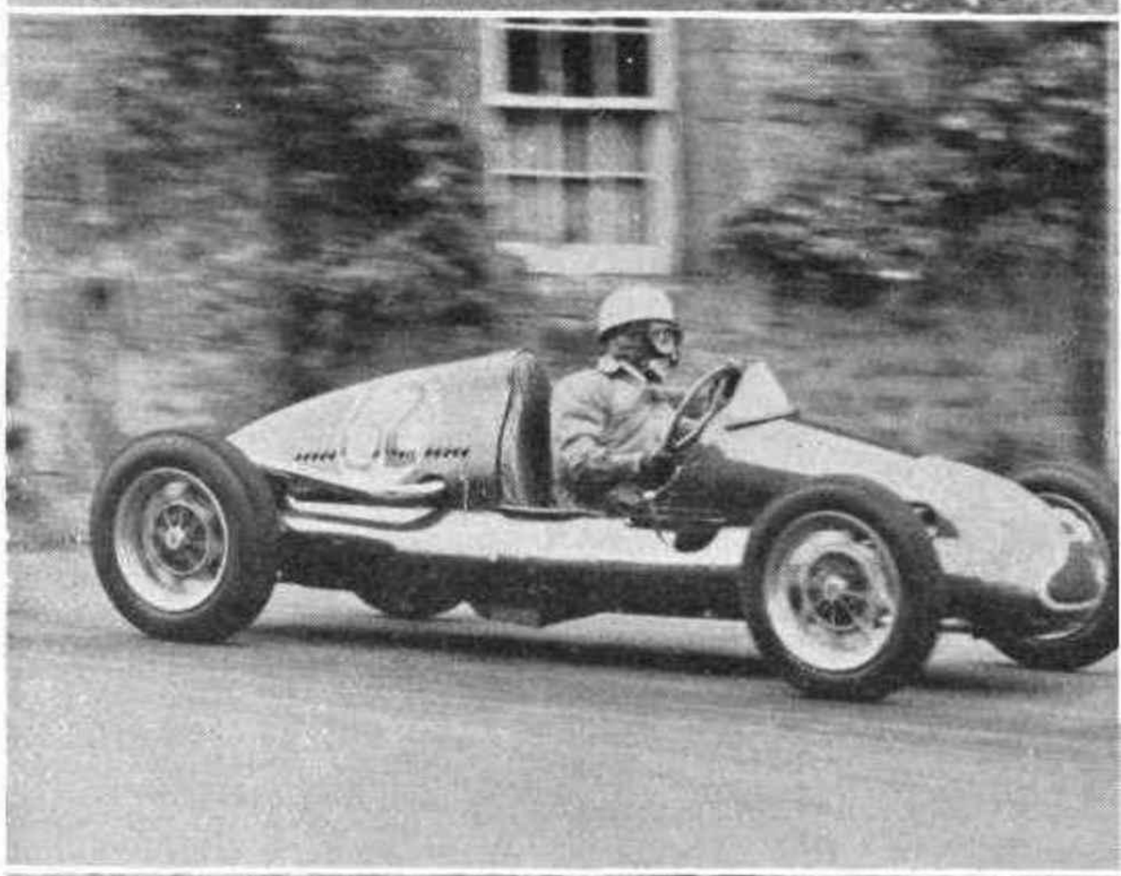




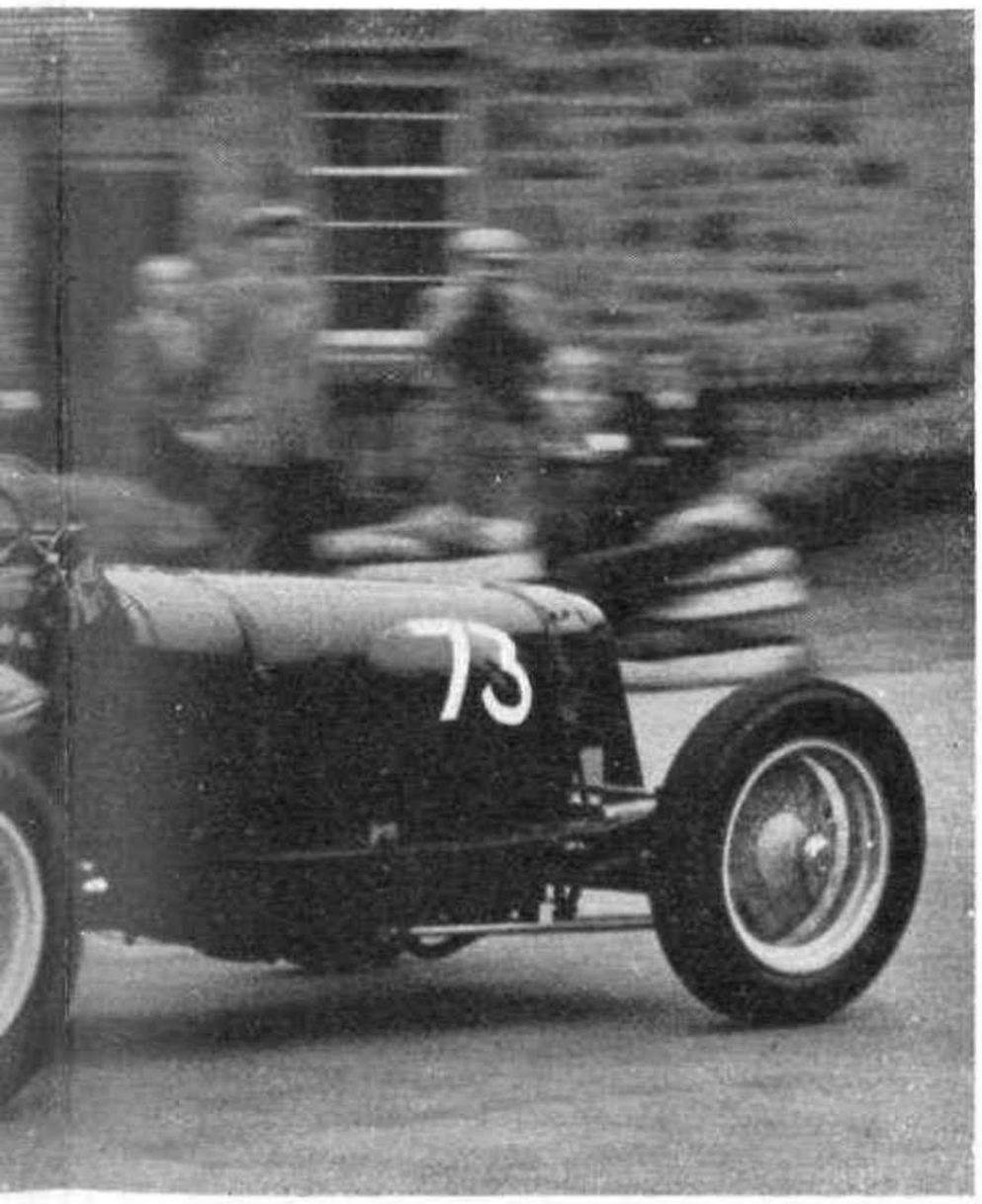
NO MATCH for the champion but oh, how delightful to listen to P. J. Stubberfield's Bugatti "buzz" up the hill.



REGAL.—W. P. S. Melville skilfully driving the vintage Vauxhall out of the Snake at Bo'ness. Immaculately turned out they reached the top to beat the class record.



HALF-A-LITRE.—Ninian Sanderson easily beat all comers and his own class record at Bo'ness. He is here seen very nicely controlling his Cooper through the courtyard.



en driving his E.R.A. through the courtyard at Bo'ness, made f.t.d. tacular efficiency made the handling of the E.R.A. and Cooper look and other drivers clumsy.

TWO AND A HALF-LITRE.—J. R. Stewart in his Healey won his class comfortably. Dead in the centre of the road and with little fuss he left the Snake and accelerated away to break his record with little wheel-spin.

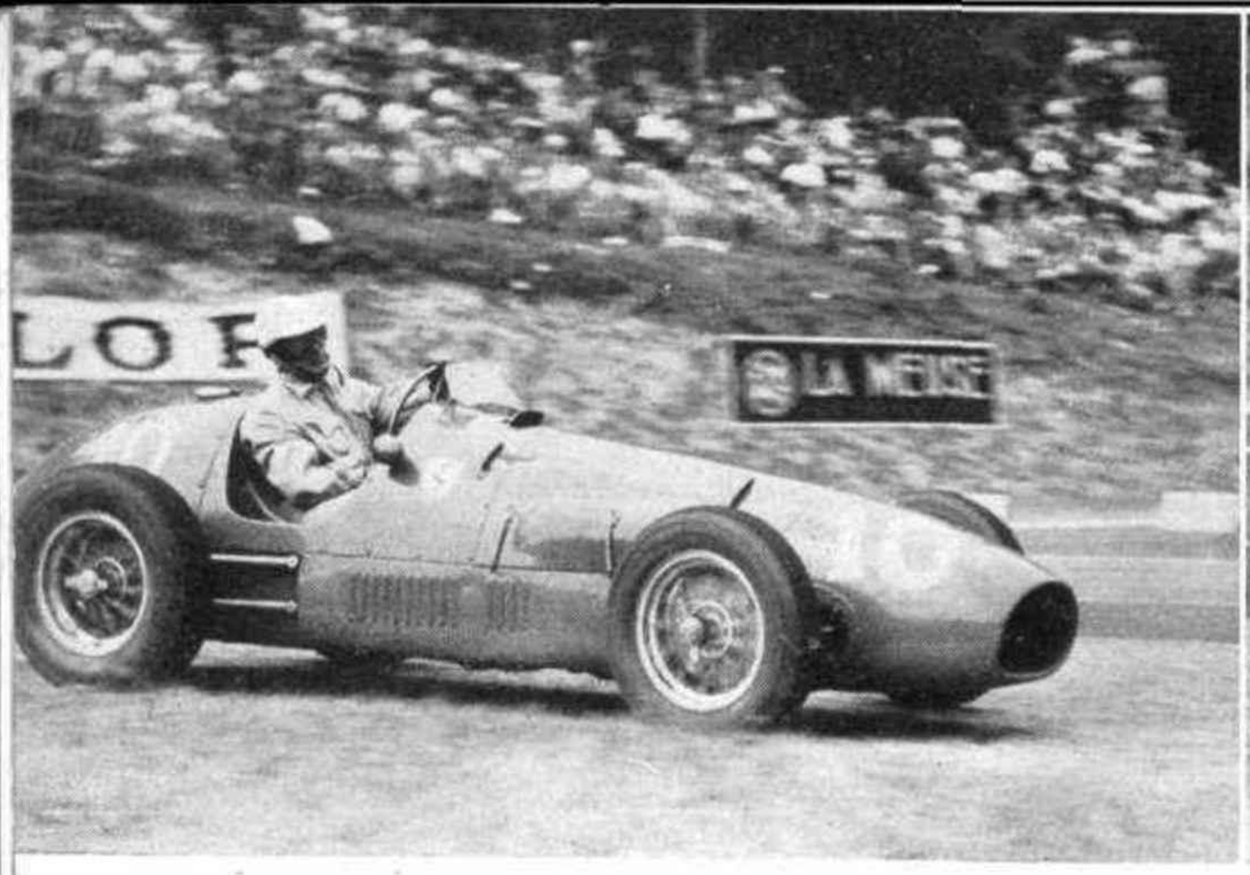


BEATING THE BOGEY.—Keith Martin, the Australian Hill-Climb Champion, dogged by bad luck, failed to run at Bo'ness and broke down at "Rest," crashed at "Cobblers" on second climb, but determined to finish he ran to the top.

DAD'S CAR.—Don Williams broke the class record in each of two fine runs, but not quite good enough to win the class.



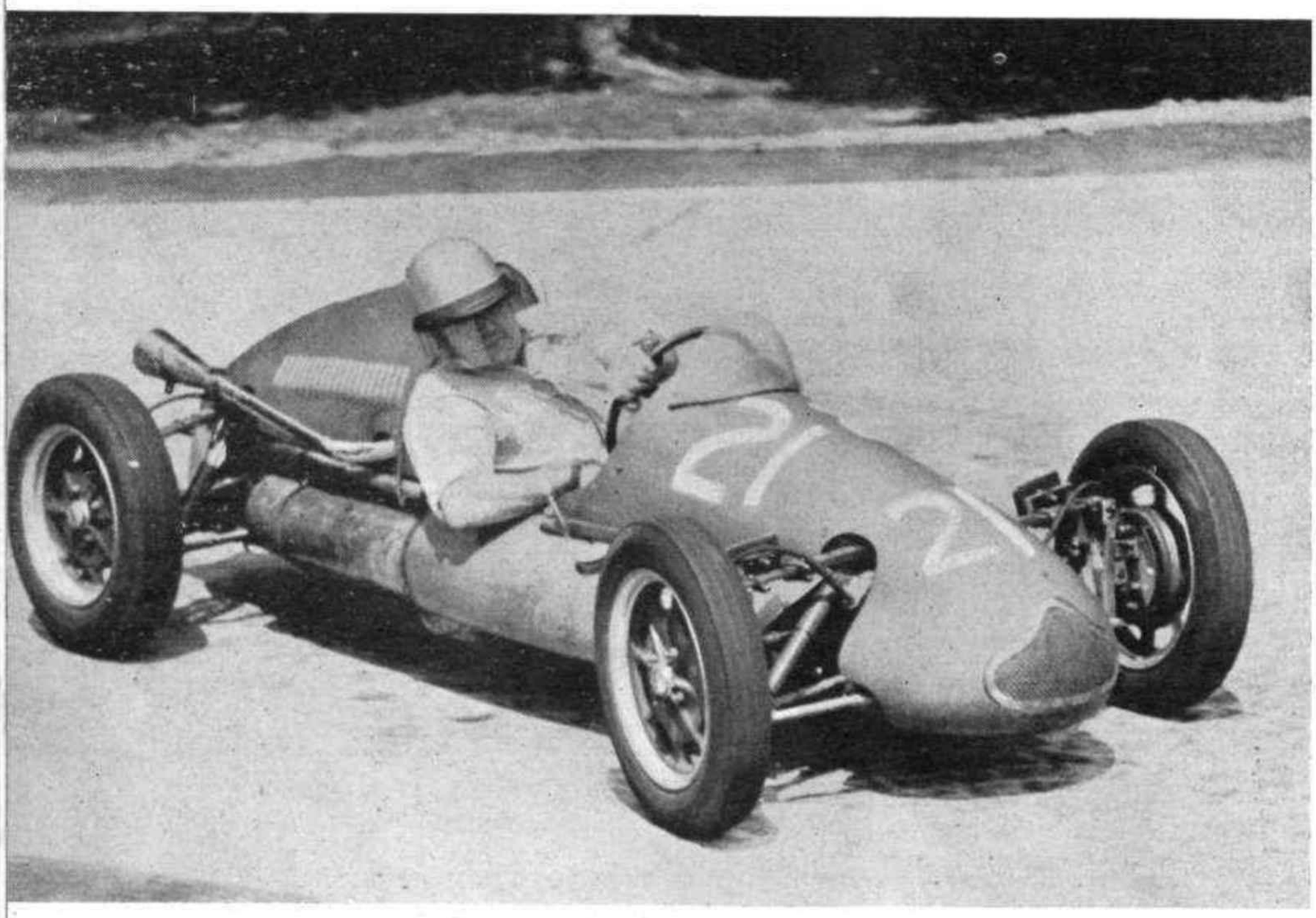




FRENCH GRAND PRIX.—Dr. Guiseppe Farina finished second to Ascari, both driving four-cylinder Formula II Ferraris, over the Essarts Circuit near Rouen. Here he is in characteristic attitude on one of the fast corners of this excellent course.

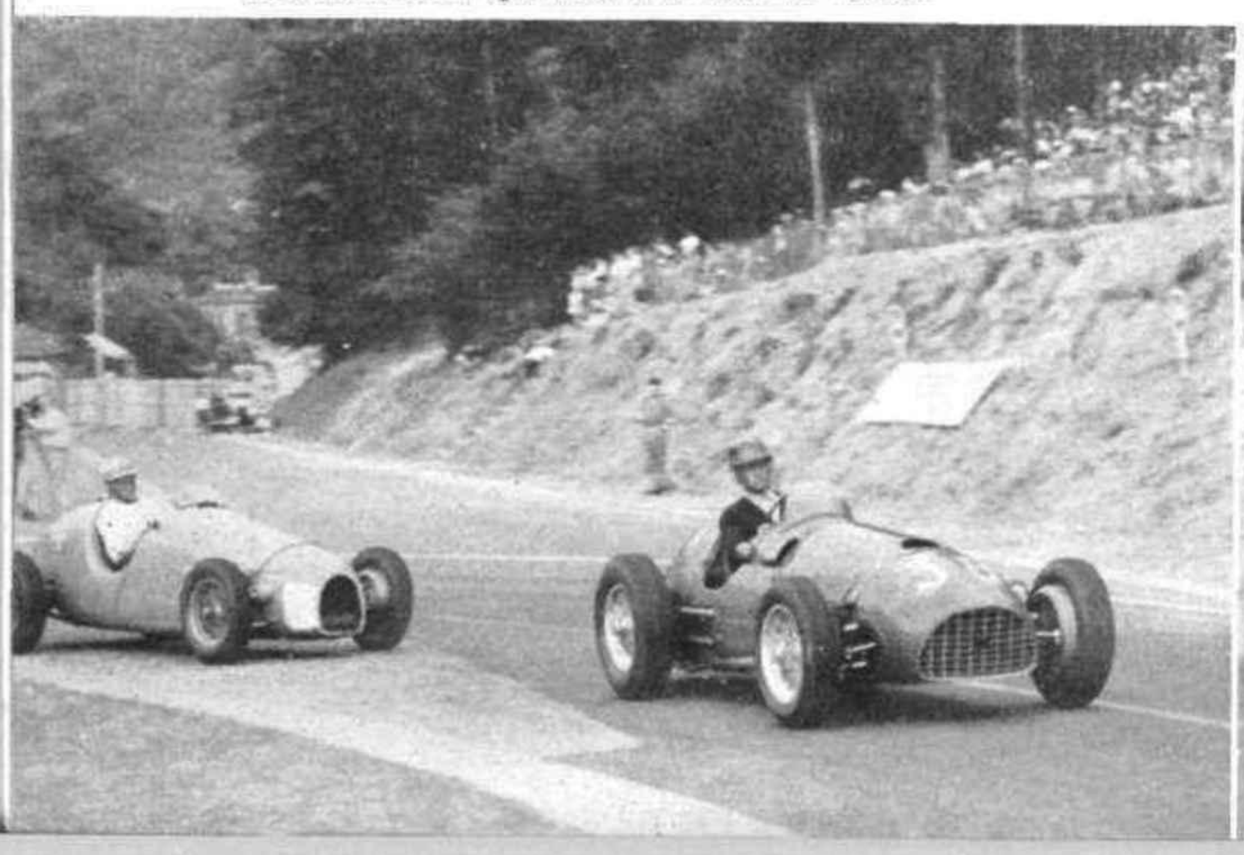


FIRST ENGLISHMAN HOME.—Peter Collins brought his H.W.M. in sixth at Rouen, first British car to finish in the French Grand Prix. Compare his driving style with that of Farina's, in the picture on the left.



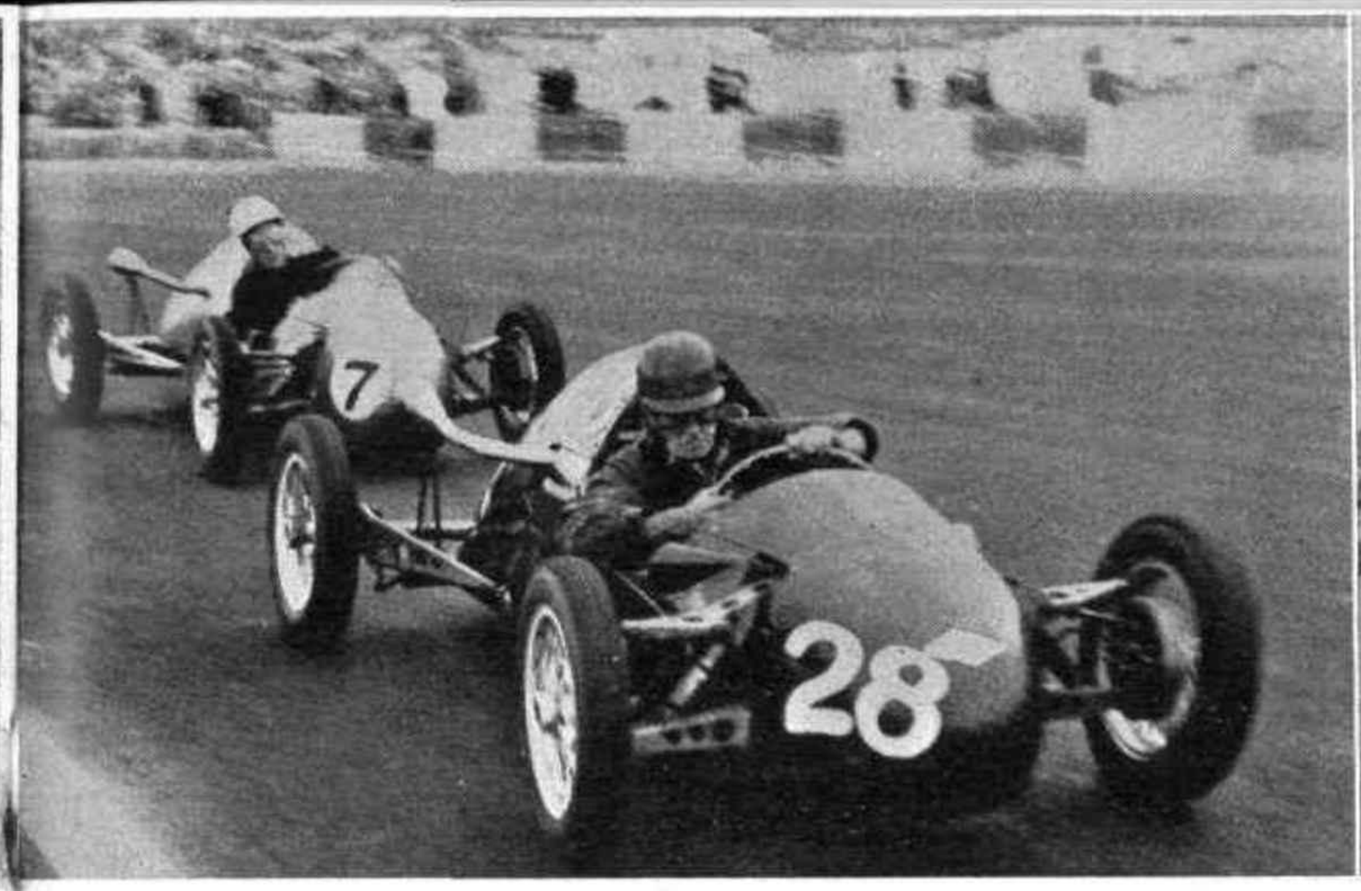
"500" VICTOR AT ROUEN. — Constructor John Cooper won the Half-litre Race, which preceded the French Grand Prix in one of his own Cooper-Nortons.

MARZOTTO'S Ferrari leads Jean Behra's Gordini Six into a corner on the Rouen circuit during the French Grand Prix. The high bank in the background forms an excellent vantage point for the big crowd of knowledgeable and critical spectators who lined the course.



BAD LUCK.—Once again Peter Whitehead's new Formula II Alta retired, its gearbox giving trouble during the French G.P. Peter likes the car's handling characteristics and was driving to finish, but it was not to be.





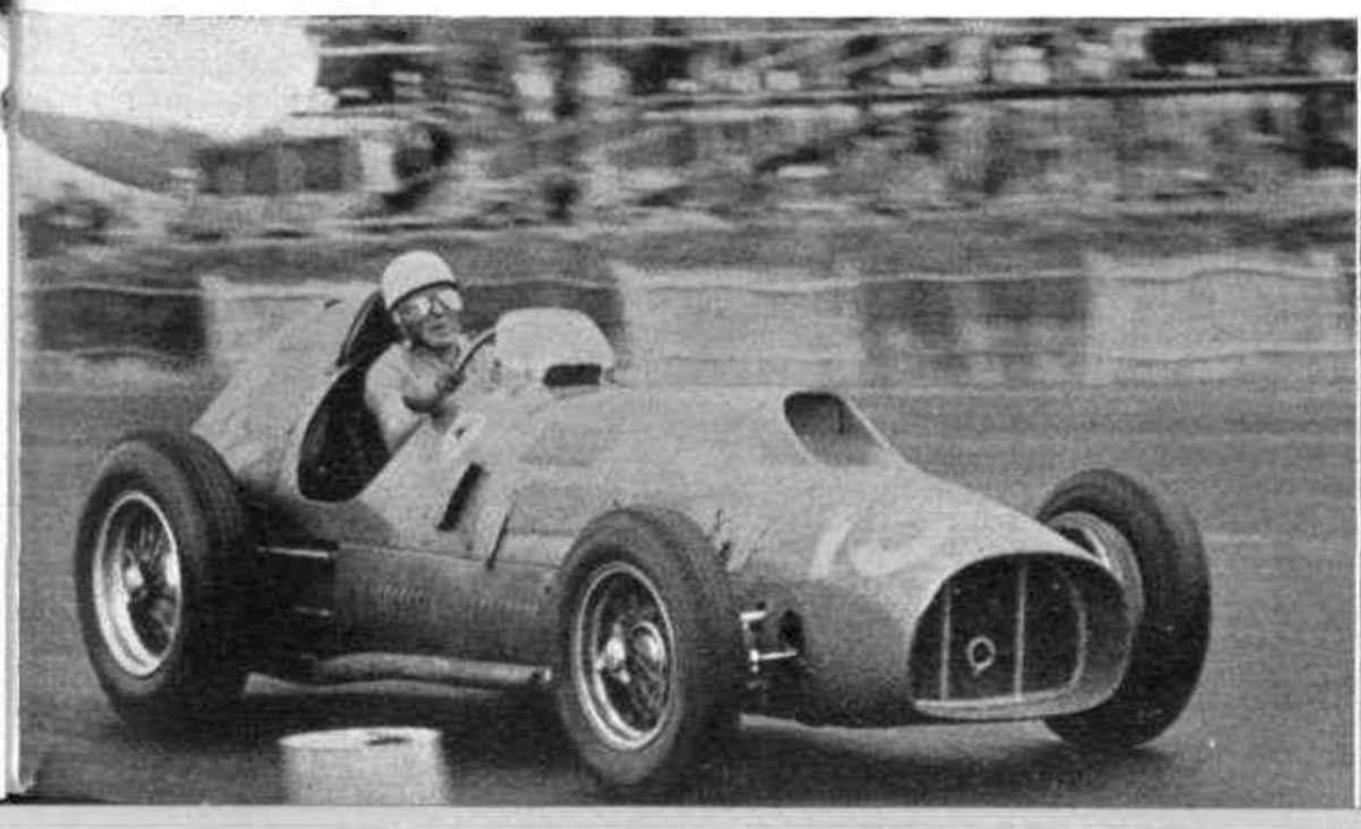
THE BATTLE OF THE KIEFTS.—The 500-c.c. race preceding the British Grand Prix was enlivened by the battle between the Kiefts, of Moss and Parker. Parker was leading out of Stowe Corner on the last lap, with his rival unable to close on him, when the primary chain broke and the race automatically became Stirling's.



UP AND COMING FORMULA II CONTENDER.—The new-fo speed of the Connaughts was a feature of the British G.P. Here is Der Poore, who finished fourth, behind Mike Hawthorn's Cooper-Briston spite of a refuelling stop. Note the colour band on the nose for dr identification.

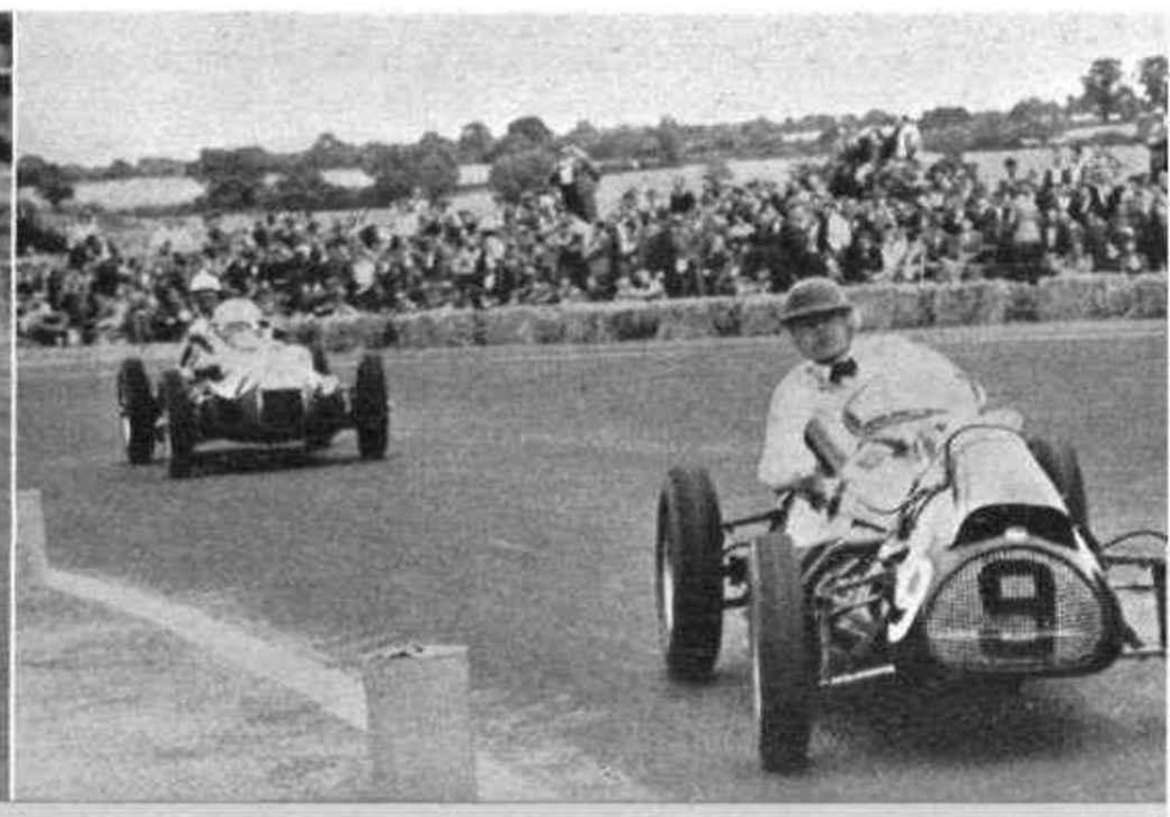


TO THE VICTORS. THE SPOILS.—Piero Taruffi (left) and Alberto Ascari, who leads for the 1952 World Championship, receive their Daily Express gifts after winning the big races at the Silverstone Meeting which the B.R.D.C. ran for the R.A.C. Later, Ascari's cup occupied a place of honour in the cab of Ferrari's big O.M. van.



INDIANAPOLIS FERRARI.—Luigi Villoresi drove the car which Ascari took to Indianapolis in the Formule Libre race at Silverstone, coming in second, a position he occupied throughout after the B.R.M.s had retired. Note the latest type air-intake, long exhaust tail-pipe, high headrest and the huge 7.50-18 back tyres.

TRULY BRILLIANT was Mike Hawthorn's no-trouble drive in British Grand Prix, which brought him home in third place, first Englishm to finish behind the victorious Ferraris. This view shows Hawthorn tak one of our infamous straw-bale cum tin-can corners ahead of La Macklin's H.W.M.



CAR'S INSIDE STORY

Ever actually driven a Javelin yourself?

There must be some very active reason why a person who has never been in a Javelin before looks on it as THE car after one short drive.

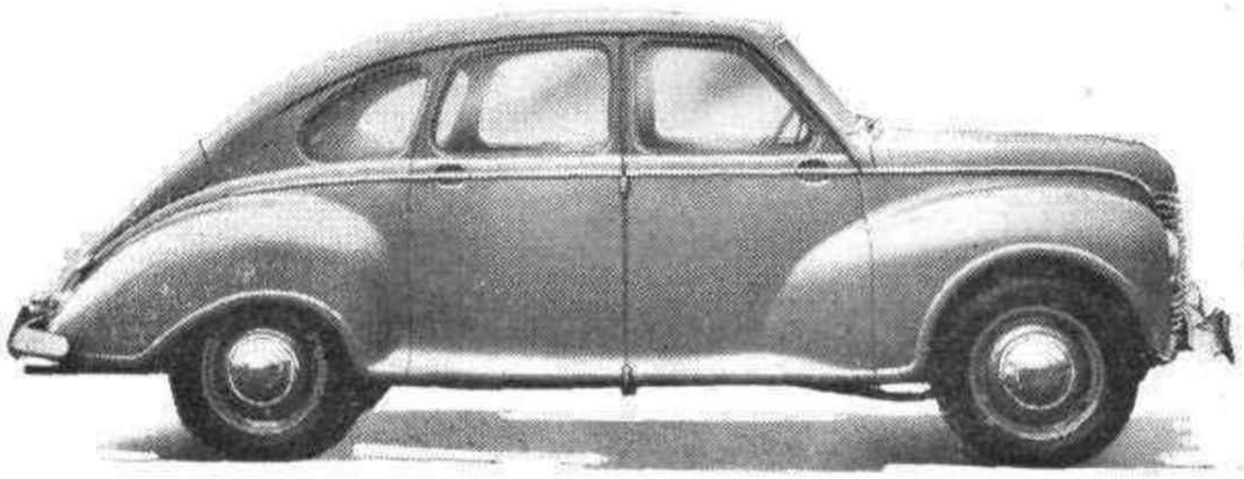
Perhaps you'd like to try her for yourself and find out. Hey, steady with that throttle! Maybe you're not used to driving a car that'll clock 50 in 15.4 secs. from standing.

Maybe you've never been in a 1½ litre saloon that will cruise all day in the 60's and touch 80. Maybe you never knew what torsion bar suspension could do to bumps or used a gear change that's so quick and positive.

And you'll notice another thing, too — this car's got room behind for men with lanky legs. It's got room for all the family and all the luggage too. You don't feel cramped in a Javelin.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands — real family comfort — economy — *and* performance. Incidentally, the Javelin won outright the Closed Car Section of the R.A.C. International Rally of Great Britain, this year.

Best speed, electrically timed, 80 m.p.h. Acceleration 0-50 m.p.h. in 15.4 secs. ("The Motor" 1952 Road Test). Horizontally opposed flat-four engine gives 30 m.p.g.



The 1½ litre

JOWETT

JAVELIN

one day—it has to be

YOURS!

★ ★

The Javelin's sister car, the JOWETT JUPITER

The 90 m.p.h., high performance Jowett JUPITER, winner of 9 major events in the 1950-1951 season. Winner of Le Mans (1½ litre class) for the third year running in 1952. This amazingly successful 1½ litre sports convertible has basically the same engine as the Jowett Javelin.



★ ★

MADE BY JOWETT CARS LIMITED, IDLE, BRADFORD, YORKSHIRE

"MOTOR SPORT" DIRECTORY OF CLUBS—*continued from page 370B*

Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Entrance fee*	*Annual Sub.*	*Secretary's name and address*
Eton College Automobile Society	1951	25	Expeditions to motor shows, race meetings and factories. Lectures. Technical study of cars.	—	Wednesday nights, 8.50 p.m.	To have passed the General Certificate of Education.	2s.	6s.	W. Scott, c/o W. W. Williams, Eton College, Windsor, Berks.
Exmoor M.C.	1946	200	Trials, social events, annual rally, main road events.	Minehead.	Monthly.	All persons interested in motoring.	—	10s. 6d.	Miss M. Nydrle, 1, The Chalets, North Hill, Minehead.
Falcon M.C.	1948	70	Bias towards trials.	The Crown and Falcon, Puckeridge, Herts.	Second Wednesday evening.	Interest in motor sport.	—	15s.	Mrs. E. D. Chiles, 16, Owles Lane, Buntingford, Herts.
Falkirk & District M.C.	1908	170	Rallies, trials, etc.	Argyle Rooms, Falkirk.	Tuesday evenings, 7.30 p.m.	—	5s.	7s. 6d.	R. J. Traill, 21, Muirhall Rd., Larbert, Stirlingshire.
Fernie C.C.	1950	140	Rally, gymkhana and navigational events.	Freemason's Hotel, Market Harboro', Leics.	Committee, alternate Fridays. General, bi-monthly.	Full membership only to people with own transport (subject to Committee's acceptance).	—	Full, 10s. 6d. Social, 5s.	F. C. Monk, 18, Logan St., Market Harboro'.
500 Motor Racing Club of Ireland	1947	121	Speed events and hill-climbs.	None at present.	Quarterly.	All keen types welcomed.	—	21s.	J. L. Stirling, 9/11, Mill St., Ballymena, Co. Antrim.
Furness District M.C.	1945	Over 400	Trials, rallies, film shows, etc.	Theatre Hotel, Cavendish Street, Barrow-in-Furness.	Second Wednesday, 7.30 p.m.	Committee's approval.	2s. 6d.	7s. 6d.	J. V. Bamber, 21, Cloisters Ave., Barrow-in-Furness.
Gosport A.C.	1948	120	Speed trials, rallies, treasure hunts and socials.	—	Monthly.	—	—	21s.	A. A. Ards, 6, Testcombe Rd., Alverstoke, Gosport, Hants.
Grimsby M.C. Ltd.	1912	160	Sporting trials, night trials, navigating trials and treasure hunts.	Queen's Head Hotel, Victoria St., Grimsby.	Committee, 7.30 p.m., fourth Wednesday.	—	—	Cars, 12s. 6d. M/c. 8s. 6d. Social, 5s. Racing, 3s. 6d.	W. Kirton, 22, Cromwell Rd., Cleethorpes, Lincs.
Guernsey M.C. & C.C.	—	250	Sand racing and reliability trials.	—	—	—	5s.	7s. 6d.	E. C. Thoamene, Harwell Glen, Grandes Rocques, Castel, Guernsey.
Hagley & District L.C.C.	1935	250	Trials and sprints.	Lyttleton Arms Hotel, Hagley.	Club night, 8 p.m., Wednesday. Gen. Committee, 8 p.m., alternate Tuesdays.	Introduction by member.	5s.	15s.	J. W. Cox, Wollaston Rd., Amblecote, Stourbridge. Tel.: Stourbridge 57155.
Half-Litre C.C. Ltd.	1946	450	Promotion of 500-c.c. racing and social activities.	National Club.	Social meetings monthly during closed season.	Open to all enthusiasts for 500-c.c. racing.	—	42s.	K. E. Carter, 100, Station Rd., Sidcup, Kent.
Hants & Berks M.C.	1946	250	Speed trials (Great Auelum), night navigation trials, etc.	New Inn, Eversley, Berks.	Last Friday evening (usually at New Inn).	—	5s.	10s.	C. H. Bulmer, Technical Staff Mess, R.A.E., Farnborough, Hants.
Harrow C.C.	1933	120	All sporting events.	—	First Thursdays.	By Committee's selection.	—	Full, 21s. Social, 5s.	D. H. Drew, 8, Wroughton Terrace, London, N.W.4.
Hawick & Border C. & M.C.C. Ltd.	1947	190	Racing at Charterhall Airfield. Social runs, film shows, m/c. hill-climbs, scrambles and trials.	7, Tower Knowe, Hawick.	—	—	—	10s.	T. Maney, 7, Tower Knowe, Hawick.
Herts County Auto. & Aero Club Ltd.	1903	185	General.	Panshanger Aerodrome.	Third Saturday.	—	Affiliated R.A.C., 10s. Non-affil., nil	Affiliated R.A.C., £2 12s. 6d. Non-affil., £1 1s.	D. T. Russell, 18, Queen's Rd., Watford, Herts.

Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Entrance fee*	*Annual Sub.*	*Secretary's name and address*
Horsham & District M.C. & L.C.C.	1928	150	Sporting and road trials.	Swan Hotel, West St., Horsham.	Last Tuesday.	—	—	10s.	E. G. Smith, "Merlewood," 20, Guildford Rd., Horsham, Sussex.
Huddersfield M.C.	—	200	Trials, rallies, etc.	Crown Hotel, Westgate, Huddersfield.	Every Monday evening.	—	2s. 6d.	10s.	A. J. Hallitt, Lane Head, Shepley, Huddersfield.
Ilkley & District M.C.	1910	200	Trials, sporting, main road and social events.	Royal White Horse Hotel, Otley, Yorks.	Third Wednesday.	—	—	10s.	R. D. Steels, 37, Bainbrigge Rd., Leeds, 6.
Incorporated Auctioneers' C.C.	1951	54	Rallies, tests, social runs.	—	—	Only open to members of Incorp. Society of Auctioneers and Landed Property Agents.	5s.	21s.	W. C. Field, 7, Gayton Crescent, London, N.W.3.
Isle of Thanet M.C.	1950	24	Purely sporting.	—	—	—	—	—	C. Barington, 37, Cliffsend Grove, Ramsgate, Kent.
Jersey M.C. & L.C.C.	1920	500	Racing (sand), hill-climbs, sprints; trials (m/c. only).	—	As required.	—	10s. 6d.	10s. 6d.	H. W. Rawnsley-Gord, Lyndhurst, Ralegh Ave., St. Helier, Jersey, C.I.
King's College M.C.	1949	120	Rallies, navigation trials, sprint meeting, film shows, etc.	Union Society, King's College, Newcastle-on-Tyne.	—	Must be past or present member of King's College, as student or staff, or on College or Assoc. Hospital's staff.	—	Present students, nil Others, 5s.	J. H. Walker, Union Society, King's College, Newcastle-on-Tyne.
Knowldale C.C.	1951	146	Trials and social activities.	Owd Betts Inn, Ashworth Moor, Heywood, Lancs.	First Thursday.	Introduction by member of Club.	—	15s.	G. P. Crabtree, 4, Crown Gdns., Kingsway, Rochdale, Lancs.
Lagonda Club	Reformed 1951	550	Sporting events and rallies, technical advice, register of spares, etc.	—	Monthly.	Ownership of Lagonda or definite interest in marque.	10s.	15s. Overseas, 10s. 6d. Husb. & wife, 21s.	A. K. Audsley, Greenways, Hedgerley Lane, Gerrards Cross, Bucks.
Lancashire A.C.	1902	1,500	Rallies, trials.	New Market St., Blackburn.	—	—	—	10s. 6d.	J. Taylor, Lancs A.C., Newmarket St., Blackburn.
Lancashire & Cheshire C.C. Ltd.	1933	220	Trials, rallies and social events.	Five Ways Hotel, Hazel Grove, Stockport.	—	—	10s. 6d.	21s.	A. L. Gale, 178, Kingsway, Gatley, Cheshire.
Lancia M.C.	1947	67	Motoring events and provision of spares.	—	—	Owners of Lancias only.	20s.	30s.	F. G. Barkway, 5, Mark Rd., Wood Green, N.22.
Leeds University Union M.C.	Reformed 1950	150	Rallies, main road trials, socials.	The Union, The University, Leeds, 2.	—	Member of Students' Union.	—	5s.	C. Ainsworth, The Union, University, Leeds, 2.
Leicestershire C.C.	1934	180	Sporting and reliability trials, socials, etc.	The Clubhouse, Leicester East Airfield, Stoughton.	Thursday evenings.	Four-wheeled vehicles only.	5s.	21s.	H. H. Mayes, "Willoughby," Leicester Rd., Narborough, nr. Leicester.
Liverpool M.C.	1902	250	Motoring in all its forms.	Liverpool.	Each Wednesday evening.	—	—	10s.	J. Dixon, 51, Green Lane, Allerton, Liverpool, 18.
Lloyd's M.C.	1951	371	Rallies, driving tests, team racing, etc.	Lloyd's, London.	As all members can meet daily there are no regular meetings.	Members of Lloyd's and those with *entrée* to the "Room" at Lloyd's.	—	10s. 6d.	J. I. Bremner, 5, Whittington Ave., E.C.3.
London M.C.	1904	384	Trials and rallies.	99, Goldhawk Rd., London, W.12.	Third Thursday, 7.30 p.m.	—	10s.	20s.	J. H. Appleton, 99, Goldhawk Rd., Shepherds Bush, W.12.

[N.B.—The remainder of this Directory will be published in a subsequent issue. We have endeavoured to make it as comprehensive as possible. If any clubs have been inadvertently omitted or did not reply to our questionnaire, we will endeavour to include them in a supplementary Directory, providing they submit the required information with promptitude.—ED.]

The Preparation of Ford Ten Specials for Competition Work

PART II.—TUNING THE ENGINE.

By C. D. F. BUCKLER

THE Ford Ten engine has four very desirable qualities :—
(i) Light weight.
(ii) The ability to "rev."
(iii) A low b.h.p. per sq. in. of piston area.
(iv) Low initial and maintenance costs.

From the competition angle the ability of the engine to rev. is of major importance.

The standard engine gives its peak figure of 30.1 b.h.p. at 4,000 r.p.m. but will exceed 5,500 r.p.m. The addition of double valve springs will enable 6,000 r.p.m. to be reached, whilst the incorporation of a higher compression-ratio and attention to the ports raises this to 6,200 r.p.m. A reasonably well-designed twin-carburetter inlet manifold will give a further increase in the rev. range up to around 6,500 r.p.m. Incorporation of these modifications raises the b.h.p. approximately 30 per cent., at around 5,000 r.p.m. It should be clearly understood that at any speed over 5,000 r.p.m., the b.h.p. is dropping, but these extra revs. are nevertheless very useful in avoiding *additional gear changes in sprint events.* Owing to, presumably, the rigid cast-steel crankshaft employed, the very excellent rev. range given can be consistently used. The writer, having had no small experience of these units at speed, is convinced that it is virtually impossible for them to blow up, no matter what revs. are used. As however, a crankshaft period sets in at around 5,400 r.p.m. (76 m.p.h. with normal axle-ratio and tyre sizes) but disappears at 5,600 r.p.m. (79 m.p.h.) it is advisable to avoid maintained speeds in this range.

Whilst the compression-ratio can be readily raised it should be stressed that the highest usable ratio is determined by the octane rating of the fuel, the axle-ratio and tyre diameter (standard wheels permit of four variations in tyre size), the weight of the car and, to a lesser extent, its frontal area and shape. The higher the axle-ratio and the heavier the car, the lower the compression-ratio permissible on a given fuel. Owners of Prefect saloons should not use a higher ratio than the standard manufacturer's setting of 6.1 to 1 The following Table shows the writer's recommendations for average *speeds fitted with the standard 5.5 to 1 axle-ratio :—*

Unladen Weight	*Compression-ratio Pool* (70 *Octane*)	*Compression-ratio* 50/50 (80 *Octane*)
15 cwt.	6.1 to 1	7.1 to 1
14 cwt.	6.3 to 1	7.6 to 1
13 cwt.	6.6 to 1	7.8 to 1
12 cwt.	7.0 to 1	8.0 to 1
11 cwt.	7.6 to 1	8.2 to 1
10 cwt.	7.8 to 1	8.5 to 1

These are the highest possible ratios and with them "pinking" will be apparent on full throttle at low speeds in top gear. With decarbonised engine and any rough spots in the combustion chamber removed, set the ignition to give cessation of "pinking" in top gear at 30 m.p.h. on flat roads. With a 4.7 to 1 axle ratio (sometimes obtainable but not a Ford product), reduce listed compressions by approximately 0.75 per cent. of a ratio. As it is advisable never to drive with the engine "pinking," a change to a lower gear should be undertaken for full throttle work under 30 m.p.h.

To obtain the above and other compression-ratios proceed as per the following chart :—

6.1 to 1	Standard Ten cylinder head and standard C. & A. gasket.			
6.3 to 1	Standard Ten cylinder head and 18 G copper gasket.			
6.6 to 1	Standard Ten cylinder head and 22 G copper gasket.			
7.0 to 1	Standard Ten cylinder head and 22 G copper gasket but with 0.020 in. machined from head face.			
7.2 to 1	Standard 8-h.p. cylinder head with C. & A. plus 24 G copper gasket.			
7.6 to 1	Standard 8-h.p. cylinder head with C. & A. gasket.			
7.8 to 1	Do.	do.	do.	16G solid copper gasket
8.2 to 1	Do.	do.	do.	18G do.
8.5 to 1	Do.	do.	do.	20G do.
8.6 to 1	Do.	do.	do.	21G do.
8.9 to 1	Do.	do.	do.	24G do.
9.0 to 1	Do.	do.	do.	26G do.
9.2 to 1	Do.	do.	do.	0.010 in. machined from face and 26G copper gasket.
9.5 to 1	Do.	do.	do.	0.020 in. machined from face and 26G copper gasket.

Whilst it is normally inadvisable to machine substance from the cylinder-head face this may be done providing a head with above-average thickness of metal on the face is chosen. Even so 0.020 in. is considered the maximum amount that should be removed.

Having dealt with the compression ratio the next step is to smooth away all rough spots in the ports, cylinder head and manifolds. This is best accomplished by using rifling files or, where an electric *hand-drill is available, rotary files or small grinding stones.* The latter is expensive on stones as speeds of 20,000 r.p.m. should be used. It is important that the port shapes be not altered, but providing care is taken on this point they can be opened out by approximately 1/16 in. The valve seatings should be radiused, as should the seating faces on the valves. Whilst that portion of the valve guides protruding into the ports can be smoothed to blend into the gas flow, it is inadvisable to cut these down in length. Fitment of double valve springs necessitates machining the guides to give a proper purchase for the inner springs. Double valve springs *also* necessitate the use of heavier valve retainers, but as these are non-standard, they are not normally available from Ford dealers. Genuine Ford valves are advisable and in the writer's experience have shown that they stand up to competition stresses long after valves of other makes, even of special steels, have failed. Removal of the inner one or two sparking-plug-hole threads in the cylinder head will obviate hot spots likely to cause pre-ignition. Owing to the fine degree of initial balancing given by the makers to the crankshaft any further balancing is not considered a worthwhile expenditure for the average user. Smoothing and polishing the con-rods will increase fatigue-life, but they should not be drilled or otherwise weakened. As Ford pistons are fitted with what most people would call racing-section rings no gain is to be achieved by any alteration in this direction. Whilst the writer has never used other than standard camshafts, a gain in power can be obtained with correctly-designed racing cams. As such camshafts give a gain over only a limited rev.-range and actually less power at other engine speeds (they are in any case prohibited for use in 1,172 Formula events) only a limited advantage would be obtained by their use. What is important is that no excessive play be countenanced in the camshaft bearings, as any undue loss of oil at these points will result in a below-normal volume and pressure of oil to the main and big-end bearings. As volume of oil to high-speed bearings is an important factor in cooling the bearing surfaces, which in turn plays an important part in giving bearing life, extra attention to correct camshaft bearing fits is well worth while. These bearings are normally direct in the cast-iron of the cylinder block and providing they be not worn the fitment of a new camshaft will give the correct running clearance.

Oil pressure is normally released to give a running pressure of 30 lb. per sq. in., but at sustained speeds of over 4,000 r.p.m. is likely to fall to 15-20 lb. This is caused through temperature rise and whilst a loss of ultimate engine life must arise, sustained full-throttle use for 10-15 minutes at a time has shown no detrimental effect. The use of a larger non-standard sump will give a gain, and is sufficient to cope with the position for all normal, and average competition, use. For cars capable of really high cornering "Gs" in track work, a special non-standard oil pump shroud is necessary to avoid oil surge starving this unit on left-hand bends. For "specials" with a limited volume of cooling water in circuit, fitment of a water pump will allow for momentary excess temperature conditions, but any sustained high temperatures can only be overcome by increased radiator cooling area or a larger fan. The standard Ford Anglia export water-pump (Part No. E 493 AFS 8501) is very easily fitted and, if required, a four-bladed fan is a standard Ford part. Both these consume power and should not therefore be used indiscriminately for competition work.

For unsupercharged engines with compression ratios up to 8 to 1, Champion L10 plugs are preferable, with L10S advisable for higher compressions. As the Ford standard coil ignition system has been found to give every satisfaction up to the highest engine speeds

[*Continued on page* 362

SIDESLIPS

BY "BALADEUR"

THE efforts of the F.I.A. to be helpful to builders of Grand Prix racing cars have not met lately with signal success. In the bad old days, the great men of the world of motor sport used to meet in the autumn and tell manufacturers what rules they would have to race under in the following summer. This only gave them the winter in which to build their racing cars, and by the next autumn, as likely as not, the great men would set them quite a different problem.

Of course nowadays we have changed all that. As long ago as 1950 the great men were prepared to tell the builders of racing cars that until as long ahead as the end of 1953 Grand Prix races would continue to be for supercharged cars of 1,500 c.c. and unsupercharged cars of 4,500 c.c. This assurance would have made things much more convenient for the builders of racing cars—if it had not been for the builders of racing cars themselves. For better or worse some of them were discovering by the end of 1951 that their racing cars built to this formula were getting worn out, and others were apparently still failing to discover that their racing cars built to this formula were never going to get run in. As a result of all this, the only maker, at the beginning of 1952, who possessed any effective racing cars suited to real Grand Prix racing was Ferrari ; but then whatever rules you decided on, Ferrari could apparently turn out a suitable racing car in about a fortnight. This meant, therefore, that if Grand Prix races had been run in 1952 as the great men had said in 1950 that they would be run, they would just have been races for Ferraris ; and this, presumably, would not have been much fun, even for Ferrari, because I fail to see how, in these circumstances, even he could have prevented some of his Italian drivers from breaking his motor cars.

Such being the case, it was very lucky for Grand Prix racing that there existed Formula II. Formula II was said to be designed for those who found building Formula I cars too expensive, which is a polite way of saying for those who found building supercharged cars too expensive. Formula II is supposed to be for unsupercharged 2-litre cars and 500-c.c. supercharged cars, but as anyone outside the lunatic fringe can be practically relied upon not to build 500-c.c. supercharged cars, Formula II is really for unsupercharged 2-litre cars. These seem to be a very satisfactory sort of racing car from the point of view of the builder, with the result that it has proved possible to fill entry lists with them this year very comfortably. In spite of what the great men said in 1950, Grand Prix races in 1952 are for 2-litre unsupercharged cars.

At the beginning of the season all the pundits told me that this sort of racing car would prove abysmally slow. As at the same time they admitted that they would probably rush along at about 150 miles an hour, it is obvious that their abysmal slowness was something of a relative term. What the pundits really meant was that they would be slower than the Formula I cars of 1951. This is quite true, and on most Grand Prix courses they seem in fact to be about 10 miles an hour slower, with the result that no lap records seem to be in any immediate danger. This, however, is not what worries the critics ; their real complaint is that lower speeds reduce the spectacular content of the competition, and therefore its popular appeal. With this view I am, I must admit, in complete disagreement. In my opinion, actual speed has only a very limited bearing on its spectacular value. Sixty miles an hour down Piccadilly, for example, is apt to be much more spectacular than 160 miles an hour at Silverstone. Yet I notice that the most ardent champions of the necessity for the spectacular appeal are the loudest in their applause for the modification of racing circuits which, by eliminating narrow, built-up sections such as the village of Gueux on the Rheims circuit, or the old hairpin at Le Mans, increase their actual speed at the expense of their spectacular value. Again, the spectacular value of a car on a corner depends, in my submission, less on the speed at which the corner is actually taken than on the extent to which centrifugal force appears to be defied. Now the total weight of Formula II cars is in general considerably less than that of their Formula I predecessors, while their unsprung weight tends to be very little different, with the result that on the whole Formula II cars look a good deal "dicier" to me on a corner than did, say, the Type 158 Alfa-Romeos, which appeared to corner with such ease that other spectators besides myself must have been almost tempted to believe that they could do it themselves, if they tried. From all which, I conclude that Formula II cars are already quite satisfactory from the spectacular point of view—and are likely to become more so as they get faster and lighter.

They also appear to me to be eminently satisfactory from the technical point of view, as they resume a theme for whose resumption I have been waiting for some thirty years. In 1922 the capacity limit for Grand Prix racing cars was reduced to two litres, and Fiat won the races at Strasbourg and Monza with an engine developing rather less than 100 h.p. In 1923, however, the Italian firm decided to exploit the fact that while the rules specified a maximum engine capacity of 2,000 c.c., they did not specify a maximum induction pressure of one atmosphere ; and since then we have really had no serious unsupercharged Grand Prix racing cars.

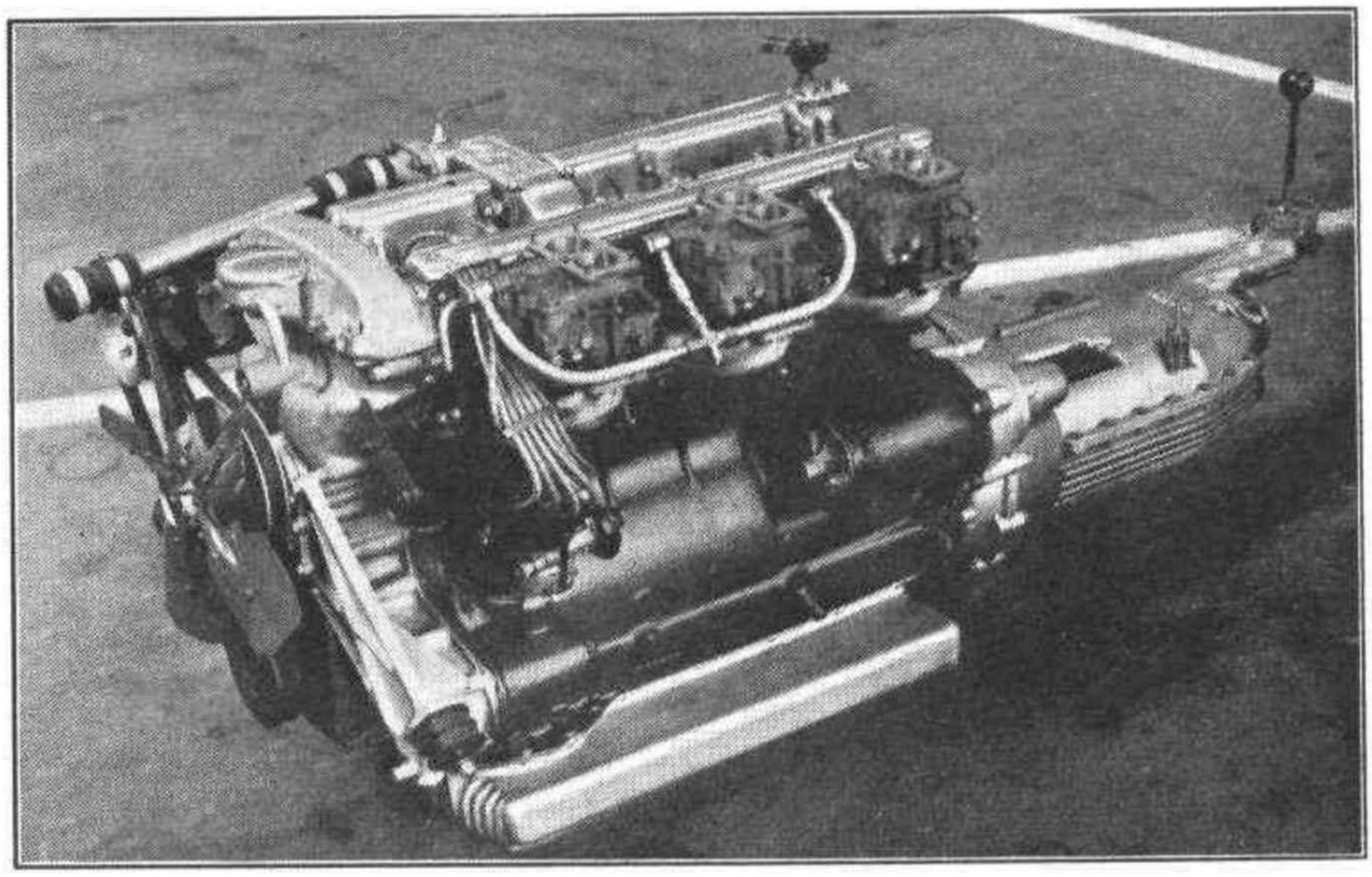
When a capacity limit was first introduced for racing in France, in 1911, it was immediately apparent to Marc Birkigt of Hispano-Suiza and to Georges Sizaire of Sizaire-Naudin that the way to crack it wide open was to use forced induction. Both proposed to do so in 1912, but neither succeeded—fortunately for them, I should imagine, as a 1912 supercharged engine would almost inevitably have blown up. Some inquisitive journalists, however, found out what they were up to and gave the show away, with the result that race organisers became alarmed and nipped their schemes in the bud in 1913 by banning superchargers except on two-stroke engines. Ten years later, for better or worse, this stipulation had been forgotten. Fiat found in 1923 that the rules allowed them to supercharge a four-stroke, and other people have been doing so ever since.

The development of the unsupercharged racing engine was thus arrested just when it had reached a most interesting stage. A capacity limit inevitably puts a premium on crankshaft speed, but as crankshaft speeds go up, it becomes increasingly difficult, with atmospheric induction, to fill the cylinders. Valves must obviously be as large as possible, but the larger, and heavier, they get, the more difficult it is to ensure their closure, in the limited time available. It was for this reason that in 1922 people were thinking about closing them positively, which is otherwise known as committing desmodromy. Of course the problem is eased if the number of cylinders is increased, and therefore the size and weight of each valve reduced, a consideration which, in part at least, accounts for the popularity of the straight-eight in the early 'twenties. But the trouble with these small multi-cylinder engines is that they tend to have a very sharply peaked power-curve, and are correspondingly "gutless" at anything other than their optimum crankshaft speed. This, it seems, was the trouble with the 12-cylinder Formula II Ferrari, which finally induced its maker to throw it away and replace it with a four-cylinder engine, such as most people, thirty years ago, regarded as completely *démodé*.

Lampredi, I read, has taken great trouble over the valve-springs of this engine. As time goes on, however, and he wants more power and therefore higher crankshaft speeds out of this short-stroke engine, I suspect that he will have to take even greater trouble over its valve-springs.

It looks to me as if there will be plenty of time for this and other 2-litre engines to be developed. By the end of this season we shall obviously have become accustomed to the fact that Formula II is in effect *the* Grand Prix formula. During 1953, I imagine, no one will consider running Grand Prix races for anything other than 2-litre unsupercharged cars. In 1954, the formula is supposed to be going to change to 2½-litres unsupercharged or 750-c.c. supercharged. The great men said so as long ago as 1950. But as we have seen, the great men's prognostications with regard to 1952 have not been borne out by experience. One may venture to doubt whether their forecasts for 1954 will prove any more successful. Technically, at any rate, it would seem very unlikely that there will be any object in increasing the capacity limit from 2,000 c.c. to 2,500 c.c. It would result, I should imagine, in putting engine power up by from 10 to 15 per cent. But that, it seems, may not by then be necessary. In any case one manufacturer, in the course of conversation at Spa the other day, was prepared to forecast that by the beginning of 1954, 2-litre unsupercharged cars will be providing speeds at least equal to those of the Formula I cars of 1951. Lap records, in fact, may well by then be in danger again, without anyone bothering to change the present formula.

There are, however, other arguments which may prevail. The formula for 1954 was announced in good time so that intending entrants need not be hurried in preparing for it, and if, in fact, they have been busy preparing 2½-litre engines for 1954, they may insist on being allowed to use them. In discussing this problem I am on extremely strong ground because, in spite of swanking about talking to manufacturers at Spa, I know, in fact, no more about the intentions of manufacturers than what is absolutely public knowledge. What, then, would appear to be the situation ? We know that in France Gordini now has what is already an extremely good 2-litre engine, and not even rumours have reached me of other French aspirants to Grand Prix honours. Gordini may, of course, have designed his



1954 *FORMULA ENGINE?—As our contributor points out, in the Aston-Martin DB 3, David Brown has a potential power unit for the 2½-litre racing formula of* 1954.

engine for easy conversion to 2½ litres (which is, perhaps, suggested by the fact that he ran a 2.3-litre version of it at Le Mans), but even if he did, he should have no great objection to leaving it at its present size. It seems unlikely, therefore, that there would be any great outcry in France if the present Formula II remained on in 1954 as not only Formula I, but the only formula.

Similarly, in Italy, Ferrari has a 2-litre engine, and if by the beginning of 1954 he is worried about his valve springs, he will hardly want to make his engine, and therefore his valves, any bigger. By then, too, Maserati should have considerably developed his 2-litre six-cylinder, and apart from them, all I know is that both Alfa-Romeo and Fiat have 2-litre touring-car engines in production which might provide the basis for Grand Prix engines. It looks in any case as if the Italians might be quite happy to carry on with a 2-litre limit.

In Germany, Mercédès-Benz are, I suppose, edging their way back towards full Grand Prix racing. The 300 SL engine might, I suppose, have been designed for easy reduction to 2½ litres, and for all I know to the contrary the dimensions of the Spanish Pegaso engine may have been chosen with the 1954 limit in mind. Both these countries, Germany and Spain, would be returning to Grand Prix-type racing after an absence, in the case of the former since before the war and in that of the latter since 1910, when the Spanish-built Hispano-Suiza won the *Coupe de l'Auto*. In neither case would their views be likely to prevail over those of recently more regular contestants.

Last, but by no means least, where would this country's interests lie in the matter? The present position, as I see it, is that we have several manufacturers such as H.W.M., Cooper, Frazer-Nash and E.R.A. with excellent Formula II chassis, but with nothing very outstanding in the way of engines to mount in them. The Bristol engine, for example, on which the majority of them rely, has, in my opinion, produced wonderful results in this form of exercise, but the design is by no means new and was far from being conceived originally as that of a Grand Prix engine.

Would we, then, be better off with a 2½-litre limit? Obviously the answer to this question depends primarily on the intentions of two firms, Aston-Martin and Alta, both of which possess engines of this size, which would be far more suitable for Grand Prix purposes than the 2-litre power units which our representatives are using at present. If they intend to use them, the fact should weigh powerfully with our representatives when the question comes up for discussion as to whether the 1954 formula should be confirmed, or the present one continued.

For the other British manufacturers of Grand Prix cars the burning question which would then arise would be whether these engines would be made available for their use, as the 2-litre Alta and Bristol engines have been in recent years. If not, what we clearly need is a new Grand Prix engine, and obviously it would be of the greatest assistance to the smaller manufacturers if this could be made on a communal basis, leaving such firms as H.W.M., Cooper and E.R.A. to concentrate on their chassis. Would not this business of producing a British racing motor be the best use now of the B.R.M. project? We all know who could build the engine if they would, and we presume that they would rather it were called a B.R.M. than say a Bentley. Let us then decide as soon as possible whether it will have to be a two- or a two-and-a-half-litre, and then get going, this time without a moment's delay.

CRYSTAL PALACE CIRCUIT

GOOD NEWS

The London C.C. announces, in connection with the future of the Crystal Palace and grounds, that the L.C.C. Parks Committee have been asked to investigate the possible use of the racing track. With the co-operation of the R.A.C., a "live" test was arranged for the afternoon of June 26th, to enable the members of the Committee, who toured the immediate neighbourhood, to judge for themselves the extent of any noise problem which might arise from a revival of racing on the track. The Committee considered that, although there would inevitably be some inconvenience to a few local residents from the noise of the racing, this factor is not so serious as to stand in the way of further investigations into the suggestion for racing there on a reasonable number of occasions. No commitments whatever have been entered into at this stage. Ken Carter, who took part in the test, sacrificed himself and his Cooper in this good cause and was taken to hospital.

SPORTS CARS IN COLOUR

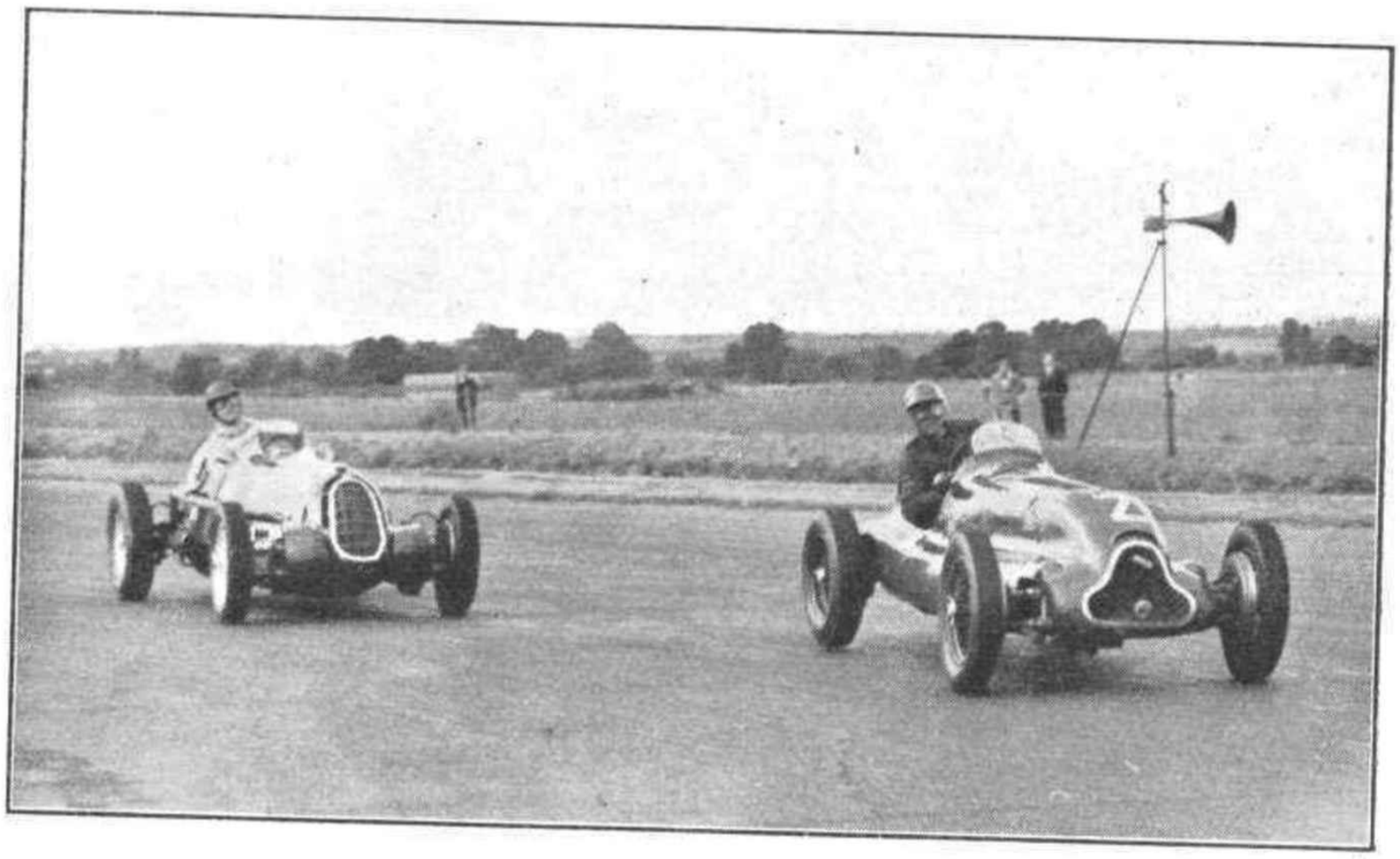
British sports cars featured again in the American Press when *This Week Magazine* appeared last May. The front cover, in colour, showed Erwin Goldschmidt in a very air-borne M.G. and inside was a colour-section illustrating Goldschmidt's Allard, a Lea-Francis-engined B.M.W., and the start of the 1951 Watkins Glen race which attracted 200,000 spectators. Adjacent was an article by Raph Stein, in which he cites Crosley and Cunningham as the only all-American sport cars but concludes: "Thus far, Detroit hasn't considered the sports-car market important enough to bother with, but if demand keeps zooming, look out, Europe!"

* * *

PRICE SLASHING!

A 1924 Rolls-Royce got itself into the daily Press last month because it had been reduced in price from £80 to £60. We foresee a new low-level in secondhand car prices this autumn and keen competition amongst vendors.

VINTAGE VEERINGS



HISTORIC RACING CARS.— Graham Whitehead momentarily gets ahead of Dennis Poore's 3.8-litre Alfa-Romeo during the Seaman Memorial Trophies Race at the July V.S.C.C. Silverstone Meeting. In fact, Poore was master of the situation and won at 74.21 m.p.h. Both cars set a new lap record of 77.18 m.p.h.

IT was "vintage day" at Silverstone on July 12th, when the V.S.C.C. ran its second race meeting over the short club circuit. The day commenced with a Concours d'Elegance, in which such diverse vehicles as an 8-litre Bentley and an astonishing little rear-engined Hanomag coupé with sporting-prints gracing the interior, vied with one another in spickness and spanshine. Kent Karslake arrived in his 1921 37.2 Hispano-Suiza tourer to assist in allocating the awards.

The first race was a five-lap vintage-car handicap, in which Dr. Pinkerton's "limit" Ulster Austin ran away easily from the field, averaging just 50 m.p.h. Eminson's Type 37 Bugatti came up strongly from the 15 sec. position into second place on the last lap but Rivers-Fletcher in his Type 35 Bugatti thought he was in the British G.P. and went straight on at Beckett's! Dr. Ewen brought the beautifully-balanced Itala home third, holding off the 1929 blown 1½-litre Alfa-Romeo of F. H. Moss with his 1908 motor car. Vaughan's 1925 14/40 Delage exhibited definite under-steer characteristics to the accompaniment of much tyre-anguish. T. J. N. Deaville spun his neat Riley-Nine-engined Morris Minor at Beckett's, whereupon it discarded its throttle spring.

A similar race, but mostly full of post-vintage thoroughbreds, followed. Alas, A. Archer apparently enjoys such rude health that he forgot he had to have a medical certificate before he could drive the 8 miles in his 30/98. Again the "limit" man won, A. A. D. Underwood in a Riley with reversed headlamps which the programme called an Aston-Martin, getting comfortably away from Stokes' Riley/M.G. and Rawcliffe's 1½-litre H.R.G. The Riley didn't sound altogether well, but averaged 56.09 m.p.h. The big feature of this race was the return of John Bolster in his two-engined "Bloody Mary." John went really well, passing ever so many thoroughbred sports cars in his bastard racer, and lapping at a very excellent 71.82 m.p.h. Moreover, he looked safe, even if the front wheels did flap a bit under the anchors. Miss Bode was a splendid third in Gilling's odd little Salmson. Bolster had to be content with fifth place from the 10-sec. mark. At this point Sam Clutton threw some pearls of wisdom into the comic commentary by the Tubbs/Turner combine and then we had another vintage-car five-lap handicap. J. G. Vessey, from his lofty seat-of-government, worked skillfully through from the 75-sec. mark in his 1928 Lancia Lambda and rounding Woodcote for the last time contived to pass Rolls' 20/60 Sunbeam Sports on the inside just before the finish, aided by the Lambda's over-steer tendency. G. H. Fisher drove his Amilcar Six carefully and Rivers-Fletcher lost the foot-anchorage on his Bugatti, while Rolls' Sunbeam developed an inbuilt squeak. Walker's 4½-litre Bentley was third, the Vernon-Crossley fourth; the latter was Vernon Ball's idea of a T.T. Crossley Ten, not a special Vernon-Derby as a contemporary imagines! Moss' Alfa-Romeo and Eric Sears in the grand 1914 T.T. Sunbeam indulged in a gentlemen's duel, the cornering of the Sunbeam a credit to its present driver and past designer. Vessey averaged 56.86 m.p.h.

Came the Frazer Nash and G.N. five-lap Handicap, the only G.N.-base car, Hardy's odd Riley-powered Special, absent due to a pre-Silverstone prang, although it was in the Paddock. Hard-trier R. C. C. Palmer's 1935 "T.T. Rep" won at 61.3 m.p.h. from B. E. Brown's 1930 model, with scratch-man C. M. Sears third in his immaculate 1934 car after a fine, corner-sliding drive, outrivalled only by A. C. Sears. For a change the next race was a five-lap scratch affair, for vintage cars. Smith's Bentley, with 100 m.p.h. radiator and organ-exhausts, jibbed at the start and created a mild "traffic jam," with Jones' Bugatti involved. G. G. McDonald's 4½-litre Bentley led at first, hotly pursued by Major Bailey's 4½, a locking front brake rendering hectic the latter's approach to corners. Finally, Bailey won, at 65.54 m.p.h., from McDonald, Sargent's very well-driven Riley Nine third. Gibb's Riley took the 1,100-c.c. class, Sargent the 1½-litre class, Jones the 3-litre class.

The historic and vintage racing cars now lined up for the 100-kilo, 39-lap Richard Seaman Memorial Trophies Race. The field was sadly depleted but the line-up nostalgic enough. The starters were Poore's 1934 3.8 Alfa-Romeo, Graham Whitehead in the 1937 Shawe-Taylor E.R.A., Dutt's 1933 2.6 Maserati, Wilkinson's 1936 E.R.A., Kennington in Finch's 1935/37 6C Maserati, Denton's 1936 blown 1½-litre Alta, C. J. Hamilton's 1935 E.R.A., Heal's beautiful 1924 G.P. Sunbeam and Clairmonte's 1935 2-litre Riley which we feel sure did not look like it does now in 1935. Poore was expected to win and did so, although he hadn't quite the right axle-ratio in the big Alfa-Romeo, so could only snatch top cog three times per lap. After 28-laps excitement ran high as Whitehead closed on Poore, actually came level out of Woodcote with him, then passed. But almost immediately Poore pulled away and one supposes he was only playing with the E.R.A. Both Poore and Whitehead lapped at 77.18 m.p.h., a record for this circuit, and although Graham had caught Dennis napping on lap 16 and was momentarily baulked by the Alfa, an idea that the Italian car had, as last year, lost a plug, or that its brakes were weakening, was dispelled as Poore drew away near the end, to win at 74.21 m.p.h., although oil on the corners mid-way through had caused him to slow around lap 7. Poore actually lapped Heal in 10-laps, Hamilton in 12-laps, he and Graham finishing two-laps ahead of Hamilton, who spun on the oil, later lost his brake fluid but bravely carried on to finish third. Heal was black-flagged for oil-loss, so was Dutt, and Wilkinson's E.R.A. seemed to break its transmission on get-away. Clairmonte went well, only to run out of fuel, or worse, after 21-laps. Kennington was having a duel with Denton, and losing it, when the Alta lost a core-plug and stopped before Woodcote on lap 27. Kennington's Maserati went into its pit, continued sounding very flat, but took fourth place due to the retirements. An interesting finish, but rather too long a race, and on this circuit, hard on old cars, which is why Clutton's Delage wasn't entered, for although it was doing 130 m.p.h. on Pool (a record!) it could never have got into top gear on the club circuit.

As light relief, a five-lap Edwardian race was put on. It was worth all the money we hadn't paid, to hear the war-song of Heal's 1910 10-litre Fiat, driven by Densham, although actually the car wasn't very well, so wasn't fully extended. Lord Charnwood's Coupe *de l'Auto* Delage was disappointingly slow but John Bolster, quick-changing from commentator to race-car driver, and now to 1911 Rolls-Royce driver, enjoyed an enormous duel with Dr. Taylor's

1912 Rolls-Royce. But it was B. M. F. Samuelson's 1914 Rolls-Royce tourer which won from 1 min. 45 sec., at 49.12 m.p.h., followed by Ewen in the Itala and J. G. Sears in the T.T. Sunbeam.

Race 8 was over 10-laps and even the commentators didn't know who was winning or when. But the keepers-of-the-clocks pronounced from their omnibus that it was Bailey in his Bentley again, at 64.87 m.p.h. from the 70 sec. mark, followed in by Jones' Bugatti and Cuff-Miller's "Brooklands" Riley. Clutton, from scratch, got fourth place in the big V12 Delage; someone said, of his cornering, that his "pistons were working like arms"! We noticed Lycett's godson, Brewer, pressing-on in a 1928 Amilcar with Singer radiator and Isherwood going unexpectedly well in a 1929 1,829-c.c. Mathis with plated strips along its bonnet.

Graham Whitehead, fine driver that he is, won the second 10-lap Handicap in the E.R.A. splendidly from scratch, at 75.06 m.p.h., equalling his lap-record speed of 77.18 m.p.h. Mrs. Pannell was second in the Riley/M.G., ahead of Col. Ridley's blown 750-c.c. M.G. racer. But the race was marred by the sad misfortune which befell Cecil Clutton. On his third lap he was accelerating down the Beckett's/Woodcote straight when the near-side rear cylinder of the V 12 engine collapsed. The whole engine burst into flames. Sam got out of gear and climbed on the seat at probably well over 100 m.p.h. He was unable to reach the short, central handbrake and with the bonnet well alight concentrated on steering off the course at Woodcote, shouting to the spectators beyond the safety bank to keep clear. They in turn called to him to jump but he stuck to his task and was finally flung off, and mercifully clear of the flames, as the Delage hit the bank head-on at some 40 m.p.h. The spectators and fire squad were prompt in extinguishing the renewed blaze which resulted but the historic old car suffered a bent chassis and front axle, apart from the wrecked engine. After some time Clutton was taken to hospital (? why is the Silverstone ambulance hemmed in on the circuit itself) with badly-burnt hands. Eye-witnesses were warm in their praise of his truly courageous action, which undoubtedly saved the burning car from running into the commentator's Citroën or other parked cars or perhaps swerving amongst the competitors.

This unhappy episode, resulting in injury to a well-loved V.S.C.C. member and virtual loss of an historic "one-off" car, cast its shadow over the meeting and the stands had practically emptied before the 12-lap Relay Handicap was contested. This was a victory for the Frazer-Nash team—they make a habit of it—the Sears and Brown team jointly averaging 60.51 m.p.h. to beat the Eminson, Pratt, Gahagan Bugatti team, which had 36 sec. handicap advantage. Third home was a mixed bag—the Rawcliffe (H.R.G.), Jane (Lancia), Frost (Alfa-Romeo) team. After which the ever-intriguing carriages of the non-competing members took them in search of liquid and solid sustenance and we spied a cream fixed-top XK 120 Jaguar shyly posing for its picture amongst the vintage machinery.—W. B.

* * *

Indicative of the widespread interest in vintage cars was a 3½-page article in the May issue of *Good Housekeeping* by Barbara Spencer and Mary Dinsdale about "Jemima," a Morris Fourteen shooting-brake which they bought for £55. Although quite inexperienced they had no particular difficulties over vintage motoring, although the insurance-problem presented itself, also the inevitable magneto trouble. Indeed, for complete novices attempting to motor on 20s. a week in the present day and age, their experiences show what can be done with even the more inexpensive vintage cars. Incidentally, the age of this Morris-Oxford was quoted as 21 years but its magneto-ignition suggests a 1929 model, which would make it genuinely vintage.

VINTAGE POSTBAG

Sir,

I have just finished reading a book by Katherine Pinkerton called *Two Ends to our Shoestring*, and I came across a rather amusing passage which may interest your readers and may possibly be a somewhat unique record. Incidentally, this book is a travel book—non-fiction.

The passage is as follows :—

"We stared at a strange apparition on the road ahead . . .

'Is that a car coming towards us or driving backwards' I said.

Robert assured me he'd satisfied himself that it was travelling in reverse. We overtook it . . . An ancient Chandler, filled with children and camping paraphernalia, was backing sedately up the road. The man leaning out of the driver's seat waved cheerfully as we drew alongside.

'Need any help' Robert said.

The man shook his head. 'Getting along fine' he said, 'drove this way moreth'n 200 miles.'

As we went along I remarked that the mystery would torment me. Robert felt the same way and we loitered at the next gas station . . . waiting for the backwards driver to arrive.

When finally he did so I counted heads. I counted twice to make sure that there really were nine children and two adults in that small car . . .

The man had been a labourer in a shoe factory in Massachusetts when he'd heard that in California whole families made their living picking fruit. Nine children were too great an asset to be wasted. He'd bought a car, loaded children and possessions aboard and started out. He'd just reached California when he'd stripped the gears. Having no money for repairs, he'd taken the transmission apart, found the reverse alone to be intact and had started on his 200 mile back-marathon. Now that his goal was practically in sight, he wanted to make it through alone.

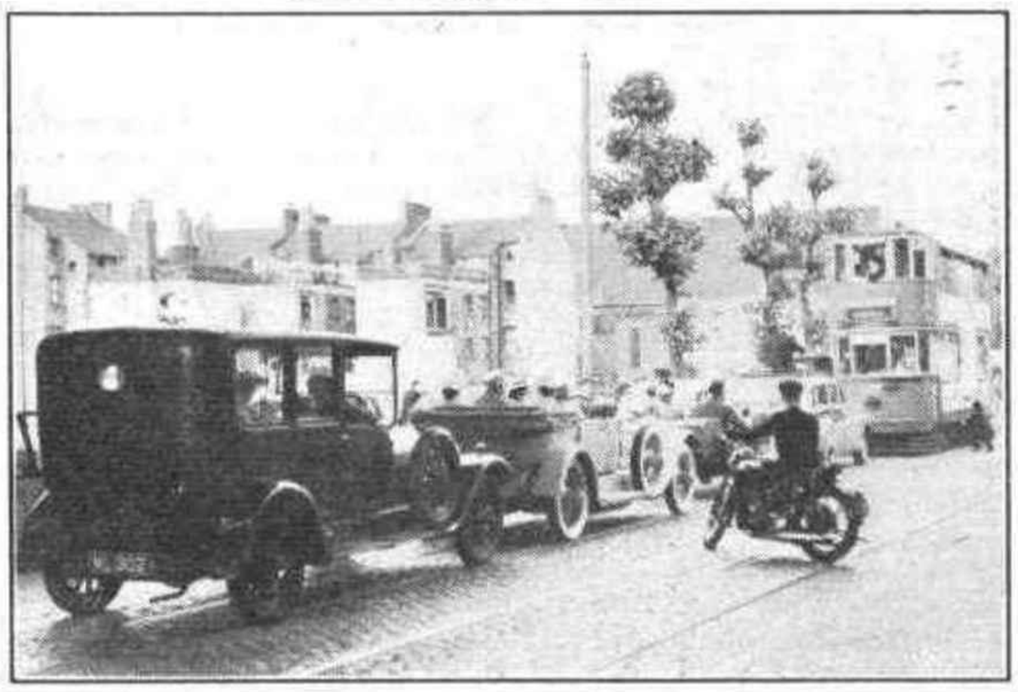
'It's not a bad way of travelling' he concluded 'except I got an awful crick in my neck.'"

Quite a man ! ! !

I am, Yours, etc.,

Handworth. A. SEDGWICK.

THE LAST TRAM



PARTY!—Lord Charnwood's 1911 *Delage, with Ann Hanslip as the intrepid passenger, followed by John Bolster's* 1911 *Rolls Royce and W. Boddy's* 1926 *Delaunay-Belleville carrying other actresses in the forthcoming film "Mr. Gilbert and Mr. Sullivan," follow the last private-charter (Infantile Paralysis Fellowship) tram to run in London.*

AS the Editorial 1926 15.9-h.p. Type P 4B Delaunay-Belleville limousine had been in hibernation for a year or more it was deemed a worthwhile, if (in view of next year's new taxation rate) extravagant, indulgence to put it on the road for the summer quarter. After a few test miles in country lanes on the Hampshire/Berkshire border a run to the Metropolis was undertaken at short notice in the teeming downpour which terminated 1952's first heat-wave. This journey, taken cautiously at the same speed as used to be accomplished in a 1934 Austin Seven, albeit in far greater comfort, served as a reminder of the many merits of a gentleman's high-grade vintage carriage.

We did not progress fast, it is true, being an easy prey for the faster lorries and vans and sometimes even of London 'buses in a hurry. But our straightforward ½-elliptic suspension absorbed shocks from roads formerly able to shake one's teeth out and there was no denying the beautifully smooth action of clutch, steering and gear-change, providing that, in the case of the last-named, the massive central lever was not hurried unduly. The brakes, too, worked admirably, considering the weight of the *ensemblage*, which is really of Edwardian conception if of mere vintage antiquity. Those on the front wheels and transmission come on under firm pressure on the pedal and really do arrest the car, without a trace of skidding in the wet, to the accompaniment of alarming rumblings and grumblings from beneath the floor-boards. The hand-lever holds surely, through the agency of small, unribbed back drums, even on severe gradients.

One scarcely refers to road-holding in respect of so sober a carriage but it is a fact that this Delaunay-Belleville refuses to roll and steers tautly and accurately with but light pressure on its steering-wheel, the lightness of the steering probably owing much to the ball races

Continued on page 384

IV G.P. OF FRANCE AT REIMS

History was made on the modified Reims circuit on June 29th when Jean Behra, driving a 2-litre Gordini, beat the Ferrari team of Ascari, Villoresi and Farina. The " works " Italian cars have often been challenged in Formula II racing but this was the first time they were roundly beaten. The triangular circuit has had the Gueux corner replaced by a long curve and the new Gordinis showed that on sheer speed they were more than a match for the Ferraris.

Three 2-litre Gordinis driven by Manzon, Behra and Bira were matched against the three Ferraris, Manzon's car being fitted with a new type of "Porcupine" ribbing on the brake drums. The Ferraris were the four-cylinders, with long radiator cowlings and rubber " buffers " in the front suspension. The rest of the field, which was completely outclassed by the Ferrari/Gordini duel, consisted of Moss, Macklin, Collins and Cabantous on H.W.M.s, Brandon, Brown and Hawthorn on Cooper-Bristols, Charrington (Aston-Butterworth), Schell and Graffenried (Maserati-Plate), Claes and Trintignant with four-cylinder Simcas, the latter with a twin-cam fitted with Weber carburetters, Rosier (four-cylinder Ferrari), Whitehead with his new very-alloy Alta and Carini and Cortese with last year's " works " twelve-cylinder Ferraris running under the Ecurie Marzotto badge.

Behra took the lead from the start and Ascari hung on for 14 laps before he came in and changed plugs, handing over to Villoresi who had already retired. After that Behra was unchallenged and lapped all but the second man, Farina. The magnificent victory of the Gordini overshadowed the rest of the field and brought forth scenes of uncontrolled excitement not seen for many years. Manzon was backing his team mate up well, holding third place until mechanical trouble forced him out and Ascari taking over his car again caught the third Gordini just before the end, breaking the lap record in so doing.

FORMULA II (3 HOURS)

1st : J. Behra (Gordini six-cylinder)	169.935 k.p.h.
2nd : G. Farina (Ferrari four-cylinder)	169.281 "
3rd : A. Ascari/L. Villoresi (Ferrari four-cylinder)	168.244 "

4th : B. Bira (Gordini four-cylinder), 1 lap behind ; 5th : L. Rosier (Ferrari four-cylinder), 5 laps behind; 6th : J. Claes (Simca four-cylinder), 6 laps behind; 7th : M. Hawthorn (Cooper six-cylinder), 6 laps behind; 8th : Y. G. Cabantous (H.W.M. four-cylinder), 6 laps behind; 9th : H. Schell (Maserati four-cylinder), 9 laps behind; 10th : S. Moss (H.W.M. four-cylinder), 10 laps behind; 11th : E. Brandon (Cooper six-cylinder), 11 laps behind.

Fastest lap : A. Ascari (Ferrari), 2 min. 28.2 sec.—174.842 k.p.h.

Before the Formula II race was an uninspiring sports car event in which the only serious contestants were Moss, driving Tommy Wisdom's XK 120C with disc brakes, and Manzon with the Le Mans 2.3-litre Gordini. Although it was giving away over a litre the French car had no difficulty in building up a minute lead over the Jaguar, until a front hub bearing seized and caused the car to crash into a pylon; Manzon jumped out before the impact and escaped with abrasions. This left Moss to go on and win with ease. Sir James Scott-Douglas, driving a " Wilkie "-tuned XK 120, drove well but could not hope to challenge the 120C.

SPORTS CARS (50 laps)

1st : S. Moss (Jaguar 120C)	158.017 k.p.h.
2nd : G. Mairesse (Talbot)	2 laps behind
3rd : J. Scott-Douglas (Jaguar 120)	3 laps behind

4th : R. Loyer (Simca four-cylinder), 4 laps behind; 5th : H. Wagner (B.M.W.), 6 laps behind; 6th : G. Schoenborn (Simca four-cylinder), 9 laps behind.

Fastest lap : R. Manzon (Gordini), 2 min. 35.5 sec.—166.630 k.p.h.

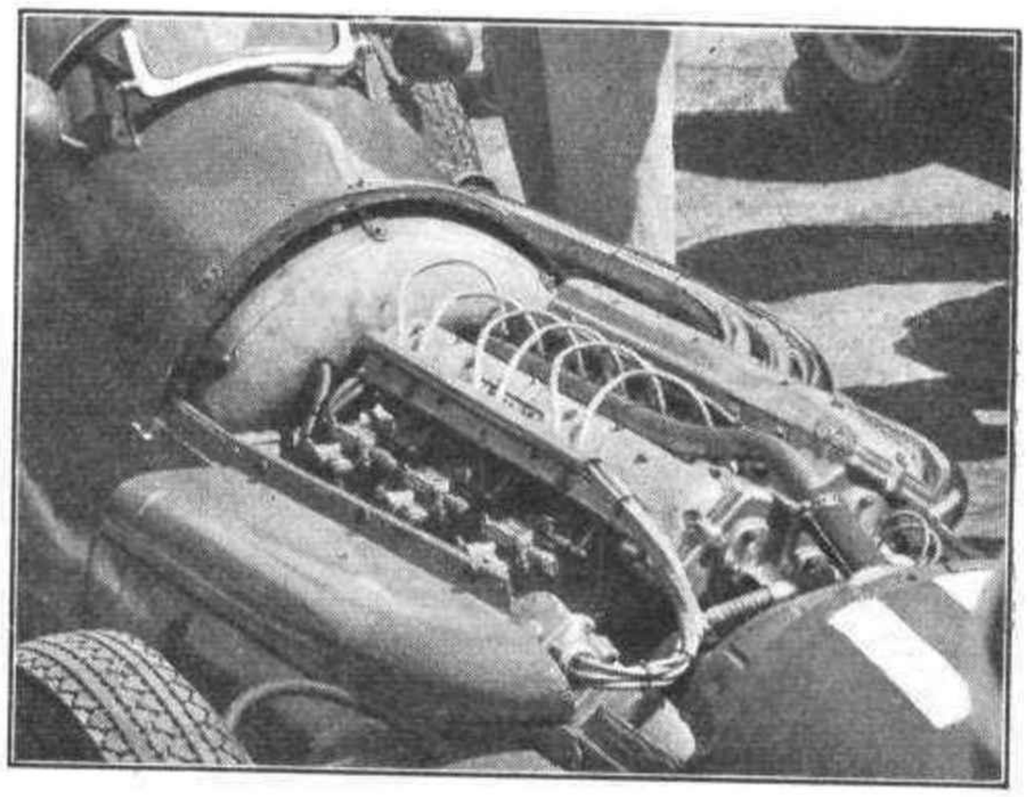
THE TYPE A6G MASERATI

For the past two years there has been little racing activity at Bologna. The Brothers Maserati left the company to found their own firm of Osca, building a 4½-litre G.P. car and also a sports model, while the factory turned over to manufacturing electrical components and batteries. Now, however, fresh capital has been found and the Casa Bolognese has returned to the racing field, making a promising debut at the Monza Grand Prix with the new Formula Two six-cylinder.

Strictly speaking, it is not a new model, as two " Sixes," which are now in the hands of the Brazilian drivers Landi and Bianco, were produced before the firm gave up racing, but the A6G's are the latest development.

In appearance the new cars are shorter and slimmer than the San Remo 4 CLT model. Front suspension is by coil spring and wishbones, which project from the front cowling. An orthodox rear-axle is used, with splayed-out quarter-elliptic springs below the axle and radius-rods above the springs.

The engine is a handsome and compact piece of machinery, with two overhead camshafts, two valves per cylinder set at an included angle of ninety degrees, and three double-choke Weber carburetters.



The transmission follows normal Maserati practice, dry-plate clutch, four-speed gearbox in unit with the engine and propellor shaft in a torque-tube.

The engine at present develops about 170 h.p., which is 10 to 15 below the output of the four-cylinder Ferrari. On the other hand, the car complete only weighs about 11 cwt., which is about 130 lb. less than the Ferrari. The effect of this high power-weight ratio was clearly shown at Monza, where Bonetti was able to cut through from the second row of the starting-grid to take leading position.—T.G.M.

THE LAST TRAM—continued from page 383

for the king-pins, for it is geared 2⅛ turns lock-to-lock. So generous is the lock that the wheels seldom reach the stops and thus only very occasionally is that " over-centre " sensation, which afflicts many vintage steering-gears at full lock, experienced.

Maythorn & Son built the body beautifully, with inlaid wood, soft leather, automatic window lifts to all four windows and sensible occasional seats from which children cannot fall no matter how inopportune is the moment when a door is opened. The car is really an astonishing combination of Edwardian and vintage, allying a mechanically-silent o.h.c. dual-ignition engine with c.i. pistons and massive flywheel cum clutch assembly, artillery wheels with centre-lock hubs, and possessing an appearance more in tune with the year Mercédès won the French G.P. than the age when Bentley was supreme at Le Mans. What has this to do with London's Last Tram ?

Simply that, having attained the soaking Metropolis and stored the car away, the Editor went next day to his office, the 'phone rang, and a Miss Foster said, please could someone lend her an old motor car, on behalf of the Infantile Paralysis Fellowship which was organising a collection in conjunction with the last private-charter electric tram-car to run in London ? If so, said car would be filled with actresses from the cast of the forthcoming film " Mr. Gilbert and Mr. Sullivan." Now, would you have missed a chance like that ? In any case, it seemed only fitting that a car whose 880 by 120 tyres must so often have been sorely tried over London's tramlines—the sole previous owner lived in Chiswick—should be present at the final demise of these monstrosities !

So we agreed to go and the following day set out again on the 40-mile run to the Metropolis, and the appointed rendezvous. It turned out to be quite a party! Lord Charnwood persuaded charming Ann Hanslip into his 1911 Coupé de *l'Auto* Delage, John Bolster piled most of the remaining actresses, all in period costumes, into his 1911 Rolls-Royce, we lured an actor, a lady journalist and the Producer's wife into the parlour of the Delaunay-Belleville, and along the route other veterans and Edwardians, including Welham's Renault, joined in.

The police entered into the spirit of the evening and let us follow our gaily-decked tram over the red traffic lights, our presence proclaimed by the Delaunay's horns, which give either a Klaxon or a more polite note, depending on which side of the button is pressed. True, our speed was no match for the Delage and Rolls and soon we were boiling over, the big fan in its cowl behind the radiator stationary having discarded its whittle driving-belt. But a South London " pub " provided a bucket of water and in the end all came safely home, after that tram had been well and truly cheered on its way to its last resting place.

LETTERS from READERS

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

THE CITROEN—AN AMERICAN APPRECIATION.

Sir,

Several articles and letters have appeared in MOTOR SPORT recently in praise of the Citroën car, but they have failed, I think, to give sufficient credit to the genius of the designer of this car. He did not invent the advanced features of the design—the frameless construction, the adjustable torsion springs, the wet-linered engine, the indirect gearbox, the rack-and-pinion steering, and the front-wheel drive—but he designed them so well that they all work and keep on working in really marvellous fashion. The proof that they do is the fact that his design has been manufactured practically unchanged for nearly 20 years. And now Ford is copying not the clever features of the design, but the piano pedals!

Making the front-wheel drive work as well as it does was a triumph, for it is not a good arrangement. Its only advantage is that the floor of the car can be as low as desired and is entirely unobstructed. That is something but the disadvantages are great. It limits the turning radius, necessitates a complicated system of levers and rods for the gear change, and, with its six universal joints, it has so many places to develop play that it is about as rigid as a chain.

It would require more than genius to overcome these drawbacks. But every time I drive my 13-year-old Citroën I mentally take off my hat to the man who could make such complicated machinery work so astoundingly well.

I am, Yours, etc.,

ELSWORTH GOLDSMITH.

Wilton, Conn.

* * *

THE CITROEN—MODS. BY A DUTCH OWNER.

Sir,

I refer to Mr. George Blagdon's letter concerning the four-cylinder Citroën. I have done a good deal of experimenting with this *marque* until I was able to establish an hour record with a closed Citroën on the circuit of Zandvoort at 103 km. (Grand Prix with formula I racing cars won last year by Rosier at 127 km. per hour).

Perhaps Mr. Blagdon will be interested in some of my experiments. I took 4 mm. off the cylinder head and found it unsatisfactory. Best behaviour came from 2 mm. less than standard (using Champion L.10 S plugs). Oversize valves and polished manifold with two Solex B.I.C. gave better acceleration, but top speed above 4,000 r.p.m. causes failures in various parts. Piston speeds are too high in Citroën for real high speeds. This car can only achieve performance by fast acceleration plus its unusual road-holding in corners, and for this Koni double-acting telescopic shock-absorbers must be fitted. These are adjustable and can be set hard for circuit driving. Rear suspension will never bottom with these.

I used them with success on my Alfa-Romeo, and I understand Manzon and Behra had them on the Gordini at Le Mans.

The torsion "set" should never be increased, because it kills the steadiness in corners. Leave same at factory standard, 275 mm. front and 274 mm. rear.

A Reda four-speed gearbox is essential for averaging 60/70 m.p.h. over long distances. It is only synchronised on 3rd and 4th, but 4th is 10 m.p.h. faster than the old top gear and 3rd is between the old 2nd and 3rd, which is just right on average hills.

I tried a supercharger like Constantin used on the Peugeot last month at Le Mans, but it caused overheating and had to be discarded.

Excessive wind noise which is usually caused by the bad fit of the leading edge of the front doors can be eliminated by glueing a thin strip of sponge rubber all round the door moulding, so that the closed door leaves no gap.

I am, Yours, etc.,

W. ADAMS.

Rotterdam.

* * *

PEUGEOT.

Sir,

I very much enjoyed reading Mr. R. C. Symondson's article on the cars he has owned.

In this article, he mentioned a Panhard as being of almost identical design to his 1924 sleeve-valve Peugeot, the two cars having originated on the drawing board of the same designer. This is not quite correct, as it is the four-cylinder "18 CV" Voisin which was almost identical to the Peugeot, the designer having, in fact, been in both cases P. Dufresne who has remained with Peugeot to this day as chief engineer. Incidentally, the Voisin had bore and stroke dimensions of 90 by 140 mm. compared with the Peugeot's 95 by 135 mm.

The Peugeot depicted is almost identical with the car which won the Spa 24-Hour Race in 1926, driven by André Boillot and Louis Rigal, which was the first motor race I ever saw. And as life has its strange—sometimes incredible—coincidences, it was in South Bend, Indiana, that I got first-hand information on that car's further history. I spent only two days there, but one evening I was invited to a small private party by an executive of the Studebaker factory. And there was an Hungarian girl whose father had bought the car after its Spa victory and used it as a private car, in Budapest, up to the outbreak of the war, when it had, very reluctantly, to be left behind. She too spoke of the car with great enthusiasm, saying that it had the legs of anything on the road in Hungary.

I am, Yours, etc.,

PAUL FRERE.

Brussels.

* * *

BIGGEST EVER?

Sir,

After dinner, last night, about the time of the second bottle of port, conversation veered to the Bugatti "Royale," a motor car which, during a violent attack of white elephantiasis, I once nearly bought.

Everyone present, about half a dozen of us, had heard the rumour that, in the late nineteen-twenties, an even larger private car had been built, certainly larger in size if not in engine capacity. But it was like the Indian Rope Trick in so much that all of us "knew somebody who knew somebody," but no one had any authentic details.

As a youth, I remember a Macfarlane which, if my memory serves me right, looked as big as a "Royale," and someone else said he had heard tell of a Fageol of similarly heroic proportions. But I don't think that either of these were bigger in size or cubic capacity.

As MOTOR SPORT has a large transatlantic circulation, perhaps someone can tell us if there is any truth in the widely held superstition that in the U.S.A. a Behemoth even more monstrous than the "Royale" ever got beyond the drawing board stage.

I am, Yours, etc.,

DAVID SCOTT-MONCRIEFF.

Forfar.

* * *

[The Bugatti "Royale," rated at 77.8 h.p., had a capacity of 12,760 c.c. and a wheelbase of 14 ft. 2 in. Our correspondent is possibly thinking of the Fageol which appeared in 1917, but while it had a capacity of 13,529 c.c. (six-cylinder Hall-Scott aero engine), the wheelbase of the longest model was only 12 ft. 1 in. Its rated horsepower was 50. The biggest McFarlan we can trace is the TV142 model, current from 1920-1926 but, although its maker's rating of 120 h.p. suggested an enormous car, it actually had the more modest rating of 48.6 h.p. and six cylinders of 4½ in. by 6 in. So the "Royale" would seem to win in a canter! Incidentally, a McFarlan sometimes used to be parked a short distance from our offices up to a year or so ago—presumably one of these 48.6-h.p. cars.—ED.]

* * *

ALLARD DATA.

Sir,

Further your article on the "Evolution of the Allard," I was lucky enough to come across Allard No. 6 (FXP 469) in Mercury Motors, and bought it in due course. As stated in your article, it is a two-seater with knock-on wheels, but it has a V-shaped radiator grille and stoneguards; previous owner, G. L. Hancock, who fitted a Mercury engine.

Originally fitted with a Columbia two-speed axle, which has been discarded. When I purchased the car the rev.-counter and shockers were only ornaments, but thanks to Messrs. Andre and Cooper Stewarts everything now works!

I am the third owner the car has had and the speedo reading (genuine) 22,000 odd.

Although only a subscriber to MOTOR SPORT since January, 1950, many thanks for the monthly enjoyment you provide.

I am, Yours, etc.,

B. OSBORNE.

Wembley.

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARTLET PISTONS AND KE 965 HAND-FORGED VALVES TO PATTERN OR SKETCH.

BORING, SLEEVING, PORT POLISHING.

MACHINE SHOP FOR FULL ENGINEERING SERVICE TO SPORTS AND RACING ENGINES.

THE

BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Portsmouth Road, Cobham, Surrey

Phone: COBHAM 3303

RAILTON

All Models Available and Wanted

MAJOR J. P. S. BARBER

10, SUSSEX MEWS EAST, W.2

PADdington 8639 (*Night*, BAYswater 6753)

LESLIE KNIGHT

LTD.

Specialise in

SPORTS CAR INSURANCES

and can arrange

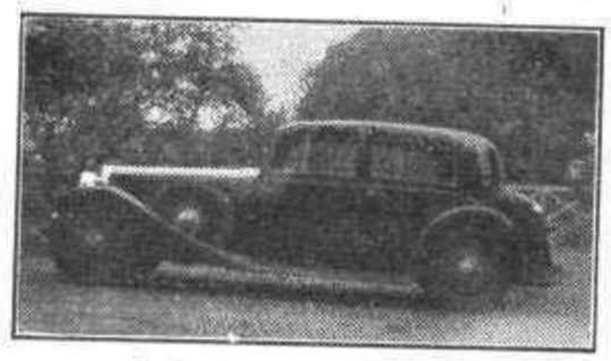
HIRE PURCHASE FACILITIES

Special Low Rates for

BENTLEY & M.G. OWNERS

45, GREEN LANES, N.13

Bowes Park 7886/7/8



A.C. 16/60 SALOON

1937 model, aluminium coachwork. ACE discs, Lucas and Notek fog-lamps, reverse light, built-in-jacks, automatic chassis lubrication, tele-controls all round. New engine fitted 1946, triple S.Us., O.H.C., wet liners, dual petrol pumps with separate switches on dash, remote control, rev. counter. Previously one owner and works maintained for 11 years, this car has been very carefully treated and shows it.

£350

Summerdown,
Church Oakley, Basingstoke

Phone: Oakley 319

NOW'S the time to buy your **FIAT** *CONVERTIBLE*



GUARANTEED 50 M.P.G. Low upkeep — plentiful spares. Safe 'big-car' springing, 4-speed box. Smooth clutch. Precise steering (32' lock). Modern 'non-dating' lines—3 months GUARANTEE. Fully reconditioned models also available. Skilled British and Italian mechanics.

FOR PRICE LIST OF MODELS WRITE NOW TO

Mayfair Garages LTD

BALDERTON STREET, LONDON, W.1

TEL.: MAYFAIR 3104/5

BENTLEY

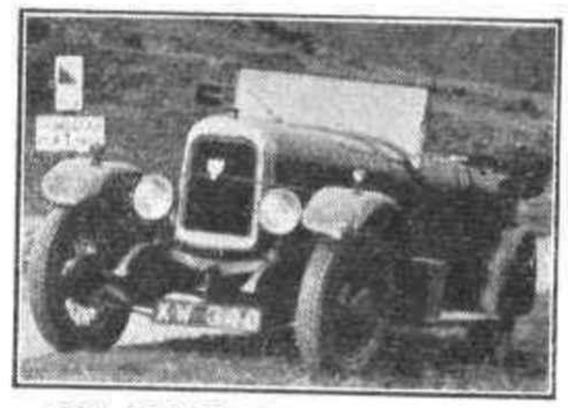
Overhauls & Spares

Jack BARCLAY Ltd.

Lombard Rd., Morden Rd.,

London, S.W. 19.

Liberty 7222



1924 BELSIZE SIX (14 h.p.)

(Much admired by the Editor—*See Club News, Sept. 1951*)

Engine, clutch, brakes, etc., overhauled. New hood. Body re-cellulosed (upholstery poor but comfortable). This unique vintage tourer reluctantly for sale at

£170 or near offer

Write: **POOLE,**

34, North Close, Alverstoke, Gosport

A NEW KIND OF HOLIDAY—

Summer or Winter open all the year round at

PLACE MANOR

The holiday centre of the lovely Roseland sub-tropical Riviera, which is 10% warmer than any other part of England. Within easy reach of five sandy, safe bathing beaches—the nearest at the bottom of the garden.

Only £4 10s. per week all found, 14s. per day. Good food. No fuss. Free parking.

Write for particulars, enclosing stamped addressed envelope, to: E. HARTE, Place, St. Anthony-in-Roseland, Portscatho, Truro, Cornwall.

There is no real winter in Roseland

—on the

GLORIOUS CORNISH COAST

WANTED

FOR

SPOT CASH

CARS

ALL TYPES

Hours of Business:

WEEKDAYS, SATURDAYS

9 till 7

Rowland Smith MOTORS LIMITED

HAMPSTEAD HIGH STREET

LONDON, N.W.3

(Hampstead Tube)

HAMPSTEAD 6041 (10 lines)

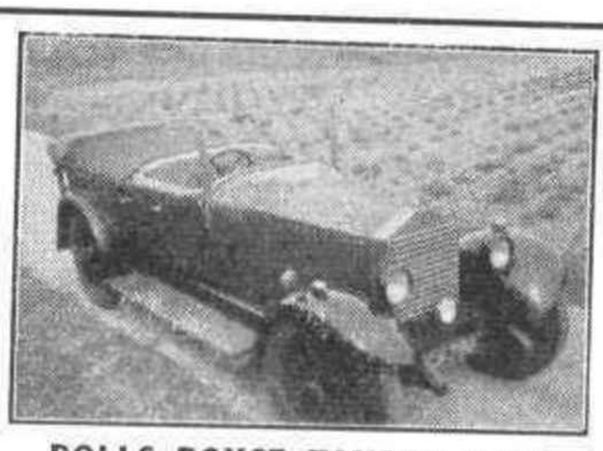
A Real Vintage Car—

1922 LORRAINE DIETRICH

Engine recently completely overhauled. New Tonneau Cover, Tyres, etc. Safety Glass Windscreen. Spare Back and Front Axles, Springs, Wheels and various small Engine Parts **£150**

Telephone:

CHAPMAN, HOLBORN 7145



ROLLS ROYCE TOURER 1923

Chassis No. GA.18

22-h.p. Excellent throughout. Genuine 22 m.p.g. Receipts for five years, including new Block and Pistons less than two years ago.

£310

8, VOSS COURT, S.W.16

Telephone: Pollards 3432

CLASSIFIED ADVERTISEMENT SECTION

RATES (prepaid) : 6d. per word
Minimum Charge 6/-
Box Numbers 2/- extra

No insertion will be made unless prepaid. Copy received after first post on the 21st of month will be held over until the next issue unless cancelled in writing. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

TALBOT "65," 1934, pre-selector. Handbook required, buy or borrow. A. M. Le Cren, 27, Woodfall Avenue, Barnet, Herts. [2678

1935 TALBOT "65." De luxe coachwork. Tyres good. Nominal mileage since extensive overhaul engine, axle, etc. £195. Shillitoe, 4, Cromer Villas Road, S.W.18. [2679

AUSTIN SWALLOW engine and chassis. Running order. Suitable for building special. £30. Bailey, Post Office, Blackfordby, Burton-on-Trent. [2684

JOWETT 7-H.P., 1933, Flying Fox drophead coupé. Large dickey. Repainted Oxford blue, silver wheels. Reconditioned throughout. Reliable motoring, with 45 m.p.g. Offers to : 9, Florence Close, Walton-on-Thames. [2685

AUSTIN NIPPY, 1936. New battery, C.W.P., hood, red leather, tyres, "Speedy" engine, rebored. £200, near. 5, Hopkins Road, Coventry. [2687

M.G. 8-H.P., 1930. Completely rebuilt by engineer enthusiast. Marriage only reason for sale. £130, o.n.o. Corsie. Tel. : Acorn 0146 (9 a.m.-5 p.m.) [2689

PA M.G. engine, clutch, dynamo and starter. Motor recently reconditioned and in good condition throughout. £240, o.n.o. Clegg, Hallow, Worcester. [2690

SINGER LE MANS 4-seater, 1935. Engine, clutch reconditioned ; 1937 head. Good coachwork. Rawlins, 58, Dunstable Road, Flitwick, Beds. [2691

SINGER LE MANS. Fitted 1949 Ford Ten engine, etc. Rewired, new steering box. Black. £165. 49, Charlton Road, Keynsham, near Bristol. [2692

AUSTIN 747 C.C. 2-seater. Rebuilt 1952. Racing body, Ulster engine. C.R. box. Spares include supercharger and fittings. £155. Tel. : Horsham 326. [2694

AUSTIN SIXTEEN, 1936, saloon. Good condition. Offers or exchange Morris Eight 2-seater. The Old Orchard, Ringles Cross, Uckfield. Tel. : Uckfield 346. [2695

1,750 ALFA-ROMEO Gran Turismo 4-seater drophead coupe in beautiful condition. New carburetter, battery, Scintilla Vertex, brakes. Engine overhauled. £350. Tel. : Sanderstead (Surrey) 1651. [2696

VINTAGE COWLEY tourer, 1927. New magneto, dynamotor battery, hood, two new tyres, rewired, brakes relined. £95. Offers ? 9, Laburnum Avenue, Kingshurst Estate, Castle Bromwich, Birmingham. [2697

1935 LAGONDA 4½-litre 2-door saloon. Mechanically perfect. Coachwork good. Must sell or exchange smaller. £290, o.n.o. Seen Kent, Dorset, Cambridge. Attlee, "Penlee," Edenbridge, Kent. [2698

TYPE M M.G. 8-h.p., 1930, 2-seater. Engine overhauled. Body recovered aluminium-maroon. Good runner. No hood, but frame available. £110, o.n.o. 23, Fray's Avenue, West Drayton. Tel. : West Drayton 3421. [2699

FORD FRONT AXLE. Complete with springs, trackrods, radius arms, brake drums and stub axles. Just reconditioned. Also wire wheels. Williscroft, 32, Kingsley Terrace, Newcastle-upon-Tyne. [2700

M TYPE M.G. Completely rebuilt. New body, 4-speed gearbox. Engine reconditioned. £155. Also 3-speed gearbox. Suitable Morris Minor. £5. 115, Walter Nash Road West, Kidderminster. [2701

EXCHANGE, SELL. Family reasons. Hornet Special open sports. Reregistered, rebuilt, mains, big-ends, crankshaft, carburetters, pump, flooring, hood, tonneau. Attractive, economical. No oil. Around £200. 39, Norton Road, Wembley. Tel. : Wembley 4507. [2703

1949 LEA-FRANCIS. Only 14-h.p. ; i.f.s. sports made. Alternative carburetters, high lift rockers, Connaught exhaust, drilled wheels, including four extra Connaught wheels ; quantity spares. Offers ? Stevens, 2, The Green, Boarded Barns, Chelmsford. [2704

INVICTA. Low chassis 4½-litre open 4-seater. A well maintained high performance car which is on the market purely because of family increase. Full all-weather equipment. £325. Tel. : Forest Hill 1688. [2707

FOR SALE—*continued*

FINANCE COMPELS SALE of following : 1935 A.C. 16/80 sports saloon. Triple S.U.s, E.N.V. box. Resprayed ; 22 m.p.g. £170. 1933 Lagonda 3-litre 2/4-seater. 12 in. Marchals. Cream, silver ; 20 m.p.g. £185. Excellent performers. Any trial. 33, Ambleside, S.W.16. Tel. : Streatham 5785. [2710

OUTSTANDING RILEY MONACO. Mechanically bodily sound. Many recent replacements. Re-paint. In daily use. New employment necessitates larger car. Most reluctant sale to good home at £120, includin ¡ maintenance data. Evans, 5, Rythe Court, Thames Ditton, Surrey. Tel. : Emberbrook 5417. [2711

M.G. J2. excellent car, with many accessories, new tyres, good all-weather equipment. Recent extensive overhaul. Rewired. Sell or exchange P-type 2-seater. (M.G. electrical repairs a speciality.) D. Clements (Auto-Electrician), "Eastleigh," Shipham, Somerset. Tel. : Winscombe 3203. [2712

AUSTIN SEVEN SPARES, 1922-38. Practically all parts. Price, Three Shires, Bearwood, Birmingham. [2713

LEA-FRANCIS SPARES, 1922-36. Practically all parts. Price, Three Shires, Bearwood, Birmingham. [2714

TRIUMPH SPARES, 1936-48. Practically all parts. Price, Three Shires, Bearwood, Birmingham. [2715

JAGUAR SPARES, 1935-51. Earlier type engines modified to Mark V standard. Price Three Shires, Bearwood, Birmingham. [2716

1932 12/50 ALVIS. Fitted with almost new professionally built shooting brake body. Recent overhaul. New tyres and battery. £125. 1934 Firefly fitted van body. Good running order with many spares. £50. Twyford, Stanton Lees, near Matlock, Derby. Tel. : Darley Dale 3042. [2717

M.G. INSURANCE
NORMAL RATES
NO SPORTS CAR LOADING
NO EXCESS
NO POLICY EXCLUSIONS
BONUS ON TRANSFER
(Similar Terms for other Sports cars)
C. RIVERS & COMPANY
598a KINGSTON ROAD S.W.20
LIBERTY 2959

3-LITRE BENTLEY open brake body. Crank regrind, new pistons. £150. Arthur's Seat, Whitehill, Caterham, Surrey. Tel. : Caterham 120 [2718.

1935 RILEY NINE KESTREL. Good condition. Well shod. Radio. Nearest £185. 74, Meadowfield Road, Rubery, Birmingham. [2722

HAS MARRIAGE OR THE PETROL TAX temporarily restricted your motoring ? Keep mobile yet achieve solvency with a motor-cycle combination. Remedy tried, proved, and combination 1951 B.S.A. M21 with B.S.A. sidecar now for sale. 5,000 miles only. £220, o.n.o. Ashmore, 32, York Road, Edgbaston, Birmingham. [2724

RILEY NINE GAMECOCK. Green. Immaculate condition. Excellent tyres. New twin 30 mm. Zeniths. Only wants seeing. £230. Riley 18 in. six stud Hillclimb wheels. 30s. pair. "Tor Bryan," Dalewood Road, Orpington. Tel. : Orpington 5588. [2725

£80. A.C. 2-seater sports. Trials body, cycle-type mudguards, ribbed brakes, good lights. Good performance. Exchange for sound 350-500 motor bike. 17, Beeches Avenue, Carshalton, Surrey. Tel. : Wallington 2152. [2727

M.G. ITALIAN F.H. COUPE BY ABBEY. Beautiful racing lines. Upswept wings. Only one ever built ; 12-h.p. unblown engine ; Engine red with chrome pipes ; 80 m.p.h. ; 30 m.p.g. P.100 headlights. Windtones. Radio. Demister. New tyres. Enthusiast's dream. Exchange/sell. Maude, "Highcliffe," 2, Mayfield Grove, South Reddish, Stockport, Cheshire. [2662

ALVIS, 1930, 16.95 4-seater tourer. New king-pins, crown-wheel and pinion, triple S.U. carbs. Rebuilt by S.U., new d.i. coil, water-pump glands repacked. An interesting car. Tel. : Hounslow 0826. [2730

1935 ALVIS 17-h.p. saloon. Very good mechanical condition. Body average. £200, or nearest offer. Apply : Lightcliffe Motors, Ltd., Wakefield Road, Lightcliffe, near Halifax. [2731

FOR SALE—*continued*

815 BY 105. 820 BY 120, etc. Brand new tyres and tubes in stock. Immediate dispatch. From : Hamiltons, 22/24, Vicarage Street, Yeovil. Tel. : Yeovil 927. [2732

LAGONDA RAPIER, 1934. Green fixed-head coupé. Good runner. Sound. 30 m.p.g. Best offer over £225. Dr. Lindfield, 82, Dillingburgh Road, Eastbourne. [2733

AUSTIN EIGHT tourer. New hood. Complete screens. Smart appearance. Good performance. First registered 1947. £250, o.n.o. Greenaway House, Wheathampstead, Herts. Tel. : Wheathampstead 2132. [2734

1930 COWLEY COUPE with dickey. Well shod, new battery. Clean, reliable. £70. Tel. : Tudor 7742. [2736

FORD V8 SPECIAL BUILDERS. For sale : 14.9 chassis frame, V8 short chassis frame, front and rear axles and brakes, etc., to suit either ; 24-h.p. model engine and clutch. £29 spent on reconditioning ; run about 20 minutes since. V8 engine and gearbox, fuel tanks, distributors, and all other electries, 91A bonnet top, 81A front wings, body parts, etc., etc.. Tel. : Mitcham 3622. [2661

SIX 165 BY 400 MICHELINS in original wrappings. £6 each. Two Wiresoles ditto. £4 each. Salmon, Whitcombe Farm, Beaminster, Dorset. [2740

1930 O.H.C. SPECIAL MORRIS MINOR ENGINE. Fitted 4-speed remote Hornet box. All engine and some box spares. Two 3-speed boxes. Nearest £30. Complete 4.89 Minor axle. £7 10s. 2-litre Lagonda rebuilt 5.25 by 21 wheel fitted new tyre and tube. £10 10s. Two high chassis short shaft couplings, new. £1. High chassis sump, bent front axle with stubs. Rebuilt front spring and leaves for second. Few odd bits. £3 10s. Two new Austin Eight wheels, fitted new tubes and remoulds. £10. New 4.50 by 17 tyre. £3 10s. Five ex W.D. Austin utility wheels £1 10s. Dancer, High Street, Bromyard, Hereford. [2741

FORD EIGHT. Stored 12 years : 34,500 miles. Present engine 13,200 miles. Close inspection of underside will confirm storage period. Sell privately around £185. Letters only to : 169 Dalling Road, Hammersmith. [2742

FORD 10-H.P. sports 4-seater, 1938. New engine, Rotaflos, extras. Nice condition. Nearest £250. 12, Eldon Road, Bristol, 2 ; or Tel. : Bristol 35663. [2746

BENTLEY 3-LITRE RED LABEL, 1926. Rebuilt and re-registered 1950. New 2-seater body and slab tank, 650 by 18 tyres and two spares, 3.53 axle. Hardy Spicer shaft, A box, 9 ft. 9½-in. chassis, new Scintilla magnetos, lightened flywheel ; Bosch Axiel starter, Speed Six ribbed drums, new latest S.U. carburetters, twin S.U. pumps. Fully modified engine, hydraulic shock-absorbers, new A.T. speedo, new rev counter, fold-flat and aero screens, P100 headlamps, twin spotlamps and horns, stoneguards, radiator. Whole car completely overhauled. Resprayed black. Superb condition. Well above average performance (for 3-litre). £600. Can be seen any time. Photos and particulars from the Victoria Garage, 2/10, Ford Street, Bow E.3. [2747

B.M.W. FRAZER-NASH. Type 45. Very good condition. Recently overhauled. Best offer secures. Box No. 4596, MOTOR SPORT, 15, City Road, E.C.1. [2750

1930 2-LITRE 4-seater open Lagonda. New body. £130 overhaul. £295. 1933 Firefly 2/3-seater tourer. Good condition. £235. Yew Tree House, Stoney Stanton, Leicester. [2751

M.G. 2-LITRE SALOON. Registered May, 1940. This car is in excellent all round condition, the engine being Nuffield reconditioned 5,000 miles ago. New springs, new tyres and silencing system were fitted at the same time. The bodywork is in excellent condition in black with beautiful green leather upholstery. A Masteradio is fitted. £425, o.n.o., or exchange smaller sports. Portland Works, 55, Arundel Street, Sheffield, 1. Tel. : Worksop 2325 (evenings). [2752

LANCIA AUGUSTA pillarless saloon, 1935. New engine last December. Resprayed black. Immaculate and faultless. Michelins. £300. 50 Belle Vue Road, Walthamstow, E.17. Tel. : Larkswood 7076. [2753

1928 HISPANO-SUIZA saloon. In very good condition all round. 27-h.p. Lively performance, economical for size. Well shod. Reasonable offers considered. Tel. : Maidenhead 2518, after 7.30, or write : Red Eyot, Braywick, Maidenhead. [2756

"INTERNATIONAL" ASTON, 1931. In good all round condition. Two new rear wheels rebuilt with new tyres, other three good (not remoulds). Spot lamp, hand lamp, new seats, clutch and brakes at Xmas. Fold-flat screen, aero screens, side-screens and hood. In B.R.G. No reasonable offer refused. "Rose Cottage," North Leverton, near Retford, Notts. [2757

£230. — FIAT 500 coupé. Resprayed. Engine overhauled. Brand new battery. Good tyres. Tel. : Perivale 2495, after 6 o'clock. [2758

C. J. BENDALL

Automobile Engineer

BENTLEY 4½-litre Mulliner 4-door, 4-light fabric sports saloon with rear trunk, chassis No. NX 3,459, registered November 1929, mechanically extremely good, body inside and out quite exceptional, five new tyres and taxed to September; a most luxurious and charming car, yet a Bentley 4½ in every way; price of **£250** is about half this car's true worth.

F.N.-B.M.W. Type 45, drop-head 4-seater coupé, 1937. Apart from a noisy second gear, it is in very good order, taxed, and excellent tyres; good body-work and very good hood, at a bargain price of **£225.**

ROLLS-ROYCE Phantom II, Thrupp and Maberley close-coupled sports saloon, RY series, one previous owner, 61,000 miles and RR history available. In very exceptional order, and although 1934, has the curved and flowing lines of a 1938 car; my own car for over a year; no reasonable offer around **£700** refused.

VOISIN 23 h.p. open sports 4-seater and **PANHARD-LEVASSOR 14 h.p.** miniature limousine, both 1925; last taxed 1930 and property of same, and sole late owner, and both quite exceptional and original cars in every way; both in immaculate condition, at **£145** and **£120** respectively; these cars *are* bargains ! !

DELAGE D 8 sedanca-de-ville by Fernandez, 1934, in very good order; no reasonable offer refused.

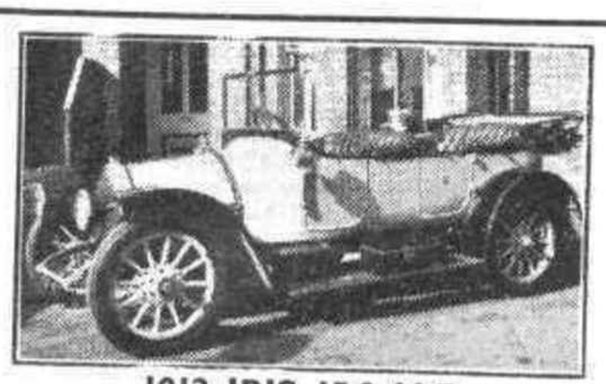
INVICTA 4½-litre high-chassis open sports 4-seater, 1929, light 3-litre type chassis, very potent, quite roadworthy, but untidy and needs working on. At a clearance price of **£110,** including quite a lot of spares.

25, ORCHARD RD., STEVENAGE, HERTS.

Telephones :

STEVENAGE 566 (Day) HITCHIN 1108 (Eve.)

Open all Saturday.



1912 IRIS 15.9 H.P.
Type 14. No. 325

Touring car. Mechanically good. Bodywork and interior immaculate. Nearest **£200**

ZETLAND GARAGE (Southport) LTD.
Southport.
Telephone No. - - Southport 56148

T. P. BREEN, LTD.

LANCIA AUGUSTA SALOON, 1934
Very good order throughout **£225**

LANCIA APRILIA, 1937 Metal Saloon
In very good condition, complete mechanical overhaul **£485**

We are dismantling the following cars and most spares are available :

2-litre Lagonda
6½-litre Bentley
1934 Talbot 65, 75 and 95 saloons
1937 Triumphs, Dolomite and Vitesse
1932 Talbot saloon
21 D.M.S. Delage
1938 Rover 14-h.p.
Austin Sevens, 1934/5/6

Most spares also for Bentley, Delage and Lancia Lambda.

WANTED : We are good buyers of Lancia Aprilia saloons.

HIGH ROAD, WHETSTONE, LONDON, N.20

Telephone : HILLside 2393

FOR SALE—*continued*

OF INTEREST TO EXPERIENCED ENTHUSIASTS contemplating re-building. Advisory service can save a wrong start and wasted cash. Details from Box No. 4600, MOTOR SPORT, 15, City Road, E.C.1. (London area). [2666

M.G. J1 8-H.P. 4-seater. Engine, clutch, gearbox overhauled. New battery, tyres, brake linings, front springs. Bill shown. Taxed, insured. £185, o.n.o. Genuine sale. No dealers. Box No. 4605, MOTOR SPORT, 15, City Road, E.C.1. [2964

FREESTONE AND WEBB 4-light, c.b. small saloon body from 4-litre Bentley with wings, running boards. Brown leather upholstery, original carpets. Condition very good. Seen by appointment. Batten, Rushlake Green, Heathfield. Tel. : Rushlake Green 27011. [2967

1937 ALVIS SILVER EAGLE 4-seater tourer. Body in excellent condition. 20-h.p. engine recently bored to +.020 in. and overhauled. Good performance with economical consumption. £365. Wing-Commander Ryder, R.A.F. Cosford, near Wolverhampton. [2970

WOLSELEY 10-H.P. sports-4. Mechanically excellent ; 40 m.p.g. Good condition. Seen Sussex/Hants. £200/Exchange. Ulster preferred. Appointments. Rolls, Lychgate, Piltdown, Sussex. [2971

A.C. SPECIAL, 1948. £10 tax. 2-seater sports. 16/60 unit fitted in Riley chassis. Complete new body with full weather equipment. £250. Hammond, Astley near Stourport-on-Severn. [2972

AERO MINX, 1935, open 4-seater. Black. New all-weather equipment. Fast, economical, attractive little car. Sell about £175, or exchange. Cash either way. Smitheman, 6, The Knowle, Jackfield, Shropshire. Tel. : Ironbridge 2373. [2973

MORGAN 4/4 2-SEATER, 1937. Fitted late type front suspension. Coventry Climax engine. Six excellent tyres. New battery. Taxed. Really excellent condition throughout. £285. 218, Sheen Road, Richmond, Surrey. Tel. : Richmond 3259. [2974

MORRIS COWLEY, 1927, 2-seater with dickey. Good dependable running order ; 30 m.p.g. £45, o.n.o. Taxed and insured. 7a, Peel Road, Warwick. Tel. : Warwick 1. [2975

ROVER SPORTS SALOON, 1936, 14-h.p. Bargain. £175. Car now surplus to owner's requirements. Wood, Dallas Chambers, Chippenham. [2978

M.G. P. Stripping, reconditioned engine, etc. All or parts. Birtwistle, 77, Church Road, New Mills, Stockport. [2979

1935 S.S.1 SPORTS TOURER 16-h.p. Fast, smart. Spares. H.M.V. radio. Nearest £140. 26a, North Road, Lancaster. [2980

TRIUMPH ROADSTER, 1946. One owner. Works maintained. Recent re-sleeve, new gearbox, hood, radio. £675. Perfect condition. Viewed London area. Hollman, 45, Clarence Parade, Southsea. [2981

1939 SINGER 9-h.p. roadster. Completely overhauled. Excellent condition. No reasonable offer refused. 13, Balmoral Avenue, Thornaby-on-Tees. [2982

SUNBEAM 12.8-H.P., 1936, saloon. Good condition. £150, o.n.o. 76, Lord Roberts Avenue, Leigh-on-Sea, Essex. Tel. : Leigh-on-Sea 77127, after 6. [2984

WOLSELEY HORNET special 4-seater. Originally registered 1932. Rebuilt, rebored and crankshaft reground 1950. Bodywork sound. £125. Tel. : Palmers Green 4036. [2986

AUSTIN SEVEN NIPPY. Engine overhauled. New tyres, hood ; brakes, clutch relined. Excellent condition ; 52 m.p.g. £145. Webb, 14, Boulevard, Weston-super-Mare. [2987

SELL OR EXCHANGE for saloon or drophead. Alvis Firefly (12-h.p.) open occasional 4-seater 33/34. Overhauled. Resprayed. Rewired. New hood. 8, Stonefall Drive, Harrogate. [2988

SUNBEAM, 1933, 24-h.p. saloon. One owner. Laid-up 12 years. Engine overhaul 5,000 miles. Body, upholstery perfect. Tyres good. Seen London. £300, or offer. Tel. : Gerrards Cross 2692. [2989

COMPLETE I.F.S. UNIT for Austin Seven. £15. B.T.H. vertical magneto Ford Eight/Ten as new, £8. Solex carburetter Ford Ten as new, £3. 6, Jameson Road, Winton, Bournemouth. [2990

BENTLEY, 1934, 3½-LITRE Vanden Plas tourer. Good weather protection. Excellent order. Any trial or inspection. Photo available. £850. Wray, 11, Sir Isaac's Walk, Colchester. [2991

BENTLEY 3-LITRE clutch complete. Excellent teeth. £4. Octagonal hub spanner. 15s. Croshaw, Loretto, Ouseley Road, Wraysbury, Staines. [2993

1933 4-SEATER long wheelbase Aston-Martin. Paintwork and hood excellent. Very good general condition. Offers. Box No. 4560, MOTOR SPORT, 15, City Road, E.C.1. [2927

BENTLEY 3-LITRE, 1924, 4-seater Vanden Plas tourer; 9 ft. 9½ in. chassis, twin "sloper" S.U.s, "A"-type gearbox. All tyres good. Lively performance, and good condition throughout. Trial and examination by appointment. £325, o.n.o. Box No. 4562, MOTOR SPORT, 15, City Road, E.C.1. [2934

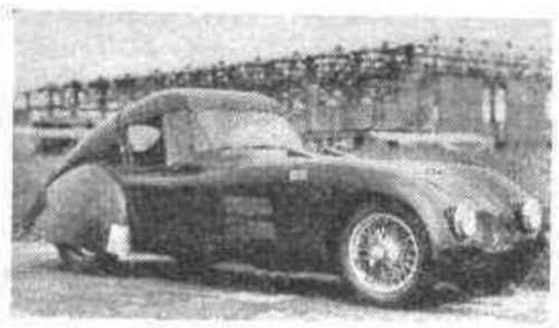


Photo June 1952

H.R.G. SPA COUPE

The Ray Brock winning team car. Twin Amals, Douty rear suspension, high and low compression pistons, alternate gear ratios, etc. This beautiful motor car, complete history of which is available, is very fast and dead reliable and has been maintained solely by the works. Further details including price from

Box No. 4559
Motor Sport, 15, City Road, E.C.1



FORD TEN SPECIAL 2-SEATER

Registered June, 1951. Only 4,300 miles ; 45 m.p.g. Built. Genuine Ford new parts fitted. Buckler close ratio gears, water pump, pressure rad. and full weather equipment. Price **£375.** (Interested in Allard.)

29, CHARLWOOD ROAD
Tel : Putney 8930

AUSTIN NIPPY

£165

Excellent cell. and coachwork. Five good tyres. All weather equip. Chassis perfect. Engine bit noisy—but 100 per cent. reliable.

P. A. BUDDEN,
104, St. Leonard's Road, S.W.14
Telephone : PRO 1850

KINGSWAY MOTORS

1934	**Rover Fourteen** sports saloon	**£125**
1935	**Standard** 10/12 speed saloon ..	**£160**
1938	**Morris Eight** 2-seater, 42,000 miles	**£260**
1939/40	**Baby Fiat** 2/4-seater coupe..	**£350**
1939	**M.G.** 1½-litre saloon	**£375**
1937	**Lancia Aprilia** saloon	**£385**
1939	**Jaguar** 2½ saloon, original condition	**£435**
1937	**Riley Kestrel Sprite** saloon, reconditioned	**£460**
1938	**Riley Big Four,** excellent condition	**£475**
1947	**H.R.G.** aerodynamic 2-seater ..	**£575**
1939	**Lancia Aprilia** D/H coupe ..	**£595**
1947	**Riley** 2½ saloon, low mileage ..	**£850**
	Healey Silverstone, well-known car	**£850**

Selection of popular saloons available pre-war and post-war.

KINGSWAY MOTORS, HOYLAKE, CHESHIRE
Tel. : Hoylake 3351/2. *After hours,* Hoylake 3573

V.W. DERRINGTON LTD.

KINGSTON 5621/2

For all sports spares, materials and equipment

M.G. SPARES. Specialists in this make since first produced. Axle shafts from **32s. 6d.** Road springs most models. Brake cables, **35s.** each. Road wheels, 16 in., 18 in. and 19 in. One new 18-in. wheel and 5-in. tyre, **£10 10s.** Deep-note exhaust systems, "M," "J," **75s.**; "P," **85s.**; "N" and "T," **90s.** O.H.C. models. V.D. roller races, **9s.** pair: valves, **7s. 6d.**; guides **6s. 6d.**; own V.D. shafts rebuilt, **£2**; ditto, rockers, **7s. 6d.** each; new rocker bushes, **7s. 6d.**; rocker shafts from **10s. 6d.** Crankshaft, L-type, reground equal new, **£17.** "J2," "P" & "N" gearboxes with remote control, **£22 10s.** Grab handles, embossed M.G., **18s. 6d.**; door grilles, **12s. 6d.** each; mudguard grilles, "J2" and "T," **30s.** pair. Twin spare wheel carrier locknuts, **£4.** Single ditto, **£2 7s. 6d.** Cycle-type wings, light steel and light alloy, from **19s.** each. M-type cylinder blocks, **£7 10s.** Sidescreen wind deflectors, T-types, **£2** pair.

BODYBUILDING. Bucket seats, light steel frames, **27s. 6d.**; trimmed with brown rexine, sprung cushions, **87s. 6d.** Ditto, tubular frame, superior quality, **115s.** Light alloy seats, untrimmed (2½ lb.), **63s.** Adjustable seat slides, **35s.** pair. Aluminium angles, mouldings and sections stocked. Rexine, all colours, from **19s. 6d.** yard; best quality duck, black or brown, 70 in., **32s. 6d.** yard. 6 ft. by 3 ft. by 22G. aluminium sheets, **£2**; 4 ft. by 21½ in. by 18G. soft, **£1**; 18G. Duralumin, **£3**, while stocks last.

TUBULAR LUGGAGE CARRIERS, chromium plated, for Fiat 500 2-seater, Austin Eight, Standard Eight, Morris Minor, **£5.** M.G. 2-seater, **£7 5s.** "TC" and "TD," **£8.** Jaguar XK120, for top panel, **£7**; boot, **£7 10s.** Morgan Plus Four, **£8 10s.** Jowett Jupiter, **£8 18s. 6d.** "Brooklands" aero-screens, 12 in. by 6 in., universal fitting, detachable, **50s.** each.

Folding steel luggage grids fitting on bumper irons, for Morris Eight, series 1, 2 and E, Ford Eight, Hillman Minx, **45s.**, postage 2s.

2-litre Lagonda Cozette No. 11 Supercharger, complete drive and fittings **£25.** Crankshaft assembly, rods and flywheel, **£10.** New Roots Supercharger, up to 2 litre, **£15.** Many others.

TYRES, large stocks, standard, special sizes and racing. New, list prices. Slightly used or stock soiled, special prices.

Postage or carriage extra on above.

OF SPECIAL INTEREST !

HOPPER SPECIAL 2-seater coupe. Lancia independent suspension front and rear, four new Michelins, chromium wheels. Superb roadholding, phenomenal acceleration and performance; 95 m.p.h., 30 m.p.g., driven hard. Body remodelled similar to Bristol. Extremely attractive and as new throughout. **£625.**

LAGONDA RAPIER racing 2-seater 1,000 c.c., road equipped. Designed and made pre-war but not completed till Jan., 1951, when registered, therefore virtually new. Underslung short chassis, high axle ratio with pare standard ratio. All components new. **£425.**

FIAT 1,100 special sports 2-seater, built 1950; similar XK120; special Laystall balanced engine. Gordini components. Capable 90 m.p.h.; 35 m.p.g. Fully equipped. **£630.**

SUNBEAM SPEED TWENTY sports saloon, 1934, grey and black. Very sound attractive car with an excellent performance. Very good tyres, two spares; taxed. **£150.**

1947-48 FIAT 500 cabriolet, in superb condition throughout. **£475.**

1939 FIAT cabriolet, rebuilt and in similar condition. **£325.**

Open 9 a.m.—6 p.m.: Sundays, 10—12 a.m.

V. W. DERRINGTON, LTD.
159, 161 and 200, LONDON ROAD,
KINGSTON-ON-THAMES
Tel.: KIN 5621/2

FOR SALE—*continued*

J.A.P. twin cylinder, horizontally opposed, light aero-engine; dual ignition, 36 b.h.p. at 3,600 r.p.m. Spares included. £25, o.n.o. Box No. 4561, MOTOR SPORT 15, City Road, E.C.1. [2928

JOWETT JUPITER. Competition 2-seater. Box No. 4563, MOTOR SPORT, 15, City Road, E.C.1. [2935

1938 FRAZER-NASH B.M.W. Type 45. Very fast acceleration. Excellent condition. 25 m.p.g. Box No. 4564, MOTOR SPORT, 15, City Road, E.C.1. [2945

RILEY 2½-litre roadster, 1951; 15,000 miles. Immaculate condition. Dark green. £1,250. Box No. 4565, MOTOR SPORT, 15, City Road, E.C.1. [2946

M.G. J2. Recent £60 overhaul, including reground crankshaft, recellulose maroon, new battery, hood, reconditioned dynamo. Tyres excellent. Fast, economical. Photograph supplied. Offers around £200. Box No. 4566, MOTOR SPORT, 15, City Road, E.C.1. [2951

VERY RARE Hornet Fourteen Special. Solid copper head. H.C. pistons. Just rebuilt and resprayed cream. Hood, screens, tonneau, telecontrols, instruction book. £325. London. Tel.: City 4556. [2955

BENZOL. Limited quantity pure benzol; 5-gallon, 30s, carriage extra. London. Tel.: City 4556, or Box No. 4567, MOTOR SPORT, 15, City Road, E.C.1. [2956

BREAKING WOLSELEY HORNETS. Three engines 20-h.p. Essex, Chrysler, Commer. Tel.: City 4556. [2957

RILEY NINE March Special. Resleeved. Transmission overhauled. P100's. Well shod. Speed with economy. Nearest £195. Box No. 4568, MOTOR SPORT, 15, City Road, E.C.1. [2965

LAGONDA 3-LITRE, 1933 tourer fitted 1935 4½-litre engine in good condition. New battery, radiator block, front shockers. Very fast. £10 tax. £175. Box No. 4569, MOTOR SPORT, 15, City Road, E.C.1. [2968

LANCIA DILAMBDA 32-H.P. pillarless sportsman saloon. Engine overhauled. Wonderful roadholding. Bargain. £290. Box No. 4570, MOTOR SPORT, 15, City Road, E.C.1. [2969

SUNBEAM Speed Model 20.9-h.p., 1933, sports saloon. Recent repaint. £110 or would exchange smaller open vintage car. Taxed quarter, insured year. Box No. 4572, MOTOR SPORT, 15, City Road, E.C.1. [2985

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [3233

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched c.o.d. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [3234

REFLECTORS RESILVERED, 5s. 6d. each, including post by return. Send P.O. Superbrilliant. Guaranteed. Trade terms. R. E. Packer (Dept. D.), Sion Place, Clifton, Bristol, 8. [3235

HOODS, SIDESCREENS, tonneau covers, roofs, upholstery and carpets, repaired or fitted new by specialists. Materials also supplied, including leathercloth, hooding and roof materials, carpets, fasteners, etc. Croystan Motors, Park Street, Croydon. Tel.: Croydon 3952. [3236

TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [3237

M.G. 2-LITRE, drophead, 1936. Open to offers after Bank Holiday. Also Alvis Firefly, 1934. Both cars a joy to drive and young for their age. Fancourt, 174, Rivermead Court, S.W.6 (Close to Putney Bridge). [3250

1934 ROLLS PHANTOM II. Continental, RY series, Barker 5-seater sedanca, 2 owners, faultless condition. £425. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [2738

HUMBER Super Snipe Tourer. Registered 19.7.49. 4 to 1 axle, 700 by 16 tyres (good), 16 m.p.g. Rotoflos, new battery, re-chromed, re-cellulosed cream, new black hood and tonneau cover, P 80's. Handsome, fast, silent, absolutely reliable. Superb for towing large caravan or horse box. Demonstration by arrangement. £350. Taylor, 28, Woodfield Road, Bristol, 6. Tel.: Bristol 35632. [2728

1935 ALVIS, Speed Twenty Charlesworth Saloon. Good condition, new cylinder block. £275 or near offer. Swarsbrick, 16, Ashwell Road, The Spinney, Northenden, Manchester. Tel.: Wythenshawe 3059. [2997

ALVIS 1250, Sports Saloon, 1932. Close ratio gearbox, knock-on-hubs. £100, o.n.o. Twitten Orchard, Nutbourne, Pulborough, Sussex. [2998

1926 3-LITRE BENTLEY, Red Label Short-Chassis, 4-seater tourer. Green, bodily very good, mechanically excellent. 600 by 20 Dunlops nearly new. All original instruments working. Zip tonneau, hood and screens, f/f Triplex screen, long wings. £285. Crossman, 151, Mount Road, Wallasey. Tel.: Wallasey 7432. [3010

Mercury Offer

1938 H.R.G. 1½-litre Meadows. In excellent condition **£465**

1939 M.G. TB 2-seater. Resprayed red. New hood and tonneau .. **£395**

1939 M.G. TB Tickford D.H. Coupé. Spotless car **£395**

1939 M.G. TA 2-seater. Green. New hood and tonneau **£375**

1938 M.G. TA 2-seater. Red. New hood and tonneau **£355**

Choice of two **MORGAN** 10-h.p. 4-cylinder Super Sports three-wheelers. In immaculate condition **£265**

1936 M.G. Magnette Airline Coupé. A very rare car in nice condition .. **£245**

1934 SINGER NINE Le Mans 2-seater Over £80 spent recently. A smart car **£215**

Selection of many other Sports Cars to choose from

Terms and exchanges with pleasure

OPEN DAILY 9 a.m. to 7 p.m.

Mercury Motors

UNIVERSE HOUSE,
824/6, Harrow Road,
WEMBLEY,
Middlesex.

Tel.: **WEMbley 6058/9**

REG. TIMMS (MOTORS) LTD.

OFFER

1930 Bentley 4½-litre Weymann saloon, six really first-class tyres, mechanically nearly perfect, wonderful performance, exterior in exceptional condition, interior in green hide with loose cushions, etc., in almost new condition **£225**

1925 Bentley 3-litre Red Label, short chassis Vanden Plas tourer, all good tyres, British racing green, with green hide upholstery, fitted with numerous extras, a very fine example of this particular breed .. **£275**

1933 Lagonda 3-litre pillarless saloon, in exceptional condition, mechanically and bodily, over £500 spent on this car in 1946/7 and unused since 1948 .. .. **£295**

1933 Alvis speed 20-h.p. Vanden Plas tourer, all good tyres, black with red leather, good hood and curtains, fold-flat windscreen, engine and all mechanics-overhauled this year, fine performance, must be this year's snip **£195**

1931 Alvis 12/50 fitted with special pillarless 4-door saloon, good tyres, nice ride, very sound, re-sprayed **£135**

1936 Rover Fourteen sports saloon, good tyres, very clean and very sound mechanically, very attractive car, at low figure **£225**

1935 Hillman 10-h.p. 2-seater sports, fitted with special March body, good tyres, very good mechanical condition, very attractive and charming economical little car with looks, and good hood and curtains .. **£175**

1939 Renault 27-h.p. drophead coupé, fitted with new hood, winding glass windows, good tyres, finished in bronze gold, very economical, 25 m.p.g., 75 m.p.h., a really good example of Continental motoring at its best **£235**

1930 Morris Cowley 11.9-h.p. folding-head coupé, fitted with four good tyres, good battery, and it really goes, very unattractive, but could be altered, ideal runabout **£45**

1938 Packard Eight saloon, two owners only, quite clean and runs very well, fair set of tyres, ideal for hire, or towing the home, or racing car . . . leather interior .. **£195**

Easy Terms — Part-Exchanges — Insurances

We are open every day from 9 a.m. to 8 p.m.

17/19, High Street, Toddington, Beds.
Tel.: Toddington 371.

EALing 8841 (4 lines) EALing 8841 (4 lines)



APPOINTED GARAGE

GUARANTEE : THREE MONTHS' written Guarantee with EVERY car supplied by the Company.

INSURANCE & TAX : Immediate facilities available.

HIRE-PURCHASE TERMS: Up to 1938 : Half down and Balance over 12 months.
1938 and upwards : One-third down and Balance over 18 months.

PART-EXCHANGE : Maximum allowance on your old car.

OUR SHOWROOMS ARE OPEN EVERY DAY FROM 9 A.M. TO 7 P.M., INCLUDING SATURDAY

IMPORTANT NOTICE

We can supply Registration Numbers and names of purchasers to prove that all cars advertised are genuinely in stock and not a bait for a more expensive car. This is one of the few motor shows that actually stock the number of cars advertised.

ALLARD

1947 **30-h.p.** 4-seater convertible tourer £325

A.C.

1939 **2-litre** drophead foursome. Grey. Checked throughout. Engine overhauled recently, new cylinder block. New chrome £425

ALFA-ROMEO

1929 **1½-litre** blown 2-seater. Red. Very sound mechanically. Nearly new tyres. Full weather equipment £245

ALVIS

1937 **Speed Twenty-five** D.H. foursome by Charlesworth £465

1934 **Speed Twenty** 4-seater tourer by Vanden Plas. Checked throughout. Excellent condition £345

1939 **Speed Twenty-five** tourer. Black. Checked throughout. Excellent specimen. Engine undergoing overhaul in works £475

BENTLEY

1928 **4½-litre** tourer. Black. Latest plate clutch. Extremely sound mechanically. Engine overhauled recently by Bell £295

B.S.A.

1937 **10-h.p. Scout** 2-seater. Red. Very sound car £195

1938 **10-h.p. Scout** 2-seater. Black. Engine reconditioned Nov., 1948, and has been laid up since. Very sound body and exceptionally clean £225

CITROEN

1937 **13-h.p.** saloon. Black. Very sound car £345

FRAZER-NASH

1937 **B.M.W., Type 45** cabriolet with 326 engine. New chassis and complete engine overhaul at Frazer-Nash £325

1938 **B.M.W., Type 45** cabriolet. In very fine shape. Checked throughout by us. New hood. Recellulosed. Rechromed £295

FORD

1937 **30-h.p.** D.H. foursome. Very good order throughout. Very good tyres. Good hood. One of the very few large cars that will do 20 m.p.g. Taxed £225

FIAT

1937 **7-h.p.** coupe. Light blue Mechanically sound. Good tyres. Smart appearance. Radio £225

1938 **7-h.p.** coupe. Beige. Radio. Owned by enthusiast. Above average mechanically. Coachwork very sound. Very good tyres £275

HOTCHKISS

1936 **3½-litre Grand Sport** drophead 2-seater. New hood and rechromed. 9 ft. 2 in. chassis. Twin Solex. The finest and fastest model of this make £425

JAGUAR

1939 **3½-litre** drophead foursome. Black. Checked throughout. Excellent specimen £395

JEEP

1948 Shooting brake. Engine reconditioned recently. Useful and well-built brake body £195

JOWETT

1949 **Javelin 14-h.p.** saloon. Two careful owners since new. Genuine low mileage. Very good tyres. Excellent order throughout £695

KIEFT

1,100 **J.A.P.**, ex-Michael Christie. Ready for season's racing £450

LANCHESTER

1938 **20-h.p.** semi-Razor Edge saloon by Mulliner £225

LAGONDA

1934 **4½-litre M.45** tourer by Vanden Plas. Undergoing rebuild in our works. Very good tyres. Full weather equipment .. £395

1934 **16/80** 4-seater tourer. Two-tone grey. Mechanically very sound. Very fine specimen £295

1934 **4½-litre** Vanden Plas tourer. Black. This car has been maintained by an enthusiast and is in excellent condition throughout. Very sound mechanically having had a recent engine overhaul. Full weather equipment. Paintwork dull but extremely sound. Very good tyres £325

1934 **4½-litre M.45** Vanden Plas tourer. Blue. Very sound mechanically £365

1938/49 **42-h.p. V12** sports saloon. Grey. Splendid specimen. New engine and completely checked by Lagonda Works last year. Over £600 spent, most bills available £725

MERCEDES-BENZ

1937 **5,385 c.c., Model 540 K,** cabriolet. 115 m.p.h. Checked throughout by Mercedes-Benz last year. Checked in our works, decarbonised, brakes overhauled £870

M.G.

1930 **M-type** 2-seater. Good runner. Good performance. 40 m.p.g. £95

1930 **8 h.p.,** fitted PA engine and gearbox, on the famous "C" type Montlhery chassis; hydraulic brakes. This car was extensively rebuilt in 1951. All parts rechromed where necessary .. £195

1933 **J2** 2-seater. Green. Very sound mechanically £175

1933 **J2** 2-seater. Black. Paintwork dull but sound £195

1933 **J2** 2-seater. Black. At present undergoing an engine overhaul in our works £175

1933 **L-type** 4-seater tourer. Very sound £225

1934 **PA** 2-seater. Red. In exceptional condition throughout Bodywork very sound and clean. Very good tyres. Full weather equipment £295

1934 **PA** 2-seater. Owned by enthusiast. Well maintained. Four very good tyres. Very sound £275

1934 **12-h.p. Magnette** 4-seater. Good tyres and weather equipment. Checked throughout. Bodywork sound and exceptionally clean £275

1935 **PB** tourer. Red. Very sound example of this famous model. One of the very few 4-seater PBs. Checked throughout. Full weather equipment. Very good tyres £295

1936 **12-h.p. Magnette** 2-seater. Exceptional condition £275

1937 **2-litre** drophead. Grey. Very sound mechanically £275

1937 **2-litre** 4-seater tourer. Engine reconditioned Feb. 1952, at cost of £90 .. .. £195

1937 **TA 10-h.p.** 2-seater. Green £295

1938 **2-litre** tourer. Two-tone grey. New red mohair hood. Very sound mechanically, having had a recent engine overhaul in our works. Excellent specimen £345

1938 **2-litre** drophead foursome. Mechanically sound. Good hood £355

1939 **10-h.p.** Tickford drophead coupe. Carefully used £395

1946 **TC** 2-seater. Black. Works reconditioned engine fitted Nov., 1950. Splendid specimen £545

1947 **TC** 2-seater. Excellent example of this model. Good tyres and weather equipment £535

1947 **TC** 2-seater. Two owners only from new. Low mileage .. £495

1949 **TC** 2-seater. Two owners. 33,000 miles. Checked throughout. Excellent specimen £595

ROVER

1937 **16-h.p.** saloon. Black. Sound throughout. Carefully used .. £295

RILEY

1936 **1½-litre Lynx** tourer £285

1933 **14-h.p. Lynx** tourer. Very sound £245

1935 **1½-litre Kestrel** saloon £275

1935 **12/4 Falcon** saloon. Black £195

1938 **16/4** Adelphi saloon. Mileage under 65,000 .. .. .. £465

1950 (Aug.) **2½-litre** roadster. 20,000 miles, two owners. Radio, etc. £1,250

ROLLS-ROYCE

1924 **20-h.p.** convertible by Barker. The condition of this car, including the beautiful unsoiled Bedford Cord upholstery, must be seen to be believed ! £225

1930 **Phantom II** limousine by Barker. Exceptional condition .. £295

PERFORMANCE CARS, The Windmill Garage, Great West Road, BRENTFORD, MIDDLESEX 3 minutes from Northfields Tube Station (Piccadilly or District Lines).

OPEN FROM 9 a.m. to 7 p.m., INCLUDING SATURDAY, for Sales, Service, Repairs, Petrol, etc.
(Sunday by appointment only, between 11 a.m. and 1 p.m.)

Also at **107, New Cavendish Street, London, W.1. - - - - MUSeum 8221 (3 lines)**

FOR SALE—*continued*

FOR SPECIAL ENTHUSIAST. V8 engine and transmission, Morris Ten chassis, 14-gallon tank, steering column. £50, or offers. Also available five sheets aluminium. Two new 700 by 16 tyres. F. C. Williams, "Lemputt," Portsmouth Road, Cobham, Surrey. [2850

M.G., 1934, PA 4-seater sports in perfect condition. Good hood, tyres, zip tonneau, cellulosed in B.R.G. Seen after August 3rd. £350. 9, Longdown Road, Guildford, Surrey. Tel.: Guildford 62391. [2852

ONE PAIR TWIN WHEELS Rudge 42 hubs, with 475 by 18 Dunlop racing tyres. One pair single wheels Rudge 42 hubs, with 750 by 16 Dunlop racing tyres. Norris, 20, Mountway, Potters Bar. [2853

1950 PARAMOUNT. Ford Ten engine, twin S.U.s: 32 m.p.g. New hood, sidescreens. First £600. Tel.: Hodgson, East 3201, weekdays. [2854

BENTLEY TRACKROD and draglink c.w. new hard chromed ends and caps, springs and pads. £4. Factory reconditioned Smiths starter. £5. Set S.H. 20 thou. oversize H.C. 3-litre pistons. Very good condition. £4. Set rear springs with machined hanger brackets and shackles, new shackle pins and bushes. £10. Speed six tank modified to fit 3-litre. £5. Various instruments, perrot shaft and other spares. 2-litre A.C. engine copperised head, special camshaft, polished externals. £20. Unused 1,100-c.c. Ford engine. £20. Pair 3 in. vintage side-lights. 10/-. Pair 8 in. Lucas long range Biflex. £4. Reasonable offers. Moorshead, Faris Barne, Faris Lane, West Byfleet. Tel.: Byfleet 3088. [2856

DELAGE D8 Chapron coupé, cream/brown, 1930. Beautiful condition. Interior immaculate. Comprehensively insured without loading after test by company's engineer. 700 by 18 tyres (six), discs, Windtones, radio. New battery, brake linings last November. Unlicensed since. 14 m.p.g. Oil negligible. £250. Exchange Aston-Martin International, M.G., Riley open occasional four. Ashwood, Mark Beech, Edenbridge, Kent. Tel.: Cowden 2168. [2857

M.G. J2. Complete cylinder head or parts. 16, Enfield Street, Hyson Green, Nottingham. [2858

RILEY NINE KESTREL, 1935. Black. Good all round condition. £160, o.n.o. Watts, 60, Brunswick Street, Luton. [2859

INSTRUCTION BOOKS. 13 M.W. type 326, Bentley 3½-litre 31, Humber 12, 35. Offers. Mr. Durrant, 3, Wootton Road, Northfield, Birmingham. [2860

SMOKING BADLY? Won't pull? It needs Cord piston rings. We sell and recommend them. Macey & Smith, 17, Lancing Road, West Croydon. [2862

RILEY 26/2/32, 15-h.p. saloon. £55. Chevroe Junior Car Washer 230 A.C. with hose. £17. 149, Bells Marsh Road, Gorleston. [2863

ALVIS 12-H.P. f.w.d. Very good condition. New tyres. Suit enthusiast. £190, o.n.o. Bates, 8, Belle Vue, Penarth. [2864

ASTON-MARTIN. Offers around £200 invited for 1½-litre International 2-seater in very exceptional condition, except for a deranged diff. assembly. Tel.: Hatfield 2178 (day). [2865

£100.—M.G. 14/40 tourer, 1929. Blue and aluminium. A clean and cared-for vintage car with no spare parts problems. Jackson, 91, Station Road, Redhill, Surrey. [2866

RILEY 12/4 KESTREL, 1935. Owner abroad. Reasonable offers to: 123, Hall Road, Isleworth. [2867

AUSTIN 13-H.P. Taxi, 1935. Front near door coachbuilt. Beautiful order throughout; 25 m.p.g. £75. Tel.: Chorleywood 589. [2868

"MOTOR SPORT." Sept, 1946, to date in good condition. Offers. 18, Upwood Road, S.E.12. [2870

RILEY LYNX. Green open sports. Perfect condition. Four new tyres, etc. Hacking, Red Walls, Liphook, Hants. Tel.: Liphook 3204. [2872

LAGONDA 16/80. 1933, Sports saloon. Grey/red leather. Rebored 1951. Good tyres, brakes, steering. £300 spent. Bills available. Taxed year-end. Offers around £325. Foulds. Tel.: Paddington 1161, or Crockham Hill (Kent) 302 (private sale). [2875

EXCHANGE OR SELL. Big Four Riley, 1938, Kestrel. Original in every way. Perfect mechanical condition. Body very good, interior a little shabby. Exchange for 12-h.p. Alvis or Riley Sprite or Riley Nine. My car is as good as I say. Do not waste my time if yours is not equally good. S.W. Lancs. area. Hall. Tel.: Rainhill 163. [2876

1928 A.C. wide 2-seater. Reasonable body. Reasonable engine. Reasonable performance. Eminently reasonable price £130. E. R. Fountaine, 14, De Parys, Bedford. Tel.: Bedford 2398 (evenings). [2879

£85.—LAGONDA 12-h.p., 1928, 2/3-seater tourer (not original body). New battery. Tel.: North 3666 (10-6 p.m.), not Thursdays. [2884

PAIR OF BRAND NEW S.U. CARBURETTERS for TA M.G. £8 10s. Also 12-volt dynamo nearly new. Suit Austin, Morris, or M.G. £4 10s. Weston, 3, Cumberhill Road, Duffield, Derby. [2877

FOR SALE—*continued*

1934 WOLSELEY HORNET SPECIAL. Tickford body 2/4-seater. One owner since 1934. Laid-up 1939/46. In daily use. £125, or near. Usherwood, 24, Litchfield Way, N.W.11. Tel.: Speedwell 7915. [2881

ALVIS SPEED TWENTY, 1934. Excellent condition. V.D.P. body recently resprayed blue hood, tonneau grey; i.f.s. transmission overhauled, new bearings fitted. Magneto rewound. New exhaust valves, springs. P100 lamps. Two spare wheels. Maintained and driven with care. Owner regretfully accepting delivery modern heap. Offers to: Brewer, 11, Westminster Drive, Bromborough, Cheshire. [2882

ALVIS 1932 V.D.P. Speed 20 tourer. Complete overhaul by the makers 6,000 miles ago. Bills shown for £340. Five good tyres, nearly new. Good all-weather equipment. Sell £225, or exchange Axel-Berg. Morton Air Service, Whitchurch Airport, Bristol. [2886

AUSTIN ULSTER. Fast, economical. Perfect condition. Dual racing screens, new hood, well shod. £120, o.n.o. 70, Nightingale Lane, Bromley, Kent. [2887

M.G. 1½-LITRE, 1939, saloon. Reconditioned engine and rear axle. New battery, tyres, carburetters. Body and paintwork excellent. £445. Riley Nine Kestrel, 1935. Good condition. Well shod. Radio. £185. Will exchange either for good PA or PB M.G., Cash adjustment. 74, Meadowfield Road, Rubery, Birmingham. [2888

ALVIS SPEED TWENTY, 1934-35 coupé. Green. New tyres and batteries. Fog, spot and reversing lights, twin horns; 20 m.p.g. distance, 750 miles per pint. Taxed. Nice condition. Reluctant sale as owner going abroad. View after August 18th. Price £285. MacEwen, 225, Creighton Avenue, London, N.2. Tel.: Ambassador 5593. [2889

INSURANCE for the Horseless Carriage, Steam Car or Electric Brougham and even the petroleum-driven internal combustion engine vehicle.

HYDE-EAST & PARTNERS
LTD.
9, WALDEGRAVE ROAD,
TEDDINGTON, MIDDLESEX
Phone:- MOLESEY 4317/8

BENTLEY. 3-litre engine, late type. Rebuilt and unused. Can be examined dismantled. Crownwheel and pinion 13/55. Complete differential unit 14/53. Pair reconditioned M.C. magnetos. C. gearbox. C.A.V. Ariel starter. Evans, 27, Storey's Way, Cambridge. [2890

TWO PIRELLI H.D. 5.00 by 19 wrapped, £12. Two Tyresoles, half worn, 7.00 by 21, and tubes, £8. Zeiss 10-in. headlamp, minus few screws, £4. Four Bentley front cycle wing brackets, £2. Following Anzani s.v. chain Nash parts: Speedometer 120, Tachometer 5,000, oil gauge 100, £2. Lucas magneto G 4LM, £2. Oil pump, £2. Radius-rod eye-bolt (silentbloc), £1. Four unused R.W. 145 rear-axle ballraces, £6. Holden, Melton, Brighton Road, Sutton, Surrey. Tel.: Vigilant 9351. [2891

ALFA-ROMEO RLSS 22/90 4-seater tourer. Nice condition. Imposing vintage carriage. Going cheap/exchange. 1, St. Dunstans Gardens, W.3. [2892

AUSTIN SEVEN SPECIAL 2-seater. All body rebuilt 1951. Dropped chassis, outside exhaust and handbrake, remote control. Aero screens. No hood. Excellent tyres. £130. Barnard, 34, St. Marys Grove, Canonbury, N.1. [2893

A. G. SHAW, LTD. Body engineers, sports bodies, racing shells, prototypes, specials, tube construction. Under personal supervision of Bill Shaw, M.I.B.C., M.Inst.P.A. Airspeed Motors, By-Pass Road, Colnbrook, Slough, Bucks. Tel.: Colnbrook 208. [2894

RILEY KESTREL (1934) 14-h.p. sports saloon. Attractive lines. Exceptional bodywork in black and chrome. Good tyres. Open to any trial. £115. Exchanges considered. Tel.: Becketwell 40021. [2895

ALVIS, 1930, 16.9. Recently reconditioned breaking for spares. White, Nyes Place, Rusper Road, Newdigate, Surrey. [2896

D8, D6, DI DELAGE, etc. All spares. Gears cut or repaired. All makes. Matthews, Bentworth Priors, Tower Hill Dorking. Tel.: Dorking 3426. [2897

FOR SALE—*continued*

RILEY KESTREL 1½-litre sports saloon, 1935. Reconditioned Wilson box. Good body, needs tuning. Taxed, insured. £205. Lyth, 146, Tuffley Avenue, Gloucester. [2899

£69 10s. Hydraulic braked M-type Midget M.G. sports 2-seater. Four speeds. Good appearance. Any trial. Seen Streatham or Sydenham. W. Barnes, 1c, Venner Road, Sydenham. Tel.: Streatham 3129 or Sydenham 7469. [2900

PAIR MARECHAL HEADLAMPS. Medium size, good, £7. 350 by 19 Dunlop, as new, £2 5s. 400 by 19, good, £2 5s. Set ace discs 17 in. fit Magna type wire wheel (not knock-on) and key, £5. Austin Seven engine about 1930 (big crank). Rebored, new pistons, with clutch, dynamo, carb. and gearbox, £11. W. Barnes, 1c, Venner Road, Sydenham. Tel.: Sydenham 7469. [2900

AVON SPECIAL (10-h.p. chassis) fitted 4E.D. Meadows 12-h.p. engine. New tyres. Outside gear change. Excellent appearance. £165. Barnes, 1c, Venner Road. Tel.: Sydenham 7469 or Streatham 3129. [2901

BROOKLANDS COTTIN DESGOUTTES. Capt. Baynham apologises to inquirers to his June Advert for his untimely absence on duty. This unique racing car will be on view at 21, Burwood Park Road, Walton-on-Thames (Tel. 2890) until August 5th. Full details and picture were in June issue, *i.e.*, 23-h.p., only 11,000 miles registered, unused since 1939. Built in 1935 by Offords the Royal coachbuilders; 120 m.p.h. at 4,000 revs., 18 m.p.g. Marechal headlights. Pirelli blue covers, 2-seater, full weather equipment, detachable wings, dual Scintilla coil magneto ignition. Most parts standard, Bentley type chassis, etc. Completely overhauled and ready for road or track. This is a unique chance to acquire a £2,000 car for a song. Price reduced drastically to £275 cash as must sell before leave ends. A.A. inspection welcome. Taxed and insured to drive away. Definitely no offers at this low price. [2902

1935 LAGONDA 3½-litre pillarless saloon. Very good condition. Only one owner, fast car. £300, or near offer. Address: B. Radcliffe, Little Callerton, Ponteland, Northumberland. [2903

SPARES FOR SPORTY CARS. Austin Sevens all reconditioned parts. Nippy crankshafts, Amal carburetters, 12-volt three-toned wind horns, M.G. J2, M and Morris Minors. Two K/L heads and covers, remote control gearboxes, cam shafts for K.L.N., blower manifolds, PA PB clutch, new K/L flywheel, Riley front axle, knock-on wheels. Many other parts. F. Grant, 2a, McGregor Road, W.11. Tel.: Park 7113. [2904

COOPER MK. IV. Superlative condition. Ready to race. Many spares and extras with covered trailer. What offers? Ian Smith, 21, Coulsdon Road, Old Coulsdon, Surrey. [2905

FIAT 500 2-seater Cabriolet in really outstanding condition. First registered 1937, but with practically every possible late modification including 14-mm. plugs, gear type oil pump, balanced crank and con-rods, S.U. carburetter, Scintilla distributor, Fram cleaner. Other extras include: radiator thermometer, ammeter, Bosch road light, Arvin radio, etc. Recently recellulosed in green and steeldust to a perfect finish. Rechromed and reupholstered throughout at a cost of £57. Price £325. Lancaster Motors, 59, Lancaster Mews, W.2. Tel.: Ambassador 5127. [2906

M.G. 1½-LITRE VA saloon, 1940. Enthusiast's car maintained regardless of cost. Quality respray in heather grey. Original interior in excellent condition. Windtones, screen spray, heater-demister, Scintilla. Mechanically fine. Terms available. 66, Lansdowne Road, Middlesbrough. [2907

VOISIN, 1925, 2/3-seater tourer. Only 20,000 miles since new: 11.1-h.p., 28 m.p.g. Mechanically perfect. Good hood, side-screens, battery and four nearly new tyres. Recently repainted. £145, or reasonable offer. Lt. Mocatta, R.A.F., Officers' Mess, Farnborough, Hants. [2909

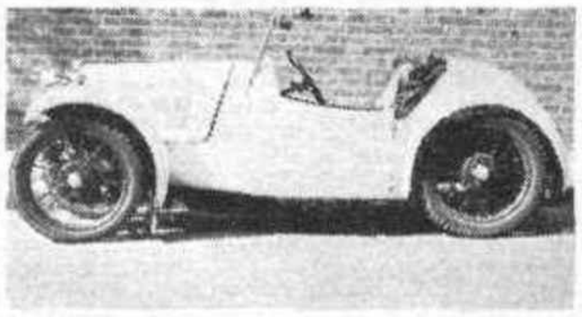
RILEY NINE, unique streamlined 2-seater. Rebuilt and registered 1952. Perfect throughout. £150 or exchange saloon. Buckeridge, Beechwood, Bartley Southampton. [2910

ALVIS 1935 SPEED TWENTY black saloon. Super appearance. Mechanically overhauled. Space wanted. Offers. Tel.: Hatch End 1787. [2911

ROLLS-ROYCE 20-h.p., 1924, coupé. Restored as new by enthusiast. £200 spent recently. Bills, history; 22 m.p.g. £250, or exchange family car. Oatley, Church Farm House, Bourton, Swindon. [2913

FRAZER-NASH, 1932, 4 ED Meadows 1,496 c.c. with blower drive (no blower) ex Hyperleaf. Linered and steel con-rods fitted 6,000 miles ago. New starter ring. Rebuilt starter motor. Corsica body just stripped. Resprayed green. £250. Dr. J. McMillan, Flat 3, Whitcote, Streatley, Berks. Tel.: Goring 431, after August 2nd. [2915

SUPERCHARGED FORD TEN special 2-seater. Arnott blower, Scintilla magneto. £255, o.n.o., or exchange cheap saloon with cash adjustment. 520, Greenford Road, Greenford, Middlesex. Tel.: WAX 2145. [2920



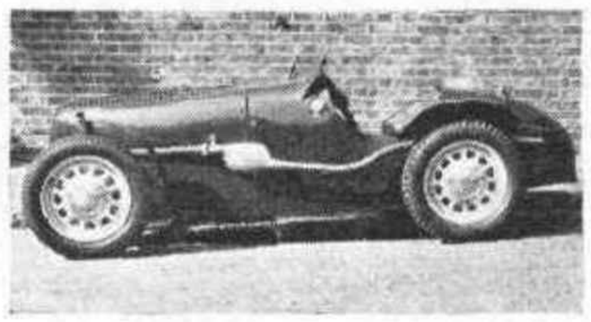
AUSTIN NIPPY, 1935, cream 2-seater, in excellent condition throughout, good hood and side screens, good tyres, engine recently overhauled, usual Nippy performance at about 50 miles per gallon, negligible oil consumption. **£195**

AUTOMO LTD

229, WEST END LANE, HAMPSTEAD, LONDON, N.W.6

Telephone :-

HAMPSTEAD 3430



ULSTER AUSTIN SPECIAL, 2-seater, in racing green, Ulster engine with high cam; bronze head, floating gudgeons, Bowdonex brakes, 4-speed box, outside exhaust, 16-in. rear wheels, 17-in. front crab tracked, rev. counter, speedo, heat and blower gauge, aero screens. Very fast. **£195**

FOR SALE—*continued*

£40.—SUNBEAM 16 Sportsman's Coupe, 1930, with 18.2 engine. Broken con. rod and block, but spare 18.2 engine (external frost cracks) included. Brakes and clutch recently relined, drums ground, etc.; new starter ring; good tyres and batteries. Sound body of classical lines with capacious boot. Booth, Brunswick House, Lindley. Tel.: Huddersfield 1416. [2999

1939 ROVER 16 Sports Saloon. Good mechanical condition, new battery, sell best offer around £375 or exchange for good 3 or 4½ Bentley. Tel.: Wallington 7114, or 39, The Newlands, Wallington, Surrey. [3000

M.G. KN MAGNETTE, 1935 saloon. Exceptionally fine example. £260, o.n.o. Thomas, 2, Alington Grove, Wallington, Surrey. Tel.: Wallington 8150. [3001

M.G. 12-H.P. MAGNETTE, 2/4-seater sports, 1935/6. Very special job, 88 m.p.h., new tyres and batteries, taxed. Absolute gift at £295. 1, Lambolle Place, N.W.3. Tel.: Primrose 2657. [3002

RILEY KESTREL 9-H.P., late 1936. New tyres, taxed, exceptionally smart, clean and good throughout. £345. Also Centric supercharger, £15. 1, Lambolle Place, N.W.3. Tel.: Primrose 2657. [3003

1940 M.G. TB MIDGET. Black/green, reconditioned throughout. Splendid performance. Body: showroom finish. Bargain, nearest £490. Jones, 210, Westbourne Road, Penarth, Glamorgan. Tel.: Penarth 1268. [3004

SOMETHING VERY SPECIAL. 1921 Wilton Sports, 1½-litre. Looks exactly like Baby Bentley. Outside exhaust, hand-brake and gear-change. Superb condition, new tyres, two spares. Beautifully maintained, unlimited possibilities. Ex-Fry family. Accept £185 from enthusiast. Welcome Garage, Highbridge, Somerset. Tel.: Highbridge 101. [3005

CYCLE WINGS (Domed and Beaded), 5-in., 6-in. and 7-in. 10s. each fronts. 12s. 6d. each rears. Packing and carriage 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [3006

M.G., MODEL TB. Showroom condition, body dismantled resprayed, new upholstery, carpets, mohair hood, screens and tonneau, complete engine overhaul, polished head ports and manifolds, Newton shockers, new tyres and battery. An enthusiast's car. Reluctant sale £450, o.n.o. 19, Moor Road South, Gosforth, Newcastle-on-Tyne. Tel.: Gosforth 54491. [3007

ROVER 14-H.P., 1936. Good condition. Sell cheap or exchange sports-car. Tel.: Keystone 1344. [3009

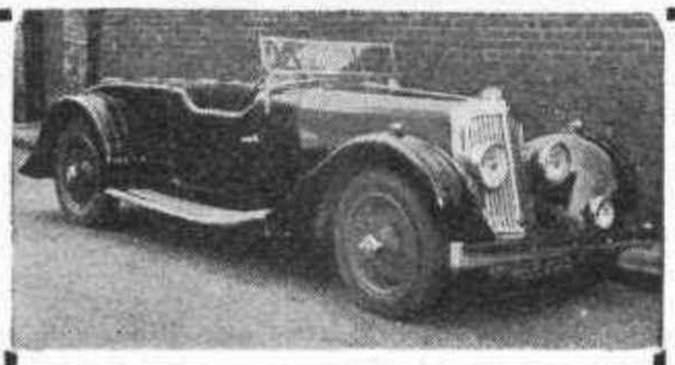
ALFA-ROMEO, 1929, 1,500-c.c., saloon. Offers. Johnston, Cobham, Surrey. Tel.: Cobham 2003. [3011

DYNA PANHARD, 1951. Very neat Panhard brake body, 745 c.c., perfect condition. £600. Chalmers, 3, Rostherne View, Langham Road, Bowdon, Cheshire. [3012

RILEY SPARES FOR ALL MODELS. Comprehensive stocks of new and used spares including the following:—
NEW REPLACEMENT valves 11s. Guides 5s. Valve springs: single 11s. 6d. set of 8, 17s. 3d. set of 12. Double 22s. set of 8 pairs. Damper springs 3s. pair. Tappet securing screws 4s. doz. Gaskets 17s. set. Speedo cables 26s. complete. King pins and bushes 66s. set. Small end bushes 3s. 6d. Brake cables 18s. 6d. Magneto pinions 25s. Timing gears: 1932 onwards. Service exchange brake shoes, clutch plates, magnetos. Service dynamo 1932/35. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. for prompt reply.
RILEY NINE GAMECOCK, 1932, with completely reconditioned 1933 special series engine. Coil ignition, twin carburetters, high compression. Manual box, fold flat screen. Coach work in excellent condition and resprayed royal blue. £165. **WELFORD BROS., OPAL STREET, LEICESTER.** Tel.: Leicester 65903. [3013

£220—RILEY KESTREL 12-4, 1935. Five good tyres, 30 m.p.g., no oil. Regular use. Glanville, 1, Garrick House, Carrington Street, W.1. Tel.: Grosvenor 3920. [3014

H.R.G., 1950, 1,500 c.c. Excellent condition throughout. Six almost new tyres, finished in B.R.G., all good weather equipment, taxed year, any trial. Nearest £750 or will exchange for any make of car, Austin preferred. Linley, 153, Tessall Lane, Northfield, Birmingham. [3018

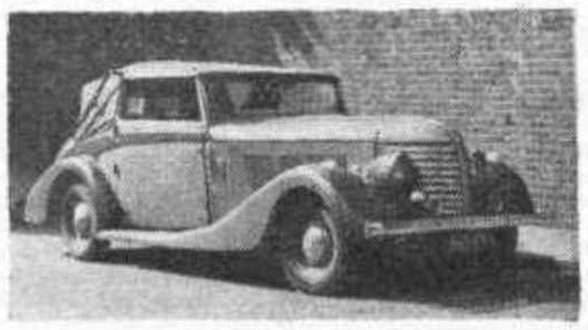


ASTON-MARTIN, 1938, 2-litre, 4-seater in black with red leather interior, fold-flat screen almost new, hood and screens all over tonneau cover with zip, the whole car is in exceptional condition and well worth seeing at this price. **£535**

RILEY NINE LYNX, 1934 in cream, 4-door, 4-seater, very good hood and side screens, 4-speed crash box, recent mechanical overhaul. **£225**

HILLMAN MINX, drophead coupé, 4-seater in black with leather interior, reconditioned engine fitted 1950 **£285**

TRIUMPH DOLOMITE, 1937, saloon, in metallic grey, leather interior, in exceedingly good condition, engine recently completely overhauled. **£325**



HUDSON, 1938, drophead coupé, foursome, in metallic blue, reconditioned engine, fitted radio **£275**

SUNBEAM TWENTY-FIVE, 1935, in immaculately preserved condition, 4-door saloon in almond green, interior unmarked, whole car in original condition, including tool-kit, almost new tyres, 2 spare wheels, £12 10s. tax. Bargain **£195**

IMPORTANT

We are prepared to discuss special price concessions on our "End of Season" stock to personal callers.

Terms — Insurances — Exchanges

FOR SALE—*continued*

RICHARDS & CARR (previously Potter & Richards) always have a stock of good condition cars of widely differing types and ages. Present stock of nineteen cars include:—
ALVIS, Speed Twenty Charlesworth Drophead in really wonderful condition throughout. £460.
CITROEN, 1936, 12-h.p, Fixed Head Coupe. New tyres. Smart and sound throughout. £225.
ALLARD, 1947, Competition J.1., 2-seater. Twin downdraughts alloy heads. Scintilla. Engine just reconditioned. £350.
ALLARD, 1948, Drophead Foursome. One owner. Low mileage. £485.
ALLARD, 1949, 4-seater tourer. One owner. Low mileage. £545.
Also selection of post-war Citroen saloons from £575. We offer many other interesting and cheap cars. Open until 7 p.m. Monday to Saturday. Open Sunday mornings. Terms and part exchanges. 35, Kinnerton Street, Wilton Place, London, S.W.1. Tel.: Sloane 5424. [3015

ALVIS, 1935, 16.9 Silver Eagle, 6 light saloon. Bodywork immaculate, internally and externally. Mechanically as new. Recently overhauled by Alvis. £295, o.n.o. 1930 16.9 Silver Eagle sports 4-seater. £140 o.n.o. Hope, 117, Bargates, Christchurch, Hants. [3017

BENTLEY 3-LITRE RED LABEL 2-seater. In specimen condition throughout, only reason for sale owner getting married. Nearest £300. Chadneys, 25, Watford Road, Kings Norton, Birmingham, Tel.: Kings Norton 2827. [3018

LAGONDA 3-LITRE SALOON, 1932. About £300 spent on reconditioning. Beautifully works-maintained, magnificient performance. £270. Tel.: Livingstone 4834. [3019

LEA-FRANCIS TOURER, 1927, 14/40. New wings, lamps, wiper, battery, etc., 5 good tyres. £90 o.n.o. 8, Gordon Place, Manchester, 20. Tel.: DID 5925. [3020

£135.—1934 S.S.I. 16-h.p. saloon. Well shod, new batteries, or exchange Austin Seven Special. 136, Leckhampton Road, Cheltenham. [3021

1927 SWIFT TOURER, 4-seater. Reliable, excellent condition. £60. 39, Leeds Road, Harrogate. Tel.: Harrogate 2393. [3022

1930 WOLSELEY HORNET SPARES. M. J. Smart, 27, Fishponds Road, Hitchin, Herts. [3023

ALVIS 12/60. 1931, T.J. tourer. Good mechanically, sound hood. £135. Humphreys. Tel.: Dorking 2595. [3024

J.2. M.G. One of the finest of its kind on the road. Has been completely reconditioned over past year. New pins, track ends, etc., re-sleeved engine, shaft re-ground, new bearings, July, 1952, new starter, batteries, etc., re-wired throughout. Re-upholstered with trim and dash board to match. Bodywork perfect, re-sprayed June, 1952. Hood and side screens perfect, 4 new tyres. Complete with built-in radio, windtone horns, spotlamp, etc. Impending matrimony sole reason for sale. £235 or fair offer. Slater, 14, Oaklands Avenue, Esher, Surrey. [3025

2-LITRE LAGONDA, open sports, 4-seater, 28 m.p.g. A really well cared for specimen of this immortal model, 1931. Tyres. Hood (modern type). Body and mechanical condition superb. Taxed. £235, or would consider exchange for saloon sports car, but must be in immaculate condition to match Lagonda. The Pendle Cafe, Higham, near Burnley, Lancs. [3027

1952 LEA-FRANCIS, 4-light h.p. saloon. Black with brown upholstery. Purchased 14th May, 1952, not used since 7th June (1,230 miles only). Sale due to death of owner. £1,600. J. B. Wikeley, Rural Council House, Chesterfield. Tel.: Chesterfield 3171. [3029

RILEY GAMECOCK. Excellent condition, re-wired, good tyres, hood. £265, o.n.o. Palmer, 68, Albert Street, Slough. [3030

HUMBER 14/40, 1928 tourer. Two owners, total mileage 54,000, hood poor. £50. Buck, 68, Amhurst Road, E.8. Tel.: Amhurst 3666. [3031

1937 T.A. M.G. Thoroughly overhauled, excellent condition, new hood, etc. £305. Tel: Paddington 7366. [3035

OVER 200
CARS ALWAYS AVAILABLE

- ALL PLAINLY MARKED WITH PRICE AND YEAR.
- ALL SUBJECT TO OUR 3 MONTHS' GUARANTEE.
- ALL READY TO DRIVE AWAY IN 10 MINUTES ON OUR FAMOUS HIRE PURCHASE TERMS.

NO REFERENCES — NO GUARANTORS—NO FUSS —NO FORMALITIES.

The following are a few selected at random from our enormous stock :

1950 Morgan 4/4 drophead coupé, finished immaculate powder blue. Indistinguishable from new. Amazing performance. Very economical, Taxed December .. .. .. **669 gns.**

1948/9 Morgan 4/4 sports roadster in a very attractive cream colour, very sound mechanical order, stored whilst owner was abroad, 19,000 miles only .. .. **499 gns.**

1934 L-Type Magnette 4-seater sports. Finished British racing green. Fitted special shock-absorbers and various equipments. Recent major engine overhaul, a car for the enthusiast .. .. .. **249 gns.**

1946 Chrysler fluid-drive de luxe Sedan. A beautiful car finished beige cellulose, all new tyres, radio and heater. This car quoted by America as being 10 years ahead of it's time. Taxed until December **729 gns.**

1939 Standard Eight drophead foursome coupé, very attractive little car. Recent new gearbox fitted, engine overhauled, new hood etc. .. .. **249 gns.**

1936 M.G. PA sports 2-seater, colour black with red leather upholstery. Very fast and mechanically sound .. .. **239 gns.**

1939/40 Morgan 3-Wheeler sports 2-seater, resprayed pillar-box red, fitted Ford engine. Superb little runabout .. .. **229 gns.**

1937 Morris 8-h.p. 4-seater tourer. Immaculate black paint work, new hood and sidescreens. Very carefully maintained by an enthusiast .. **229 gns.**

1948 A 40 Devon 4-door de luxe saloon left-hand drive, fitted radio and heater. Immaculate throughout. Suspension overhaul .. **629 gns.**

1938 Morris 8-h.p. 2-seater, semi-sports. Very sound order throughout. Re-upholstered, new tyres, taxed until December .. .. **229 gns.**

1946 Riley 1½-litre sports saloon, finished attractive yellow and black. Negligible mileage, a fine example of this popular make .. .. **679gns.**

1936/37 Ford Eight special sports 2-seater. Originally designed for hill-climbing. Fitted two carburetters. Hartford shock absorbers, many other extras. Very fast. An unusual sports car .. .. .. **189 gns.**

25 Ford Eight saloons. 1934 to 1947, in various colours, some with new engines fitted, but all in reasonable condition consistent with age .. .. **From 149 to 299 gns.**

DISTRIBUTORS FOR THE FAMOUS BOND MINICAR— EARLIEST DELIVERY.

RAYMOND WAY
CANTERBURY ROAD, KILBURN, N.W.6

Kilburn Park Station, Bakerloo Line, 150 yds.

Maida Vale 6044 (20 lines)

FOR SALE—*continued*

H.R.G., 1937, 1,500 c.c. Immaculate condition throughout. Many extras. Reasonable offer, would exchange small saloon. 17, Aberdare Avenue, East Cosham, Portsmouth. Tel.: Cosham 76769. [3032

JUNE, 1936, M.G. MAGNETTE TOURER. Above average condition. Twin spots reverse, twin stop lamps, light area screens. Many extras. Nearest £285. Evans, 1, Lytton Road, Romford, Essex. [3033

LAGONDA, 1931, 2-litre open 4-seater, low chassis speed model. Mechanically good. Fabric shabby. Offers. T. D. Ownsworth, Dodworth, Barnsley, Yorks. [3034

£65.—JOWETT, 1926, 2-seater. Excellent tyres, battery, hood. Insured March, 1953. 45 m.p.g. Consider exchange larger car. 6 Acre Lane, Carshalton, Surrey. [3036

ALVIS 16.9-H.P. DROPHEAD COUPE, 1935, Cross & Ellis body. Excellent condition throughout. New tyres, re-conditioned carburetters, 20 m.p.g., new hood and engine fitted last year. £285 or near. Seen Bedfordshire. H.P. might be arranged. Box No. 4606 Motor Sport, 15, City Road, London, E.C.1. [3037

RILEY LYNX, 1936, 4-seater tourer, 12-h.p., S/S engine. Excellent all-round condition, new hood. Reasonable offers to :—Carpenter, "Langleys", Bledlow, Aylesbury, Bucks. Tel.: Princes Risborough 611. [3038

M.G. T-TYPE CREAM CRACKER. Special equipment, many extras. Overhauled, reconditioned engine and sprayed original competition colours. £385. Would consider exchanges. Tel.: Tudor 4481 7 p.m. [3039

LANCIA LAMBDA, 7th series, short chassis torpedo, detachable Weyman top. 8th series engine rebuilt by West, July, 1952. Overhauled brakes, transmission, electrics, re-cellulosed black and cream, July, 1952. Unused 1932/50. Immaculate. Mileage 25,000. Enforced sale, financial pressure. £300 or offer. Brown, 19, Royston Avenue, Wallington, Surrey. Tel.: Wallington 9358. [3040

HUMBER, 8/18, 2-seater/dickey, 1925. Concours condition, approx. 40,000, any trial, reliable. Details : J. H. Bell, Edenhall, Penrith. [3136

1933 ALVIS SPEED TWENTY COUPE, shortly being dismantled, all spares available, s.a.e. for requirements. Robert Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [3137

1947 H.R.G. 1500 AERODYNAMIC, must sell, new car arrived, what offers? Crook, 39, Osborne Road, Ainsdale, Southport. [2995

BENTLEY 4½ LITRE 5-seater three-way drophead on 9 ft. 9½ in. chassis. Bodily and mechanically this car is in very good condition, having had almost everything overhauled by well-known Bentley specialists during the last eighteen months. Work done includes : rebore, crank regrind, new pistons, new Hardy Spicer prop.-shaft, new gearbox, new radiator block, new Andrex telecontrols front and rear, new jets and needles, new Marchal head lights, windtone horns, reconditioned mags. and dynamo, new battery, brakes relined, six wheels electronically balanced, rewired throughout. Price, with two extra tyres, £450. Bleakley, 92, Mansfield Road, Nottingham. Tel.: Nottingham 42209. [3138

BENTLEY 1929 4½ LITRE. Very attractive 2-seater body with dickey, in excellent condition, well shod. £350 or near offer. Owner posted abroad. Robson, 87, Stanhope Road, Darlington. [3139

ROLLS ROYCE. 1927 Phantom I Open Tourer. Immaculate condition, good tyres. New hood and tonneau. Mechanically sound. Licensed to year end. Cunliffe, The Grange, Hale, Cheshire. [3141

AVON SPECIAL, 16-h.p., fixed-head coupe, 1934. £125. Tel.: Hither Green 2651. [3142

BENTLEY 4½-LITRE, 1930 open tourer. A considerable sum of money has been spent on this car during the last two years and it is in good condition. I reluctantly offer it for sale in the region of £400. Photographs and further details sent to genuine enquirers. Barry Sutcliffe, The Stile, Broadstone, Dorset. Tel.: Broadstone 76. [3143

HEALEY SALOON, 30-7-47. Mileage 24,364. Excellent performance, perfect steering, good tyres. £395 o.n.o. Fiat "500" 4-seater. Arnott supercharged. Less than 2,000 miles since major engine overhaul and supercharger fitted. Original paint, genuine mileage 34,632. Amazing acceleration, shows speedometer 70. Registered 15/9/39. £375. Sunningdale Motors, Sunningdale, Berks. [3144

£145.—ARMSTRONG Preselector Saloon. Intact, recellulosed body. Good tyres, brakes, steering, upholstery, built-in jacks. 12-h.p., 1934. Wood, The Cleeve, Rodbourne, Malmesbury, Wilts. Tel.: Malmesbury 3200. [3145

M.G. Enthusiast reluctantly offers P.A. Midget. Unreasonable competition from stork. Truthfully perfect, £255. Gregory, 176, Ridgacre Road, Quinton, Birmingham. [3146

1934 WOLSELEY, 12-h.p. Hornet Special. Excellent condition. Two s.u's. 2/4-seater. £170 or offers. 27, Ashburton Road, Croydon. Tel. ADD 1960. [3147

M.G., 18-h.p. Tiger open tourer. First reg. 1950, £10 tax, outside exhausts, etc., new hood and screens, very fast and reliable. Spare engine and gearbox, front and rear axles complete, etc. Owner gone abroad. Nearest offer to £195. 28, Grove Hill Road, Tunbridge Wells. Tel.: Tunbridge Wells 1250. [3155

SPRINGBOK MOTORS

"The Mecca of the impecunious Motorist"

Do not be misled ! The "Perfect" used car does not exist, and we will not attempt to insult your intelligence by suggesting that any vehicle offered for sale by us falls under this category. We do claim, however, that the following cars are completely roadworthy in every respect, and backed by our three months' guarantee, represent honest-to-goodness value !

Bentley 3-litre Red Label 2-seater, with Jarvis boat-back body. New tonneau. Engine recently had extensive overhaul; chrome radiator; well shod and spot-on mechanically. Genuine enthusiast's job **£225**

Invicta, 1928, 2-seater (modern body). Preselector. Very, very fast. Rebuilt completely in 1945. Full weather equipment. 3-litre **£210**

Vauxhall 23/60 "Kington" tourer. Believed to be the only one of its kind in the world, and in really good condition. This car has never been registered, and genuine mileage is only 29,000 since new. Actual date of manufacture is 1922. Condition of bodywork is almost spotless, and Vauxhall Motors have given this car a "write-up" in their magazine. New hood and tonneau have recently been fitted. Proprietor's own car and being sold only because of shortage of garage space **£185**

1934 Riley Monaco, 9 h.p. All metal body. Clean as the day it was made; two owners only since new; really good motor, excellent tyres **£180**

1935 Riley Falcon, 12 h.p., saloon. Repainted, new carpets, etc. Very good motor **£215**

1936 Riley Kestrel 1½-litre saloon. Just completely overhauled at cost of £65, including new crankshaft and bearings. Excellent throughout **£295**

1936 M.G. PB 2-seater. Grand little job and clean as gold **£245**

1938 Alvis drophead foursome. New hood. Engine had extensive overhaul. Very smart and practically without fault .. **£425**

1939 Austin Ascot saloon. Exceptional condition. New clutch. 12 h.p., giving genuine 30 m.p.g. **£320**

1938 Morris Eight saloon. New shock absorbers just fitted. Beautifully clean, leather interior **£245**

Standard Avon, 1934, 4-seater, 12 h.p. Really fine order throughout and ready for years of trouble-free motoring .. **£145**

M.G. Magna, 1934. Converted from Continental coupe to open 4-seater. Fitted with 1947 Austin engine and gearbox. Genuine opportunity for the impecunious 'bod.' **£95**

Wolseley Hornet saloon, 1934. A no trouble job **£98**

Several others to choose from at prices from £95—£600.

Cars sold on commission.
No Sale ! No Charge !
H.P. Terms on any date car !
S.A.E. with all inquiries PLEASE !

(Head Office)

419, ST. ALBANS ROAD, WATFORD

Tel.: **Watford 7455**

and at

141, GREEN LANES, PALMERS GREEN, LONDON, N.13

Tel.: **Bowes Park 5740**

FOR SALE—*continued*

TWO AUSTIN SEVEN 17-inch wheels, outset approximately 1-inch. Built by Dunlop Racing Department. Finished primer, unused. £5. Four Riley 19-inch 6-stud wheels. Excellent condition, stove enamelled silver. 30s. each. Austin Chummy, 1928. Good condition. Faulkner, 22, Caroline Street, Birmingham. Tel.: Central 2139. [2761

RILEY 1½-LITRE SPARES. Four-cylinder engine, rebuilt for racing. Re-sleeved, high-compression pistons, crack-tested rods, re-ground crankshaft. All bearings re-metalled to racing clearances, special light flywheel. Never used and partly stripped for inspection. £85. **1½-litre T.T. Riley Spares.** Two inlet camshafts. £7 10s. each. Straight-tooth c/w and pinion 4.77/1, £12 10s. Four Amal carbs. with manifold, etc., £15. Set of T.T. shock-absorbers, £6. Rear half of body for T.T. car, £20. Special low radiator for above, new, £12 10s. **E.R.A. Crash-type Gearbox.** Unused and in perfect condition. Suitable for 6-cylinder Riley. Offers. **Riley Nine Chassis.** Every single part from brakes to wheel bearings to shackle pins is brand new. New steering and petrol tank. Poor tyres. Offers. George Radford, The Old Rectory, Wollaton, Nottingham. [2762

1939 (SEPT.) MORGAN 4/4 2-seater. Motor rebuilt as new. Distributor carb., starter, etc., rebuilt or new. New rad core, tyres, batteries, 1952 springing, at cost of £140. All bills to prove. Price £350, o.n.o. Reason: family no longer fits! Brickwood, 32, Holywell Street, Oxford. [2763

AVON-STANDARD special sports 10-h.p. Good condition. Economical, reliable. £75. 21, Coatesbill Road, Bickley Kent [2764

ALVIS FIREFLY 4-seater drophead coupé, 1933. Good condition. £175, or offer. Details and photograph. 92, Joy Lane, Whitstable. [2766

A.C. 1938 2-seater drophead coupé. Silver grey; 58,000. Any trial. £375. Tel.: Whitstable 2583. [2768

RILEY IMP. Four amals, Scintilla, tele-controls, hydraulic brakes. Hancocks, "Grasmere," Grimley, Worcester. [2769

£90.—ALVIS 12/50 saloon. In daily use. Owner leaving country. Matthew, Church Lane, Wool, Dorset. [2770

RILEY, 1933 12/6 saloon. Used daily. Excellent mechanical condition. £150, o.n.o. Dyer, Compton Down, Winchester. [2771

1928 MORRIS OXFORD coupé 14-h.p. Original body. Rough. £35. Brindley, School Lane, Whitley, Warrington. [2772

M.G., 1939, Tickford drophead. Good condition Mechanically sound. £400. Box No. 4601, MOTOR SPORT, 15, City Road, E.C.1. [2773

1931 TJ ALVIS 12/50 saloon. £150. Or exchange Alfa-Romeo. Box No. 4602, MOTOR SPORT, 15, City Road, E.C.1. [2774

FIAT 500, 1939½ de luxe 4-seater convertible; 7,000 miles since new. 1948 block and head fitted. Good tyres, re-sprayed, new hood. Chrome bumpers and fog lamp. Scintilla distributor, Solex carburetter. £345. Battersby, 5, Rosebery Avenue, E.C.1. [2667

RILEY 12/6, 1934, saloon. Good condition. Five new tyres. Taxed December. £180. 253, Byron Road, Wealdstone, Middlesex. [2643

AMILCAR SPORTS, 1927, 9-h.p. Fast, excellent condition and appearance. Taxed, insured. Spares. Offers. Holbrook, 216, Bath Road, Reading, Berks. [2782

TALBOT 10.5 V.D.P. close coupled saloon. £120 engine, gearbox overhaul; new batteries. Excellent condition throughout. £145. Tel.: Lee Green 4944 (London). [2783

ALVIS, 1932. 16.9 foursome. F.H. coupé. Clean and sound; 25 m.p.g. £120. Exchange Austin, Ford 7-10. 52, Highfield Lane, Keighley. [2784

FRAZER-NASH-B.M.W., 1936, 2-litre type 319/2 foursome drophead coupé. Bristol pump. Fram filter new Solex carburetters. Wright, Tatton Dale, Knutsford. [2787

RILEY NINE Monaco. 1,000 miles since rebore. New timing wheels, carpets, top, carburetter, indicators; 39 m.p.g. £160. Williamson, "Brewsan," West End, Woking, Surrey. [2789

3-LITRE BENTLEY RED LABEL V.D.P. tourer, 1924. In immaculate condition throughout. New tyres. Offers wanted. Ryman, Sunshine House, Chorleywood Herts. Tel.: Chorleywood 122. [2791

ALVIS 12/60, 1931, Beetleback. Specimen condition: 28 m.p.g., cruises 50 m.p.h. Has been completely rebuilt and resprayed as original. Offers. Wyllie, 67, Ridgway Place, S.W.19. Tel.: Wimbledon 7179. [2793

HUMBER 14/40 saloon, 1927. Good condition. Excellent tyres, many spares. Reliable, laughs at caravan. £80. Could bring south. Fry, Castlebank, Ecclefechan, Dumfriesshire. Tel.: Ecclefechan 71, after 7 p.m. [2794

RILEY KESTREL, 1934, 12/6. Very rough. Spare engine partly dismantled. Spare gearbox cogs, crown and several sundry other parts. £45. 2, Priory Avenue, Petts Wood, Kent. [2795

FOR SALE—*continued*

SINGER LE MANS 1¼-litre speed model. Good condition, recellulosed. £215, or exchange for open Riley Nine, J2 M.G., or similar and cash. Tel.: Burgh Heath 2790. [2796

WOLSELEY HORNET, 1933, 12-h.p. 4-seater tourer. Dark green. In good condition. Almost new tyres. Nearest £200. Box No. 4603, MOTOR SPORT, 15, City Road, E.C.1. [2797

P-TYPE M.G. Light aluminium body, hydraulic brakes, Laystall balanced engine, with or without supercharger. Successful racing record. £300, o.n.o. Nicholson, Frogrove Cottage, Woodstreet, Guildford, Surrey. Tel.: Normandy 2108. [2800

TWO LIGHTWEIGHT BUCKET SEATS. Nearly new, 50s. each. One brand new all chrome signpost spotter with matching cable £3. Preselector box ex Armstrong Siddeley 20-h.p. needs recondition of top gear clutch only. Otherwise sound, £10. Brown, "Glenross," Llantwit Major, Glamorgan. Tel.: Llantwit Major 133. [2801

RILEY KESTREL FIFTEEN, 1935. Immaculate. First person to see will take away! £300, o.n.o. Moorhouse, 113, Bad Bargain Lane, York. Tel.: York 54408. [2802

SUNBEAM 14/40, 1924 drophead coupé. Just completed professional repaint and new hood. Perfect mechanical order. At present in Portsmouth. £130. G. Naish, H.M.S. "Gorregan," Port Edgar, West Lothian. [2803

1935 RILEY NINE Merlin saloon. In good mechanical order; 35 m.p.g. £200, o.n.o. 44, St. Stephen's Avenue, Ashtead, Surrey. Tel.: Ashtead 2089. [2805

RILEY 12/4 KESTREL, 1935. Good condition. Owner going abroad. £235. Tel.: Hounslow 4075. [2664

B. & C. PEARSON

(Associated with Pearson Engineering)

SPECIAL AND OBSOLETE PISTONS of Balance — Quality — Precision

In addition to our normal range of "specialist machining" of automotive parts, we have included Piston manufacture to cover special and obsolete types, with delivery in 7/10 days, from well designed Die-Cast Piston Castings — fully heat treated—and machined on latest-type machine tools.

Sports and Racing Enthusiasts will be given every attention for "specials" whether of design or compression. To complete our piston service, special Cylinder Liners supplied.

"First-class Castings—A Good Machine—Skilled Operators"

"A Balanced and True Piston at Your Service"

WILSON WORKS
Warwick Road, Knowle,
Birmingham. *Tel.:* **Knowle 2102**

M.G. J2. Slab tank, spare wheel carrier and road wheel. Two 4.50 by 19 Michelin tyres in original wrappers. Two part worn 400 by 19 tyres and tubes. Offers. 2, Thomson Street, Guisborough, Yorks. [2806

1932 3-LITRE LAGONDA tourer. Excellent condition. Two new tyres, tonneau cover, etc. £175. 27, Bullbanks Road, Belvedere, Kent. [2808

1935 CORD, £75. drophead coupé, L.H.D., good batteries and tyres. £10 tax. Hydraulic brakes, re-upholstered. Good running order. Hyde Hill Farm, Churt, Surrey. [2809

ROVER SPEED FOURTEEN foursome coupé, July 1934. Triple S.U.s. Oil 40 lbs. hot. Sound throughout, but somewhat tatty. Hence £140. Wardall Home, near Bower Hill, Epping. Tel.: Epping 2632; Office: Leytonstone 1721. [2810

M.G. TA. Engine overhauled and body resprayed May 1952. Really sound all round condition. A.A. yet welcomed. £350. Steer, "Crescent Court," East Grinstead. Tel.: East Grinstead 573. [2811

ALVIS FIREBIRD, 1936, black saloon. Mechanically good. Bodywork fair. £285. Green, Little Orchard, Weald Way, Caterham. Tel.: Caterham 3781. [2812

1934 4½-LITRE INVICTA tourer. Complete engine overhaul just completed. Beautiful condition throughout. £400. Exchange. 1937 Jaguar 2½-litre saloon. Recent overhaul. £280. Terms-Exchanges. Tel.: Paddington 9396. [2815

VAUXHALL FOURTEEN, 1936. Excellent condition. New engine, tyres. £160. Exchange smaller open car. Tel.: Beckenham 2862. [2824

FOR SALE—*continued*

H.R.G. 1,496 C.C., 1948. Works maintained. In first-class order throughout. Recently stripped, new batteries, valves, guides, steering renewed; clutch, brakes relined. Excellent royal blue finish. Several accessories. Taxed and insured. Full history available. Will accept best offer. Tel.: Wordsworth 4473. [2817

1934 RILEY NINE Monaco. Engine and transmission overhauled professionally. The bodywork has been converted into an open 4-seater. £160. "High Ridge," Stanmore Hill, Stanmore, Middlesex. Tel.: Grimsdyke 525. [2819

ALVIS FIREBIRD 14-h.p., 1936, black four-light sports saloon. Aluminium coach body. Good red leather. New battery, rear tyres, external roof, radiator core. Chrome excellent. Utterly reliable. Smart. £350. Finch, Husthwaite, York. [2821

LAGONDA 3-LITRE, 1930, 4-seater tourer 25,000 miles since reconditioned engine. Taxed year. £250, or near offer. Inspect at Davies Motors, Ltd., 273, London Road, Staines. Tel.: Staines 4211. [2822

SINGER NINE 2/4-seater sports. £100, o.n.o. Crankshaft broken. Write: 134, Park Lane, Hayes, Middlesex. [2825

AUTOVIA SALOON, 1938. Good body and mechanical condition. Colour two shades of blue. £350. Holmcroft, Proud's Lane, Bilston, Staffs. Tel.: Bilston 42065. [2826

RILEY NINE. All models. Oil pumps, bronze body, steel plungers. Easy to fit. Guaranteed precision made £3. Post paid. We can also undertake any machining to your own specification. Send particulars for quote. T. Mallaby & Co., Engineers, 66, Meadow Lane, Leeds, 11. [2827

1939 M.G. TA SPARES. Excellent mechanical condition. Four new tyres. Just recellulosed. Good hood. Perspex side-screens. Engineer maintained. Two owners. Offers: "Aracot," Gaiefields Road, Lichfield, Staffs. Tel.: Lichfield 2305. [2828

BUGATTI 35A UNBLOWN 2-litre. Fitted with roller crank. Recent overhaul includes re-rollering, new pistons, valves, guides, top-plates, gearbox, pinions, valve springs, king-pin bushes, brake cables, etc. Very reliable and will see off other makes of vintage 2-litre in 3rd gear (85 m.p.h.); c/w dynamo lamps, luggage grid, etc. £495, o.n.o. Tel.: Welbeck 1550. [2829

£45 O.N.O. Morris Cowley tourer, 1928. New hood, running boards. 34, Hoarwithy Road, Hereford. [2830

£70.—JOWETT 2-seater. Excellent tyres, battery, hood. 45 m.p.g. Insured 1953. Taxed. 6, Acre Lane, Carshalton, Surrey. [2832

MORGAN 4/4, 1937. Taxed year. Good condition. New hood, upholstery and respray. R. Bates, Burrows Lea Farm, Shere, Surrey. [2833

1946 J.B.M. Mercury engine. H/C heads. Sprayed B.R.G. Offers to: H. Kemp-Plaice, Ever Green Service Station, Stanway Colchester. [2834

SPEEDOMETERS. Revolution counters reconditioned. Estimate given. Bradshaw, 62, Kenmore Drive, Bristol, 7. [2836

1935 PA M.G. 2-seater in B.R.G. Not used since complete rebuild. This car is perfect. See it and you'll want it. Offers. 16, Site 8, Yateley, Hants. [2837

TALBOT 18/75 sports saloon. Excellent condition. £145, o.n.o. Lanchester Fourteen sports saloon. 1937. New engine, completely reconditioned. £350. M.G. Magna. Reconditioned, resprayed. £190. Hillman coupé. Immaculate. £295. 7, Walnut Grove, Southampton. Tel.: Southampton 68855. [2839

VALE SPECIAL, 1935, 8-h.p. 4-seater. Rebuilt as new. All new weather equipment. Photo in August issue of MOTOR SPORT. Real genuine bargain. £250, or near offer. Devitt, Crown Works, Cort Street, Blackburn. Tel.: Blackburn 44910. [2840

SPECIAL. That can win awards in trials and motor over 90 m.p.h. on the road. Smart coachbuilt 2-seater body with doors, hood, sidescreens. Two spares, new tyres all round. Taxed and insured till end of year. Seen London. £350. Tel.: Hop 1962, or Eltham 2803. [2841

TYPE 43 BUGATTI. First registered 1933. First-class condition throughout. New hood and frame. £450, o.n.o. Wood, 27 Worboys Road, Worcester. [2843

ANYONE INTERESTED in large Lancias? Choice of two Dilambdas. Sound, mechanical condition and reasonable price. What offers? Rae, Bryn Awel, Beaumaris. Tel.: Beamaris 82. [2844

£100.—1931, 17.9 Sunbeam Sportsmans coupé. Mustard and black. Body, etc., very good. Engine needs overhaul. Inspection invited. Ball, National Provincial Bank Chambers, Skegness, Lincs. Tel.: Skegness 1134. [2846

1934 9-H.P. SINGER LE MANS. Cream and red. Good condition. £100, or nearest offer for quick sale. Stooke, Monkton Wyld, Charmouth, Dorset. Tel.: Charmouth 42. [2848

Vintage Autos of England

Principal: J. Bond
Manager: R. Glynn

We have much pleasure in announcing our affiliation with Simpson Motor Imports, 2242 Van Dorn Street, Lincoln 2, Nebraska, who will cater for our fellow Vintagents in the U.S.A.

LAGONDA 2-litre, 1932/3 4-seater tourer. Just overhauled, new timing chains, rebore, brakes and clutch relined, etc. New hood and curtain. P.100s resilvered. Highly polished engine. This Lag. is capable of 80 m.p.h. and on a 625-mile tour of Cornwall it did 29.4 m.p.g. Taxed December **£325**

LAGONDA 2-litre, 1931, 4-seater tourer. New tyres, body in average condition **£250**

LAGONDA 2-litre, 1931, supercharged 4-seater tourer. Excellent tyres, all-round first-class all-weather equipment. A very clean and original Lag. **£275**

LAGONDA 2-litre, 1933, 4-seater tourer. Completely rebuilt last year at a cost of £700. 100 per cent. in every way **£395**

LAGONDA 16/80, 1934, 4-seater tourer. First-class coachwork and excellent all-weather equipment. Five excellent tyres. Recently overhauled .. **£385**

LAGONDA 3½-litre, 1935, sportsman's saloon. Three owners since new and in excellent all-round fettle **£295**

LAGONDA Rapier 10-h.p., 1936, D.H. coupe. A lot of money has been spent on the mechanical condition of this baby Lag. Resprayed **£285**

BENTLEY 3-litre, 1928, 2/4-seater tourer. Completely rebuilt in 1947 with many mods. New hood, etc. **£285**

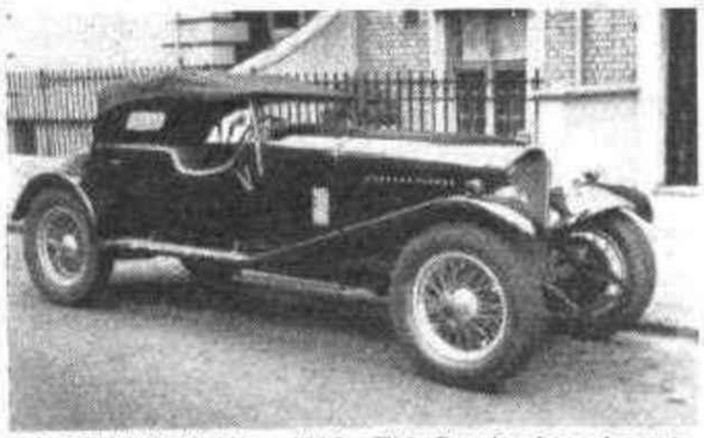
BENTLEY 3-litre, fitted with a 1931 4½ engine. A new 4-seater body was built this year. Servo brakes **£325**

BENTLEY Speed Six, 1929, fitted with a very attractive James Young sports saloon body in 1936 .. .. **£325**

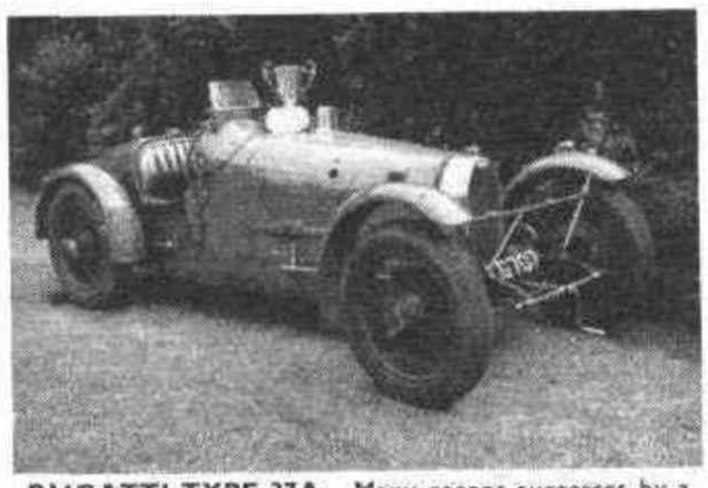
B.M.W, Type 329, 1939, D.H. coupe. Resprayed, new hood, recent overhaul, excellent tyres, etc. Taxed December **£395**

RILEY Lynx 12-h.p., 1934, 4-seater tourer. Quite a lot of money has been spent on the mechanical side of this car (all bills available) **£225**

A.C. D.H. coupe, 1936. In first-class all-round condition. Over £200 spent in the last two years (all bills available). Excellent tyres. Rechrome, new hood. Taxed **£295**



BENTLEY 4½-litre, 1928. This Bentley has a beautiful coachbuilt 4-seater body. Five excellent tyres; fitted Newton shock-absorbers back and front **£365**



BUGATTI TYPE 37A. Many recent successes by a well-known lady driver, including Bo'ness, etc. This Bug, was believed to be made for the Ettori family and has Molsheim modifications and history. Capable of well over the " ton " and has won many pots **£425**

MERCEDES, Type 540K, 1937, D.H. coupe. Resprayed, new hood. Excellent tyres. New engine from Stuttgart has recently been fitted. Radio. Taxed **£1,250**

MERCEDES, Type 500, 1936, D.H. coupe. One owner since new and in absolutely perfect condition in every way. Taxed December **£1,125**

MERCEDES, Type 230, 1937, saloon. One owner since new. Just completely overhauled, including engine; resprayed, rechrome, etc. **£525**

BUGATTI, Type 40, 1929, 12-h.p. 4-seater tourer. Recent complete overhaul and impossible to fault mechanically in any way. Resprayed, excellent all-weather equipment; five new tyres. Taxed **£265**

TALBOT 90, 1934, sportsman's saloon. Interior of this car is as new. Recent overhaul includes new gearbox, new radiator, etc. **£285**

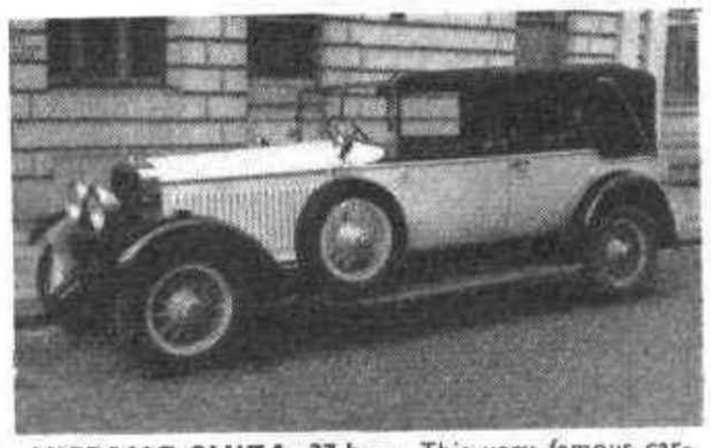
LEA-FRANCIS 12/40. This car was more or less completely rebuilt with a very attractive 2/4-seater body in 1950. Engine rebored, crank reground, etc. Excellent all-weather equipment, resprayed. A very fast and economical Leaf. Taxed December **£250**

ROLLS P.II, 1934. This Rolls has a very beautiful Continental D.H. coupe body by Gurney Nutting, and is one of the most impressive looking Rolls on the road. Resprayed, new hood, etc. **£1,125**

ROLLS Twenty-five, 1933/4, D.H. coupe with the same body as the P.II. This Rolls is now in our paint shop and will look as new **£1,050**

ROLLS Twenty-five, first registered 21.9.33, owner-driver, small 5/6-seater, sedanca de ville by H. J. Mulliner; 78,000 miles only. One owner since new. Excellent original paintwork and leather interior. Ladies' and gentlemen's rear compartments, rear passengers' speedometer, etc. Six new tyres; 20 m.p.g. just decoked, Rolls serviced, taxed December. Original tools, etc. **£785**

Jack Bond wishes to thank all friends who sent messages of congratulation on winning the Premier Award and Class Award with his 1929 Vintage 38/250 Mercedes at Brighton Concors d'Elegance, thus proving once again that a good Vintage car can outshine the finest of the modern contraptions.



HISPANO-SUIZA, 37 h.p. This very famous carriage has appeared in many films, including " The Third Man," etc. It has a very attractive body by Edmann-Ross, of Berlin, which can either be a sedanca de ville, saloon or tourer, and will seat eight in luxurious comfort and one constantly hears people remarking: " They don't make 'em like that now." Recently resprayed, primrose and black. Rechromed, new hood and unmarked interior. Six excellent tyres. Superb braking, steering; 15 m.p.g. .. **£485**

ALLARD 1950 2-seater. We have not sunk to selling post-war cars but we are selling this car for a customer who purchased from us the Sultan of Johore's Merc. This contrivance has had one owner since new, fitted radio and all the modern inconveniences .. **£525**

DE DION BOUTON, 1908, 14-h.p. 4-seater tourer. This veteran is in superb original condition. Fitted excellent hood and curtains, rear Auster screen. Highly polished brass carriage lanterns. This car was driven down from Bristol in under four hours and always starts first turn of the handle .. **£250**

We have coming in one 1910 and one 1911 Rolls Silver Ghosts. Full details next issue if not sold.

THE FOLLOWING CARS ARE AT PAVILION ROAD:

AUSTIN, 1932, 14/6 4-seater saloon. In excellent original condition. Excellent tyres. 29 m.p.g. **£150**

A.C., 1933, 16-h.p. 4-seater tourer. Rebuilt last year with a new body, etc. **£250**

ALVIS, 1930, 16.9-h.p. " Beetleback " sports 2-seater. Excellent original fettle. Two owners since new **£175**

ALVIS 20-h.p. Crested Eagle saloon. Just completed engine overhaul. Three owners since new .. **£250**

BENTLEY, 1929, 4½-litre saloon. Just received £50 overhaul **£225**

FIAT BALILLA, 1936, 11-h.p. 2-seater .. **£250**

LAGONDA 2-litre, 1928, 4-seater tourer. Choice of two .. .. **£150 and £145**

LORRAINE-DIETRICH saloon, 20 h.p., 1926. Excellent condition **£85**

ROLLS Twenty, 1927, saloon. Re-upholstered, resprayed, etc. **£200**

ROLLS Twenty, 1926, fixed-head coupe, yellow and black **£350**

SUNBEAM, 1931, close-coupled 2-door sportsman's saloon. New engine just fitted **£185**

SUNBEAM Sixteen, 1928, 4-seater tourer. New tyres. Excellent hood curtains, etc. **£150**

SUNBEAM, 1931, 4-door saloon. Excellent condition **£200**

SUNBEAM sports saloon, 1936. One owner since new **£225**

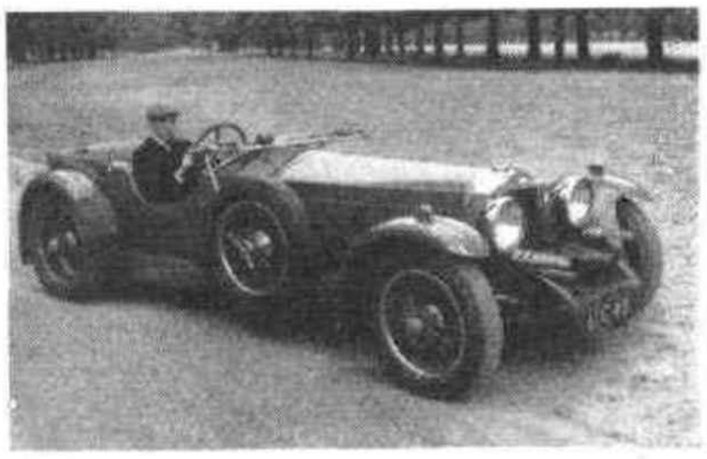
TALBOT Fourteen, 1934, sportsman's saloon. Excellent paintwork, interior, etc. **£185**

M.G. 18/80, Mk. II roadster. New hood, curtains tyres, rechromed, new instruments. Very clean specimen **£225**

BUICK, 1930, D.H. coupe, in exceptionally fine fettle. New tyres, etc. **£95**

HILLMAN Twelve, 1929. Recent engine overhaul **£35**

AND MANY OTHERS—PHONE OR COME ALONG



INVICTA 4½, 1934, 100 m.p.h. This Invicta has just had an engine rebuild and is not yet run-in. Fitted tele-controls. Outside exhaust, hood, tonneau, etc. Excellent paintwork and chrome wheels. This very fast car is a very fine specimen of its type. Taxed **£350**

★ **Hire purchase terms and immediate insurance can be arranged.**

★ **Cars bought for cash or quickly sold on small commission.**

★ **Trimming — hoods — tonneau covers — upholstery — conversions — etc.**

Head Office and Main Showrooms:

QUEENS GATE MEWS, GLOUCESTER RD., S. KENSINGTON

Telephone: WEStern 5522 (5 mins. Gloucester Road Tube Station).

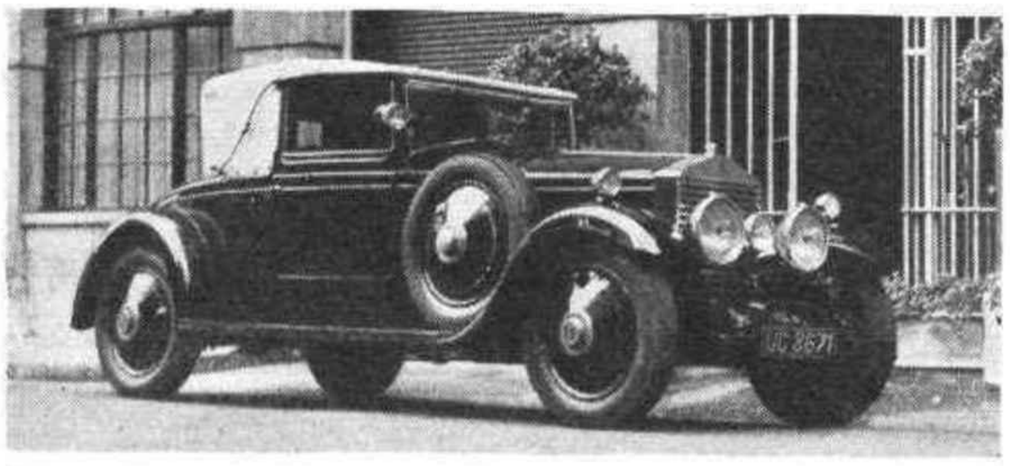
BARGAIN BASEMENT AND WORKS: 189/195, PAVILION ROAD, SLOANE STREET, KNIGHTSBRIDGE, S.W.1. TELEPHONE: SLOANE 8326

OPEN 9.30 a.m. to 6 p.m. SIX DAYS A WEEK, OR ANY TIME BY APPOINTMENT. SUNDAYS BY APPOINTMENT ONLY

SIMMONS

GROSVENOR 1188 **GROSVENOR 2635**

Offers the following selection of sports carriages from a varying stock, together with a full
THREE MONTHS' GUARANTEE AGAINST ANY MECHANICAL DEFECT WHATSOEVER
on all vehicles priced at three hundred and twenty-five pounds and above.



ROLLS-ROYCE 21.9 (1928). Chassis No. GUJ 72. Enclosed 4-seater sports drophead coupe by Gurney-Nutting. Less than 600 miles since complete mechanical overhaul by Messrs. Rolls-Royce Ltd., including rebore, new pistons, reground crankshaft, new ends and mains, etc. The gearbox and transmission was at the same time completely stripped and fitted with all new bearings and necessary parts renewed. Complete with P.100s, passlights, disc wheels, six new Dunlops and new batteries, etc. This Rolls Twenty runs, as may be imagined, incomparably well. All bills are available for examination.

£450

F.N./B.M.W. (1937), Type 319, 2-litre foursome sun-roof saloon. In really exceptional fettle. Grey. Very clean. Further details on request.

£300

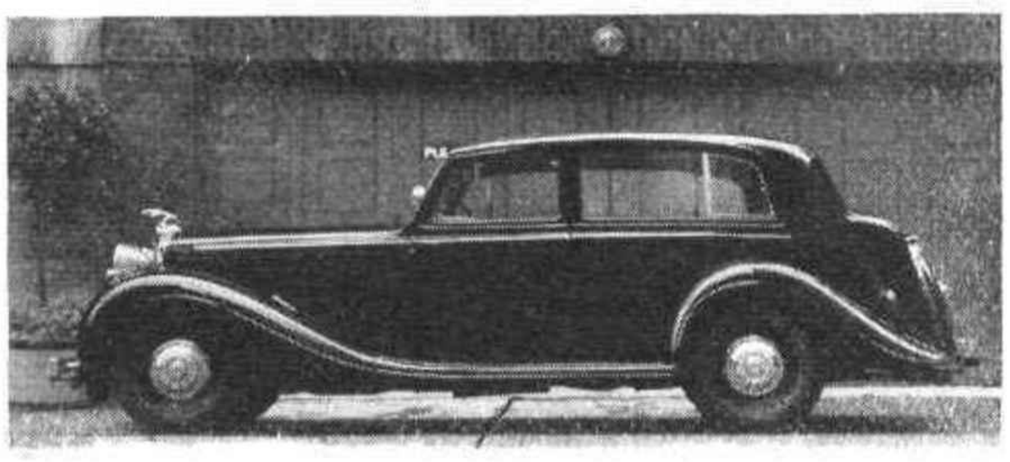
ROLLS-ROYCE (1923) 21.9 foursome saloon by H. J. Mulliner. Admittedly the coachwork has seen better decades but the mechanical condition is still inimitably "Rolls," having undergone a complete overhaul in 1947. Brakes are very efficient, and the engine practically inaudible . . . even when running. Chassis No. 87 K 7.

£135

RILEY IMP (1935). Bills for £170 for complete mechanical overhaul and recellulose this year. The tyres and weather equipment are new.

£350

ROLLS-ROYCE Phantom II. Chassis No. GN 75. Sports drophead coupe by Figoni and Falaschi. A most compelling and outstanding example of the French styling of the middle 1930s. An illustration, together with a full description of this extremely low mileage Phantom II will appear in the September issue. In the meantime this Rolls is open to inspection in our workshops, where it is at present undergoing recellulose in grey and black. Further details of this and any other models advertised will be promptly forwarded on request.



1940 SUNBEAM-TALBOT 4-litre, 26-h.p. owner-driver sports saloon by Thrupp & Maberley. "One off" coachwork on a perfect chassis with an extremely low mileage. Virtually one owner since new and in incomparable and unmarked mint condition throughout. Both for beauty of line and versatility of performance and ride this particular Sunbeam compares more than favourably with carriages for which three times this figure is demanded.

£625

RILEY Gamecock, 9 h.p., with Series engine (1⅝-in. crankshaft), 6.5 compression, with manual crash gearbox. Complete engine overhaul 1950—little used since.

£225

LAGONDA 2 litre (1929), high chassis. Agricultural coachwork but mechanically very sound.

£185

ALLARD (1949) K2 series, 2-seater with full weather equipment. 26,000 miles. Export engine with h.c. finned alloy heads. Very potent. Excellent condition.

£525

M.G. TC (1947), 33,000 miles. Black. Keenly maintained and tuned. A much better-than-average example of this popular model, at a much lower-than-average figure.

£450

ASTON MARTIN International. Currently undergo ng complete re-build in our workshops.

£225

1929 BENTLEY 4½ litre. Chassis No. XR3343. Cut and shut chassis with lowered radiator. Over £1,300 **(thirteen hundred)** has been spent on bringing this very fast Bentley to its present much modified condition. Modifications include Borg and Beck clutch mechanism, 7.50 by 19 wheels, Alfin 18-in. brake drums, h.c. engine—balanced crankshaft, etc., etc. Space precludes a prolonged description but three volumes of bills and correspondence are available for inspection to interested inquirers.

At the time of going to press we are negotiating for a **LAGONDA LG 6** (1938) saloon, an exceptionally good **F.N./B.M.W.** (1937), **Type 319/45** cabriolet, a 1949 **VOLKSWAGEN** (8,000 miles), and a **K 540 MERCEDES** Cab. "B" and two Rolls "Ghosts." We will gladly supply further details to interested inquirers.

We can now offer the most exceptional Hire Purchase facilities on all Vintage and Sports models.

SIMMONS

12 REX PLACE · PARK LANE · W.1

GROSVENOR 1188 **GROSVENOR 2635**

Immediate Insurance effected with Lloyd's Brokers. *Export and Shipping.* *Engineers' Reports and Examinations*
All Vehicles and Accessories are offered subject to being unsold unless otherwise stated. E. & O. E.

FOR SALE—*continued*

VOLKSWAGEN. Military version. New hood and battery. £160. Seen Surrey. Tel.: Downland 4560; Maida Vale 1331. [2916

ALVIS 2-SEATER 17-h.p. Aero-screens, tonneau cover. Good condition. £150. Reason for sale: Lumbago. Tilley, Brynawelon, High Street, Newhall, Burton-on-Trent. [2918

EXCHANGE ALVIS, 1931, 12/60 sports, with new brake body, and Rolls Twenty with brake body for Bentley or similar open tourer. Condition immaterial. Royal, 59a, Heigham Road, Norwich. Tel.: Norwich 26378. [2921

RACING BRESCIA BUGATTI. Good condition. Good tyres, new cylinder block, new half-shafts, dynamo and starter. Available for road use. £135. Type 30 rear axle, £10. Alvis Crested Eagle Limousine. Engine partly dismantled, £20. V. Knight, Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151, after 6.30 p.m. [2923

TYPE VA M.G. 1½-litre tourer, 1938. Black with red upholstery. Detachable disc wheels. Wireless and heater. Reconditioned engine done 3,000 miles only. Tyres very good. £475. Graham Davies, Aberynant, Llanidloes. Tel.: Llanidloes 322. [2926

3-LITRE SUNBEAM. Twin cam tourer. New tonneau cover, triple Hartford shockers on front. Brakes recent overhaul. Needs some slight attention. £65. 34, Tyn-y-Parc Road, Whitchurch, Cardiff. Tel.: Rhiwbina 1821. [2929

FORD PREFECT. water-pump. As new. Slack, 53, Avenue Road, Coseley, Staffs. [2930

ALVIS SPEED TWENTY Charlesworth drophead. Rebuilt and registered 1949; i.f.s., Newtons front, telecontrols rear. Maintained in perfect condition by Alvis specialist. £400. Varndell, 11, The Poplars, Ferring, Worthing. [2931

RACING 500 C.C. Burman gearbox, with clutch, £17. Spare clutch, £5. (Together, £20.) Lodge racing plugs (unraced), 4s. 6d. each. Cooper top tank, four Girling shock-absorbers, £4 together. Carriage extra. Twitten Orchard, Nutbourne, Pulborough, Sussex. [2932

1928 AUSTIN SEVEN. Taxed. Engine dismantled. Reqnires attention. Chassis, etc. Sound £25. 1946 R.E. 125 c.c., running order, £25. Creswell, Layerbreton Lodge, Colchester. [2933

ALVIS 12/50 SPARES. Reconditioned big port engine, unused, £35. Short stroke, used, £15. Rear axle, £5. Two gearboxes, £3 10s. each. Firefly radiator with shell, £8. 5 in. Speedo and rev-counter, unused, £9 each. Four new 500/20 covers, £5 each. H/Spicer prop. shaft, £5. Alum. flywheel casting, £3. 29, Branksome Drive, Nab Wood, Shipley, Yorks. [2936

SPARES. Two new India 140 by 40 in wrappers, £8. Most parts Austin Seven, 1934, back axle, £2 10s. Ford Ten radiator, new, £3. Wanted.—Cylinder block Alvis model TD 16.95-h.p. 39, Rydens Road, Walton-on-Thames. [2937

VAUXHALL 30/98 E-type chassis. Delage front axle. Engine and gearbox perfect. Unused since full recondition. Remainder of car rather modified and body practically nil. £85. Advertiser: Feltham Lodge, Feltham, Middlesex. [2939

SUNBEAM, 1926, 4½-litre 8-cylinder tourer. Engine, chassis and all mechanical parts in excellent condition. Servo brakes. Good tyres. Body good with original German-silver bonnet, etc., but rear half home built. £100. Advertiser: Feltham Lodge, Feltham, Middlesex. [2939

£30. RECONDITIONED FORD TEN engine. Pratt, 84, Mount Nod Road, S.W.16. Tel.: Streatham 2756. [2940

1926 CLOVER-LEAF CITROEN. Laid-up 1930-1952. Almost original condition. £70. Or exchange Austin Seven. Box No. 4597, MOTOR SPORT, 15, City Road, E.C.1. [2941

B.M.W. TYPE 45 SPARES. S.A.E. for particulars. 5, St. Leonard's Court, S.W.14. [2942

M-TYPE M.G. 40 m.p.g., 70 m.p.h. Very good condition. £140. 32, Barn Lane Birmingham, 14. [2944

ALVIS 12/60 T/L Beetleback, 1932. Fast and sound. Complete all-weather equipment. £150. Aston-Martin, 1933, saloon. £185. Rover Ten, 1934, saloon. Good mechanically. £160. Exchanges, H.P. and insurance if required. 131, Croydon Road, Caterham, Surrey. Tel.: Caterham 42. [2947

CLYNO, 1929, 11-h.p. tourer. Coachwork, wings, upholstery excellent. Hood, screens need attention. Good running order. £65. Barton Garage, Ltd., Okehampton, Devon. Tel.: Okehampton 312. [2949

ASTON-MARTIN international 2/4-seater. Good condition. New hood, screens and tonneau. Two new tyres. £320, o.n.o. Burch, 28, Beverley Road, Reading; or seen at Central Garage, Pangbourne, Berks. [2950

FIAT 500. Green Cabriolet. Excellent condition; 1937 with 1939 engine and all modifications. New rear springs, brakes relined and good tyres; 50 m.p.g. £280. Hearn, 44, Westville Road, Thames Ditton. Tel.: Emberbrook 5428. [2952

FOR SALE—*continued*

EXCHANGE WOLSELEY NF 14-h.p., 1936. Good condition, heater, well shod. Absolutely reliable, economical, for Rolls, Bentley, Packard, Railton, or similar, not tourer. 113, Constance Road, Whitton, Twickenham. Tel.: Popesgrove 4345, after 6.30 p.m. [2953

3-LITRE 2-SEATER BENTLEY. £120. New radiator, tyres, rewound magnetos. Runs very well. Body sound, but somewhat utility. Box No. 4522, MOTOR SPORT, 15, City Road, E.C.1. [2677

S.S. ONE, 1934, 16-h.p. 4-seater open sports tourer. Fast. Well maintained. £135, or near offer. Box No. 4524, MOTOR SPORT, 15, City Road, E.C.1. [2686

ENTHUSIAST has vintage and other types in decent condition. For sale or exchange. Tel.: Farnborough (Kent) 4448. Box No. 4599, MOTOR SPORT, 15, City Road, E.C.1. [2663

LARGE VINTAGE or Edwardian hood frame. Ash hoops and hood. Austin, 1929, 12/4 complete rear axle, springs, wheels and hood frame. Alvis 12/50 gearbox, 3-point mounting. Perfect. Your price. Box No. 4526, MOTOR SPORT, 15 City Road, E.C.1. [2702

FRAZER-NASH-B.M.W. type 45 4-seater. Sleeved .010 undersize, Hardy-Spicer shaft, 130 ah batteries. Fram, brakes, clutch, front suspension. Recently overhauled. £325. Box No. 4527, MOTOR SPORT, 15, City Road, E.C.1. [2705

RILEY LYNX 4-seater tourer, 1933. First-class condition throughout. All-weather equipment includes tonneau cover. Well shod. View London area. 300 gns. Box No. 4528, MOTOR SPORT, 15, City Road, E.C.1. [2709

H.R.G. "1,100," 1948. Green. Works maintained; 21,000 miles. Many extras. £695. Tel.: Buckhurst 2534, or Box No. 4529, MOTOR SPORT, 15, City Road, E.C.1. [2720

VAUXHALL 30/98 E-type aluminium tourer. Rebored. Complete engine overhaul. In excellent near original condition. £225. Tel.: TER 5937. Box No. 4530, MOTOR SPORT, 15, City Road E.C.1. [2723

WHATEVER THE M.G.?
WHATEVER THE SNAG?
WHATEVER THE POSER?
The answer's in
The M.G. Workshop Manual
by W. E. Blower (of the M.G. Service Dept.)
Look at the value: 485 pages. Over 350 illustrations. M.G.'s own tuning "gen" supplement. Bound in special washable cloth. *25s. 9d. post free.* Send for this book on 7 days approval.
Better Books Ltd.
94 Charing Cross Road, London W.C.2

£150! TALBOT "95" saloon. In first-class order throughout. Sports car performance with roomy saloon body. Box No. 4531, MOTOR SPORT, 15, City Road, E.C.1. [2735

BENTLEY BLUE LABEL, 1926, long chassis fabric saloon. Excellent mechanically. Rebored 2,000 miles since. Fabric and chromium as new. Good tyres. Maintained by Bentley mechanic. £225, or near offer. This car will be driven from Glasgow to Wiltshire on July 19th, and can remain there for two weeks. Box No. 4532, MOTOR SPORT, 15, City Road, E.C.1. [2744

FRAZER-NASH T.T. Replica, 1934. Owner 15 years reluctantly selling, bought larger car. Very good mechanical electrical condition (few known defects honestly confessed). Just repainted silver. Maroon leatherwork renewed. Typical Nash performance on Pool. £200, o.n.o. Tel.: Vigilant 9351, or write Box No. 4533, MOTOR SPORT, 15, City Road, E.C.1. [2755

AUSTIN SEVEN, 1932, saloon. Exceptionally good condition. £100, or exchange larger saloon. Box No. 4534, MOTOR SPORT, 15, City Road, E.C.1. [2765

£125. ALVIS supercharged f.w.d. 12/50 sports. Good condition. Details on request. Box No. 4535, MOTOR SPORT, 15, City Road, E.C.1. [2777

RILEY KESTREL 1½-litre six-light saloon. Series 27K. £410, or consider part/exchange. Box No. 4536, MOTOR SPORT, 15, City Road, E.C.1. [2778

BENTLEY 3-LITRE RED LABEL, 1925, saloon. Needs some attention. Scotland. Further details from: Box No. 4537, MOTOR SPORT, 15, City Road, E.C.1. [2779

1935 RILEY NINE Lyncock coupé. Immaculate condition; 40 m.p.g. Twin manifold available. Radio. £250. Box No. 4538, MOTOR SPORT, 15, City Road, E.C.1. [2780

FOR SALE—*continued*

£185. TRIUMPH SPEED SIX GLORIA 12.9-h.p. open 4-seater, 1934. Hood, side-curtains and tonneau. Cylinder liners, new piston rings and valve springs. Clutch and brakes relined. Dr. Hope. Tel.: Park 5400. [2665

LAGONDA. Two 2-litre low chassis dropheads. Mechanically sound, bodies rough, quantity spares. Cheap, quick sale. Register 163. Box No. 4540, MOTOR SPORT, 15, City Road, E.C.1. [2788

AC 1935 2-litre D/H coupé with dickey. Excellent mechanical condition. New hood, carpets, battery. Good tyres. Bodywork sound. £300. Box No. 4541, MOTOR SPORT, 15, City Road, E.C.1. [2790

LAMBDA 8TH metal saloon; 5th engine. Excellent runner. Electrics, body and upholstery good. £105, o.n.o. Several spares available. Tel.: Sheffield 37168. Box No. 4542, MOTOR SPORT, 15, City Road, E.C.1. [2792

1924 LONG CHASSIS 3-LITRE BENTLEY fitted with light aluminium 2/4-seater body. Mechanically excellent. Very potent. Insured March, 1953. Nearest £225. Box No. 4534, MOTOR SPORT, 15, City Road, E.C.1. [2799

RILEY 12/6 KESTREL, 1934. Pre-selector, 3 S.U.s, Scintilla mag. Seen Glasgow area. £200, or near offer. Box No. 4544, MOTOR SPORT, 15, City Road, E.C.1. [2807

UNIQUE 18-H.P. LEA-FRANCIS tourer. Complete overhaul 1947. Retractable passengers' screen. One owner since 1936. Best offers. Box No. 4547, MOTOR SPORT, 15, City Road, E.C.1. [2813

RILEY 16/4, 1938, KESTREL saloon. Excellent condition. Resprayed. New head lining. Seven tyres. Woodhead hydraulics. New battery. Fast and reliable. Offers. Box No. 4548, MOTOR SPORT, 15, City Road, E.C.1. [2816

FRAZER-NASH ANZANI. £180, o.n.o. Good condition. Rebuilt 1950 new body lowered radiator. Regret no weather equipment. Seen Kent. Box No. 4549, MOTOR SPORT, 15, City Road, E.C.1. [2835

1933 RILEY ALPINE saloon. Engine overhauled cost £100. Rewired. Good tyres. £170, or near offer. Box No. 4550, MOTOR SPORT, 15, City Road, E.C.1. [2845

1952 MORRIS MINOR. Special saloon fitted TD Stage II specification engine. P750 lamps, phenomenal performance and economy. Low mileage. Would consider large, quality saloon in exchange, or offrrs over £850. Free of any current restrictions. Birmingham area. Box No. 4552, MOTOR SPORT, 15, City Road, E.C.1. [2873

BENTLEY 4½-LITRE saloon in unique condition. £199 10s. This really breaks my heart, but she must go. Box No. 4553, MOTOR SPORT, 15, City Road, E.C.1. [2874

1950 TREEN RILEY REPLICA, 1,087 c.c. Black. Good condition. Four Amals, etc. An excellent all round sports car. Offers. I have purchased saloon. Box No. 4554, MOTOR SPORT, 15, City Road, E.C.1. [2880

DIS DELAGE TOURER fitted Rover Sixteen engine and gearbox. All excellent condition. Marriage forces sale. Offers. Around £200. Box No. 4556, MOTOR SPORT, 15, City Road, E.C.1. [2908

CUCCIOLO 48-C.C. O.H.V. 2-speed cycle motor; 100 miles only. £30. Fitted to Rudge Whitworth 23-in. cycle in good condition. £50, o.n.o. Taxed year. Box No. 4557, MOTOR SPORT, 15, City Road, E.C.1. [2914

EXCHANGE M.G. PA. Immaculate mint condition. Host of extras for sports saloon or drophead. One requiring repairs considered. Midlands. Box No. 4558, MOTOR SPORT, 15, City Road, E.C.1. [2919

1931 RILEY NINE chassis, C.W. fully reconditioned gearbox, steering. Transmission, and reset springs. £30, o.n.o. Maughfling, Pete Hall, Abberton, Colchester. [2954

£85. 500 SPECIAL AUSTIN case. Twin port Rudge. Spare engine, pistons, sprockets. Many extras. Four new tyres. Well made, attractive. Owner chose a wife. Tel.: Rushden (Northants) 3030, mornings, evenings. [2958

M.G. twin spare wheel attachment. Pair chrome M.G. door handles. Pair front springs and gearbox for Amilcar. Offers. 550 clean copies *Autocar* 1939 to date. £5. Cohuna, Homestead Road, Ramsden Bellhouse, Billericay. [2959

DARRACQ 15-H.P., 1927, D.T.S. tourer 4-seater. Sound mechanical condition. Good hood and side-screens. Three new tyres. Uses no oil; 23 m.p.g. Requires repaint. £95. Hirst, 31, Crackley Hill, Kenilworth, Warwicks. Tel.: Kenilworth 741. [2961

AUSTIN 12/4 TOURER, 1928. Looks well, goes well. What offers over £65? Canty, 46, Albion Road, London, N.16. Tel.: Clissold 7216. [2962

BROOKLANDS RILEY, 1930. Very thorough re-build. Owner well known for the high standard of his cars. Price £350. Only genuine inquiries to: Quayle, Martins Bank, Limited, Plymouth. [2963

ALVIS SILVER EAGLE saloon, 1935. Good condition all round. Genuine car. Taxed. £175. J. F. Brown, Tarrant Gunville, Blandford, Dorset. [2966

FOR SALE—*continued*

LAGONDA PARTS—20-h.p. engine all but magneto. Also radiator and bonnet. Tel.: Croydon 4156. [3148

£60.—SUNBEAM 12.9 Saloon. Fair condition. Spares available. Herding, 284, Middle Road, Southampton. [3149

RILEY, 1925, 12-h.p. 4-seater tourer. Three new retreads, sound hood, excellent mechanically. £50. Tel.: Beavis, Wheathampstead 2175. [3150

AUSTIN SEVEN SPORTS SPECIAL ready for this season's 750-formula racing. Spec. Ulster Engine, with enlarged inlet ports and spec. camshaft, completely recond. as new by "Lotus" Engineering. Boxed-in chassis and lightweight springs, coupled four-wheel brakes. Offset wheels with all new tyres and tubes. Lightweight 2-seater body. Car unused since rebuild. £300. Mr. Teat, 173, Ballards Lane, Finchley. Tel.: Finchley 2106. [3151

FRAZER-NASH, 1935, T.T. Replica. 14-h.p. Blackburne engine. Car in original condition. B.R.G. £340.

1931 8-LITRE BENTLEY open 4-seater. Late property of a titled owner, and rebuilt at great expense. P.100 lights. New tyres. New hood and side curtains B.R.G. £450 or offer.

3-LITRE BENTLEY. Rear part of body is being improved. Ex-works owned Bentley fitted with servo brakes and other improvements. This car has been rebuilt over the past 2 years, and is in very good condition. £175. Station Garage, Station Street, Droitwich Spa. Tel.: Droitwich 3378. [3152

ALFA-ROMEO, 1500. 2/4-seater. Fitted Kigass, new twin fuel pumps, oilcoil, tonneau, oversize tyres. 25-m.p.g. Makers' oil pressure. Vivid acceleration. £195. Tel.: Moulton (Northants) 2229. [3154

TRIUMPH "MONTE CARLO". Tuned Coventry Climax, 1,232-c.c. Special Four Sports Tourer, fine condition, just re-upholstered in Vianide, re-cellulosed and chromed, new hood, Andre Telecontrols, Bills £70 Engine overhaul 1,500 miles ago. Almost new tyres, Performance with 30 m.p.g. £220. Available after August 5th. Tel.: Eltham 6375. [3156

HUMBER, 1927. 8.5-h.p. tourer. 2/3-seater. £100. New hood, brakes, wiring, magneto, repainted, taxed, insured, handbooks. Tel.: Hampstead 0279 after 7 p.m. [3157

LAGONDA RAPIER. 10-h.p., 4-seater tourer, 1935. Good condition. Recently resprayed. £240. Bolton, 5, West End Terrace, Southport, Lancs. [3158

BURGHFIELD GARAGE. Austin Eight tourer, first registered 1946. Repainted green, new seats; engine and tyres good. Not one of those "bargains" which has just had £400 overhaul, but it has had new pistons, valves, timing chain, etc., and is a very pleasant little car which does not use any oil. £245 o.n.o. Burghfield, Nr. Reading, Berks. 8 a.m.-7 p.m., Mon.-Sat. Ring Burghfield Common 159 for further details. [3159

VALE SPECIAL, 2-seater. Complete mechanical overhaul, new crankshaft, mains, etc., new hood and tonneau, fold-flat, hydraulics, excellent performance and appearance. £125. Tel.: Kenilworth 106. [3160

RILEY 9, 1936, timing gears brand new. Studebaker "Commander" 1936 i.f.s., and all brakes £10. Austin 10/4 1936 gearbox and housing £5. 5.00-in. and 5.25-in. by 16-in., 45s., two. Wanted 40-mm. modern updraught for Lanchester "21". Parker, Denmark House, Royston. [3162

1934 LAGONDA Pillarless Saloon. Immaculate appearance. Perfect mechanical order. Broke owner reluctantly offering. £250. Seen Parsons & Parsons, Potter Street, Harlow, Essex. [3164

HORNET SPECIAL, 12-h.p. 4-seater, 1933 tourer. Excellent mechanical condition, tyres and appearance. £155. Tel.: Baldock (Herts.) 101. [3166

SUNBEAM SIXTEEN. 1932 Sportsman's D.H.C. Excellent condition all round, very well shod. £165. Also 1940 "Standard 14" engine and gearbox, all accessories. £40 o.n.o. Holmes, 49, North Promenade, Cleveleys. Tel.: Cleveleys 2076. [3167

H.R.G. The 1949 Le Mans and Spa 1500 c.c. class winning car. (Ex Peter Clark), fast and reliable, light alloy 2-seater body, quickly detachable road equipment. Ready immediate racing or road use. £825 or nearest. Further details: Siddaway, 5, Chapel Street, Grantham. [3168

STUTZ STRAIGHT EIGHT. £100. Chrysler saloon, £30. Standard "I.O." saloon, £40. Hillside Garages, Speen, Bucks. Tel.: Hampden Row 215. [3169

VAUXHALL 14/40 CHASSIS, excellent order, good tyres, less radiator, £25. Sunbeam and Talbot, many spares available. Mackay, Milton Mill, Stirling. [3170

£60.—Excellent 1930 Morris Cowley 2-seater. Cashmore, 109, Eachelhurst Road, Erdington, Birmingham. [3171

£150.—SUNBEAM 12. Very good condition. Would exchange smaller. Tel.: Stamford Hill 4779 (London). [3172

RILEY NINE MONACO, 1933. Sound condition. £145. 8, Windermere Road, Streatham, London. [3173

RILEY 9 GAMECOCK. Good condition. £130. 38, West Drive, Cheam, Surrey. Tel.: VIG 1879. [3174

RATHER SICK SINGER 9 OPEN SPORTS. Barlow, 253, Church Street, Little Lever, Lancs. [3175

RILEY FALCON, 1935. Running order. £175 or offer. Quiney, 11, Shawhurst Lane, Hollywood, Birmingham. [3178

FOR SALE—*continued*

1934 9-H.P. LE MANS SINGER. £135 or offer. Oates, Wycombe Road, Princes Risborough, Bucks. [3177

1933 MORRIS MINOR. 2-seater. Excellent throughout. £95 or offer. Tel.: Weymouth 2667. [3176

SCINTILLA VERTEX. 4-cyl. anti-clock as new. £5. Turton, 16, Hope Street, Dewsbury, Yorks. [3179

WOLSELEY DAYTONA, 1933, good condition. Nearest £150. 23, Swinton Crescent, Unsworth, Bury. Tel.: Prestwich 2171. [3181

CLYNO, 1929, 8.3-h.p. saloon, exceptional order. Original condition, heater fitted. Offers? J. Charlton, Stretton, Rutland. [3182

1934/5 RILEY 12/6 A.S. Preselector gearbox, complete. Offers. Apply Crown Hotel, Biggleswade, Beds. [3183

M.G. P.A., 1936, 2-seater, red, all-weather equipment. £250. Shrimpton, Redhaven, Melton Drive, Storrington, Sussex. [3184

M.G. 18/80 saloon, stored ten years. One previous owner, resprayed, fast, reliable. £180. Tel.: Hove 32220, evenings. [3185

16/50 HUMBER, 1930, 5-seater tourer, good condition. £95 or offer. T. B. Ask, "Ford Bank", London Road, Buxton. [3186

FRAZER NASH. 1933 T.T. Replica. Meadows. Excellent sporting condition. £300 o.n.o. Brown, Manor House, Nettlebed, Oxon. [3187

AERO MINX SPORTS. 4-seater, excellent condition. £195 o.n.o. 14, Bury Avenue, Ruislip, Middlesex. Tel.: Ruislip 9013. [3188

9/20 HUMBER, 1928, 2-seater, complete, towable. £20, or will break for spares. Hawkins, Longlodge, Otford, Kent. [3189

"AUSTIN SPECIAL WANTS HUSBAND". Professionally built. Overhauled engine. Pressure feed. Hood unfinished. £100. 208, Algernon Road, Lewisham, London. [3192

Tuning & Maintenance of the M.G.

by Phillip Smith

Detailed "gen" on dismantling, overhauling, re-assembling the o.h.v. and push-rod engines, and tuning for maximum performance. Photos of dissected assemblies and timing instructions etc. Chapters on Superchargers & Supertuning the T-Type engine.

Cloth binding 15s. 9d. post free.

Better Books Ltd.

94 Charing Cross Road, London W.C.2

ROVER 10/25. Rebuilt open 4-seater. Modern line. Recent engine, etc. overhaul. £75 o.n.o. 57, Greenways Crescent, Shoreham, Sussex. [3191

PRIVATE SALE. Used tyres 16 x 45, 15 x 50, 14 x 50. Box No. 4612, MOTOR SPORT, 15, City Road, E.C.1 [3041

MORGAN PLUS FOUR, 1952, 4-seater, green. Just carefully run-in. Covenant free. Many extras. £835. 27, St. Agnes Road, Moseley, Birmingham. Tel.: South 2513. [3042

MORRIS MINOR S.V., 1933, 2-seat tourer. Mechanically excellent, coachwork good, new tyres and battery. Bills for £45. Going Riley £110. Clarke, 5, Hill Close, Cricklewood, London, N.W.2. Tel.: Gladstone 5886. [3043

RILEY 12/6. Front and rear axles, steering unit, springs, etc. Offers. 46, Ludlow Road, Woodbank, Stockport, Cheshire. [3044

F.N.-B.M.W., TYPE 45, drophead coupe. Engine and body just reconditioned, re-sprayed, re-wired, new front suspension bushes, tyres and glass. First offer over £300 secures. Seen Byfleet. Box No. 4607, MOTOR SPORT, 15, City Road, E.C.1. [3045

LAGONDA 16/80, tourer. First registered 1934. Very good motor-car, most striking appearance, new hood screens, tyres. Recent re-paint, twin windtones, spotlamps, chrome and interior excellent. £325 or nearest sensible offer. Taxed year. 4, Mary St. Thornton, Bradford, Yorks. Tel.: Thornton 3198. [3046

JAGUAR 2½ SALOON, 1938. Excellent order. £385 or exchange anything potent and reliable with cash. 152, Wellington Road, Manchester, 20. Tel.: Didsbury 5047. [3047

TALBOT 65 COUPE, 1933. Wilson box, sound throughout. "Fearnside", 6, Harrogate Road, Caversham, Reading. [3050

GWYNNE 8, £85. Good throughout. D. Woolley, 337, Fordhouse Lane, Birmingham. [3052

RILEY 15/6, saloon, 1937. Immaculate appearance, perfect running order. Offers. Evans, Orchard, Knighton, Rads. [3060

FOR SALE—*continued*

ALVIS 12-H.P. SALOON, 1933. Complete overhaul last year. Tel.: Eltham 4554. [3054

1949 M.G. T.C. Black. Mileage 12,000 only, superb condition, stored since June, 1951, one owner. £685. Ground floor flat, 26, Kidbrooke Park Road, Blackheath, S.E.3. [3055

AUSTER REAR SCREEN, c/w Knee Robe. Full width centre with two folding wings, fixing centres 29-in., full chrome and triplex glass. Seen Walsall. Reasonable offer. Box No. 4608, MOTOR SPORT, 15, City Road, E.C.1. [3056

ABOUT £250. 1952 rebuilt M.G. as new. Works NA aluminium body. Running-in. All enquiries answered. Crawford, 35, Barkhart. Tel.: Orpington 7890. [3057

LAGONDA. Dismantling 2-litre speed model. All spares available, engine complete in running order. Also speed model tourer. Rebuilt engine, gearbox, back axle. £175. Leo, 58, Holtspur Top Lane, Beaconsfield. Tel.: 337. [3059

BRITISH SALMSON, 12-h.p., 1937. Fitted smart utility body. Engine resleeved, new cyl. head, valves guides, etc., dynamotor, reconditioned. £240 or exchange for 20 to 30-h.p. saloon and cash. Camp Hill Garage, Camp Hill Road, Nuneaton. Tel.: Chapel End 339. [3061

NEAREST £60. Talbot 95 saloon, 1933. Sound throughout. Tel.: Graham, Herne Bay 12. [3062

TALBOT AX-65 (13.8-h.p.), drophead 4-seater. Just renewed and reconditioned throughout from back-axle to dynamo. Bills produced. Exceptional value for £200. 217, Gordon Road, Peckham, S.E.15. [3063

1931 ALVIS 12/50 saloon chassis, reconditioned engine etc. £60. Potts, 72, Earsdon Road, Whitley-Bay. Tel.: 24740. [3064

VINTAGE CLEARANCE.—Rover 8-h.p., 1923 air-cooled twin, unused 26 years, original registration book, restored experts, new hood, tyres. As new. Recently exhibited distributors, £200. Roll-Phantom II, 9129/30 7-str., recond. eng., taxed year. £150. Another Ghost, rgd. 1928, £100. Morris Cowley, 1929, eng. reconditioned, saloon, new tyres, taxed year, original condition, daily use, £75. 75, Athol Road, Bradford. Tel.: 41014. [3065

1935 VAUXHALL 14 tourer. 3-Seater plus long streamlined dickey. Taxed. One previous owner, £125 or near. Adams, The Cottage, Great Gidding, Huntingdon. [3066

£250. 1930 Phantom Two Hooper saloon. New tyres. 700, 600 by 21 tyres, tubes, 6½ spares. Dale, 142, Chesterton Road, Cambridge. [3067

4½ BENTLEY, 1929, 10 ft. 10 in. chassis frame with springs, steering column complete, front axle complete, servo brakes. Woods, Gosbrok, Binfield Heath, Henley-on-Thames. [3068

1928 WOLSELEY 16 saloon. Used every day by my wife—must be reliable £55. Shankland, Cuttens, Starvecrow Hill, Tonbridge. Tel.: 3550. [3069

4.75 by 21 brand new remould £5. Gun carriage wheel also available. Shankland, Cuttens, Starvecrow Hill, Tonbridge. Tel.: 3550. [3069

F MAGNA. Sleeved engine, good hood, tyres, tonneau. Axle, gearbox, races, clutch thrust renewed. New c.w.p. Insured year, £185. Macnaughton, 4, Oaklands Avenue, West Wickham, Kent. [3072

MORGAN 3-WHEELER. Jap, a/c, taxed and insured. £55 o.n.o. "Windrush," Locks Ride, Ascot. Tel.: Winkfield Row 3255. [3073

RILEY 9, late 1932, good runner, spare block, crank, etc.. £130. Philco 12U radio, complete £10. S.A.E., A. Mather, Alverton, Tomswood Road, Chigwell. [3074

RILEY ENTHUSIAST owning two 1936 Falcon saloons wishes to sell either the 15/6 or the 1½-litre at £265. Both cars in good condition throughout. Tel.: Palmers Green 1983. [3075

1931 BENTLEY BODY, off 4½ chassis, fixed-head coupe, aluminium, black, complete with headlamps, petrol tank, plush upholstery, carpets, etc. Ready for dropping on chassis. E. O. H. Thomas, 63, York Terrace, London, N.W.1. [3076

VERNON DERBY, 1930 Sports 2-seater, new carburetter, clutch linings, universals, windscreen, hood and rear tyres. Good performance. Tax and Insured. £130 or consider exchange. Holland, 39, Village Road, Eastham, Cheshire. [3077

A.C. SALOON, 1933. Well kept reconditioned engine. £135. The Studio, Chapel Lane, Lyndhurst, Hants. [3078

RILEY KESTREL, Six light saloon, engine completely reconditioned, recellulosed. £350 o.n.o. Cord saloon taken part exchange. "Belmont," Hogley Road, Stourbridge. [3079

M.G. M-TYPE rear end crashed, chassis bent. Touring body, fold-flat screen. High-compression engine, racing camshaft, liners, uses no oil. 4-speed gearbox. Various spares include 3-speed box, set road springs. Barrett, 5, New Court, Carey Street, London, W.C.2. Tel.: Holborn 3823. [3080

LIGHTWEIGHT I.F.S., uncompleted, comprising Fiat 500 axle units, polished and prepared, special tubular top wishbones, main chassis cross plates and tubes. £35. Vauxhall 10 rear axle with 2 ratios, £17 10s. Seen Reading. Box No. 4592, MOTOR SPORT, 15, City Road, E.C.1. [3205

FOR SALE—*continued*

ACTUAL LE MANS CAR. 1½-litre H.R.G. Ex Peter Clark. Class winner, 1939, little used since, and still in Le Mans condition. Many spares. Offers over £400. Mallinson, Gate House, Chilworth. Tel.: Southampton 68326, after 7.30. [3083

£95. "GRAND PRIX" SALMSON, 1,087-c.c., twin o.h.c., open 2-seater. Owner needs small saloon. London. Box 4583, MOTOR SPORT, 15, City Road, E.C.1. [3053

4½ BENTLEY COUPE, 78,000 miles, sound condition, speed 6 diff. unit, good tyres and battery, Buxton area. Offers around £150. Box No. 4584, MOTOR SPORT, 15, City Road, E.C.1. [3058

1933 HORNET SPECIAL SPARES. Engine parts; hydraulic braking system; 18-in. Whitworth wheels; front axle; radiator; dynamo. Box No. 4585, MOTOR SPORT, 15, City Road, E.C.1. [3128

BEST OFFER (2 figure) accepted. Lancia Lambda. Excellent chassis except vertical shaft ball race gone. Brief bodywork. Box No. 4586, MOTOR SPORT, 15, City Road, E.C.1. [3140

SINGER 9, 1934, 2-seater sports, B.R.G. Good condition. £160 o.n.o. Must sell. Seen London or Wolverhampton areas. Box No. 4587, MOTOR SPORT, 15, City Road, E.C.1. [3163

1930 SILVER EAGLE ALVIS SALOON. Excellent bodywork, resprayed, engine overhauled, good tyres. Any reasonable offer accepted. Box No. 4588, MOTOR SPORT, 15, City Road, E.C.1. [3165

ALVIS 1933 SILVER EAGLE 17-H.P. SALOON. Body rough but mechanically sound. £100 or offers. Box No. 4589, MOTOR SPORT, 15, City Road, E.C.1. [3190

BENTLEY. 1925. 3-Litre. Shooting brake body. Excellent order. Must sell. First reasonable offer secures. Box No. 4590, MOTOR SPORT, 15, City Road, E.C.1. [3194

1939 MORRIS 8. Four-seater tourer. Good condition. £150. No offers, please. S.A.E. Particulars (Lancs. district). Box No. 4591, MOTOR SPORT, 15, City Road, E.C.1. [3197

ALVIS FIREBIRD SALOON, mechanical condition excellent; any trial and inspection; petrol genuine 26 miles per gall, oil good, tyres good, bodywork good. Taxed end of year. Owner buying larger Alvis. Box No. 4593, MOTOR SPORT, 15, City Road, E.C.1. [3219

MERCEDES-BENZ 36/220 TOURER. Fitted A.E.C. Diesel Engine. Taxed year. Bentley Motoring at Austin Seven cost. Superb road holding. No rattles. Nearest £275. Will take Jeep part exchange. Box No. 4595, MOTOR SPORT, 15, City Road, E.C.1. [3221

AUSTIN SEVEN 2-SEATER SPORTS, completely rebuilt, 4-speed, 5.50 by 16 rears. 50 m.p.g. All-weather equip. Nice little job in good nick. Family reasons. £130 o.n.o. Box No. 4595, MOTOR SPORT, 15, City Road, E.C.1. [3222

FORD V8 ENGINE, gearbox and all accessories, complete, £30. 18, Ditton Lawn, Thames Ditton, Surrey. Tel.: Emberbrook 3743. [3084

1931 ALVIS, 12/50 TJ, 2/3-seat. D/H coupe with dickey. Cross and Ellis. Good condition. Well shod. New carburetter. £180. Also 1935 Singer "Le Mans" special speed model, 9-h.p., 2-seat., good condition. Well shod. 1 rough spare. Photo available of Singer. £275 or £425 the two, or exchange. Rolaston, 99, Alumhurst Road, Bournemouth West. Tel: Westbourne 63856. [3086

MORRIS 12/4, 1935, resprayed, new sunshine roof, excellent tyres, mechanics, very reliable, 28 m.p.g. £195. Eaton, 19, Kensington Gore, S.W.7. [3087

RILEY, 1936, 1½-litre Adelphi, Laystall overhauled and balanced engine, Sprite cans, H.C. pistons, telecontrols. Good upholstery, resprayed, taxed. £320. Also Bentley 3-litre Red Label 1925, 4-seater tourer. Good mechanical condition and tyres, Zeiss headlamps. £250. Private owner. Pickering, 192, Orphanage Road, Erdington, Birmingham 24. [3088

HIGH VELOCITY VINTAGE MOTORCYCLES. Brough Superior SS100 springer, 1930, close-ratio gears, Castle forks, completely reconditioned throughout at cost of over £100 with full road equipment, guaranteed over 100 m.p.h., £150; Brough Superior SS100 springer 1929, dyno lighting, fitted Launch sidecar, £90. Norton 500 O.H.V. actual 1926 TT machine, special twin tanks, close box, spare engines including 588 cc., frames, tanks, etc. Winner of replica at Goodwood, Concours at Redditch, etc., £75. Photos available. Cash only. Derek Pickering, 68, Rochester Road, Coventry. Tel.: 60820. [3089

ALVIS FIREFLY & SPEED TWENTY engine and chassis spares available (no starters). S.A.E. please. Routledge, Scholes, Leeds. [3091

MII ASTON, sh. chass., very good condition. Offers, or part exchange. Morgan, Fiat or 8-h.p. Glenthorne, Staircase Lane, Bramhope, Nr. Leeds. [3093

INVICTA, 100 m.p.h. chassis, 1930-31. Ex Lace. Beautiful pointed tail, 4-seater body, very fast. £250. Neve, Walls Pit, Stretton, Warrington. [3094

INVICTA, 4½-litre. 100 m.p.h., low chassis, open 4-seater. Engine rebuilt by Laystalls 2,000 miles ago. Body in excellent condition, black with red wheels. An extremely rapid motor which requires nothing spending on it. First reasonable offer secures. Bob Rawkins, Woodfield, Grimsargh, Nr. Preston, Lancs. [3096

FOR SALE—*continued*

BENTLEY BITS. 3-litre block unused since bored + "60", flywheel fitted new ring gear. Numerous engine bits, steering wheel, autovac, etc. S.A.E. please. Routledge, Scholes, Leeds. [3092

1927 SUNBEAM, 21-h.p. tourer. Excellent mechanical condition. Rebored, repainted and new tonneau cover this year. Offers or exchange Austin Seven or similar. Turner, R.A. Mess, Larkhill, Wilts. [3095

M.G. "J2". Entirely reconditioned, 1949. In first class condition. Good tyres, new battery. Can be seen Tewkesbury, Glos. £275 or offers. Write: Rainger, Brookside, Kemerton, Worcestershire. [3097

MORRIS MINOR, latest type two-door saloon, specially built to take Ford 10 engine with four-speed gearbox, completed July, 1951, covenant free, amazing performance, 9,500 miles. £695. Anderson, 2, Fernhill Road, Shipley, Yorks. Tel.: Shipley 51653. [3098

ASTON-MARTIN, 1930 "International." Good bearings, appearance, tyres, etc. 1951 500 cc. racing/touring B.S.A., superb. Box trailer, new tyres. Racing leathers, etc. Details, history, photos. £470. 4, Hilperton Road, Slough, Bucks. [3099

LAGONDA 10, 1935 sports saloon. Oil nil. Offers above £200. Also Alvis Speed 20, 1936 saloon. Under 40,000. Offers above £375. Pembrey, 20, Chapel Walks. Tel.: Preston 3970. [3101

1939 (first registered 1941) **BROUGH SUPERIOR,** 3½-litre (21-h.p.) unsupercharged close-coupled saloon, recellulosed, new tyres, radio, super condition and very fast. £450. Smiths Garage, Dunmow. Tel.: Dunmow 170. [3102

RILEY FALCON, 12-h.p. saloon, 1936. Engine re-sleeved, brakes lined, starter and dynamo reconditioned. Very smart car. Good tyres, two new. Bargain £195. Taylor, 15, Priestpopple, Hexham, Northumberland. Tel.: 198. [3103

The Riley 9 Manual
of Instruction and Maintenance
Stiff Binding. Illustrated.
9s. 0d. post free

Rallies & Races
by W. Leonard

The racing adventures of Gatsonides, the Dutch champion. Motor racing from the Continental angle. 192 pages plus 24 pages of illustration. Cloth binding.
19s. 0d. post free.

Better Books Ltd.
94 Charing Cross Road, London W.C.2

SPECIAL. Built this year. Bugatti chassis, Jaguar engine. Coach built 2-saeter body with allweather equipment. Over 90 m.p.h., 24 m.p.g. £350. Box No. 4611, MOTOR SPORT, 15, City Road, E.C.1. [3105

AUSTIN SEVEN SPECIAL. ABM 952. 4-speed gear box. Professionally widened chassis and front axle for fast cornering. Red and cream, cream upholstery. New battery, good tyres, completely reconditioned recently. In regular use. Owner requires larger car for family. £140 o.n.o. Dominy. Tel.: Finchley 2988. [3106

RENAULT EIGHT, 1939. Reconditioned, sprayed 1949; black, beige leather. Maintained by fanatic, regardless. Roomy and economical plus Continental manners. Spares available. £325. 17, Chester Avenue, South Lancing, Sussex. [3107

RILEY NINE, Merlin, £400. First registered Nov., 1937. Two Riley enthusiast owners since new. 37 m.p.g. Fitted extra boot. Owner reluctantly selling as car now provided by firm. Luckes, Wyndham Road, Taunton. Tel.: 5671. [3108

M.G., 2-seater. New battery, dynamo, starter. Brakes relined. Reconditioned clutch. Fold-flat. Dunlopillo. Good tyres and performance. £110, offers. 20, Montpelier Row, Twickenham, Middlesex. [3109

1935 B.S.A. SCOUT, completely equipped, exceptional condition. Best over £200. Further information Tel.: Staines 3990. [3111

MERCURY SPECIAL. £10 tax. Professionally built 2-seater, aluminium body. Divided axle I.F.S., alloy heads, high lift camshaft, Scintilla magneto. Startling performance. 20 m.p.g. £250 o.n.o. Seen Port Talbot or Slough. Ford, 76, Upton Court Road, Slough. Tel.: Slough 20023. [3114

1935 RILEY NINE SALOON, twin S.U.s, pre-selector, central chassis lubrication. Engine completely overhauled last year, including replacement crankshaft, new crown-wheel and pinion just fitted. Aluminium body. Blue and black. First £220 or very near. 43, Chesterfield Road, Cambridge. [3116

HUMBER TWELVE, 1937. Well maintained doctor's car. 25 miles trial. Economical, fast, reliable. Write 1, Oxford Avenue, Liverpool 21. Seen also Midlands. Nearest £225. [3118

FOR SALE—*continued*

1930 ALVIS S/E ATLANTIC SALOON. Good. £100. 1933 Triumph Seven chassis, perfect, £50. 1935 S.S. Airline, mechanically v. good, £150. 1939 Standard Ten, v.g. throughout, £275. S.A.E., please. Fairhurst, Shobdon, Leominster. [3110

H.R.G., 1,500 c.c., May, 1950. Telecontrols, modified brakes, 19,000 miles. Offers, please, or exchange family saloon. Box No. 4609, MOTOR SPORT, 15, City Road, E.C.1. [3119

£85. ALVIS FIREBIRD, 14-h.p., 1935. Really good mechanical condition. Good tyres, everything works. Fitted ugly 2-4 seater sports body. 31, Cloisters Avenue, Bromley, Kent. [3120

M.G. TYPE PB, 9-h.p., 2-seater. Recellulosed B.R.G., rebored, still running in. Good hood and tyres. New head and rear lamps, luggage grid, Blumel's wheel, windtones. Fast, economical and attractive sports car at £295. 10, Stonehall Road, London, N.21. Tel.: Lab 1405. [3121

BAIRD-ROSE, Formula 2, single-seater, built 1949. Little used. All independent. 15-in. A1-fin Lockheeds, 110 E.N.V. box, 4-1 axle, racing Dunlops practically new, pressurised tank and radiator. Wheelbase 7 ft. 6 in., track 4 ft. 4 in. No engine, otherwise complete. Offers or exchange Buckler or professional built Ford Ten Special. Cash adjustment either way. 103, Derby Street, Bolton, Lancs. Tel.: 1116. [3122

S.S.I. SPORTS TOURER. 1935. Recellulosed red. Excellent tyres and chrome. Very attractive fast car, unmarked. £175. Kennard, Old Mill Boat House, Broxbourne, Herts. [3123

AUSTIN NIPPY. 1934. Cherry red aluminium body. 1935 engine. Bought Blake's 1950 for £190. Receipts to show: rebore, both axles reconditioned, new carburetter, radiator, battery, tyres. 45 m.p.g. Owner leaving for America. £150. Phillips, 50, Huskisson Street, Liverpool. [3125

M.G. J.2 ENGINE and Gearbox spares in good condition. Cheap, e.g., dynamo (new) £4. Starter £2. Distrib. £1, etc., also one pair unused piston dampers £1 10s. Tel.: Four Oaks 1286. [3131

1937 LANCIA Aprilia Pillarless saloon, metallic green. Interior relined leather. Very extensively rebuilt, 1951, by Lancia specialists. Over £1,000 total spent last twelve months. Rewired, new Hardy-Spicer couplings just fitted. Extras include interior heater, Bray engine heater, H.M.V. radio, mechanical and electric petrol pumps, Marchal headlamps, Bosch dipping foglamp. Telecontrol shock absorbers just reconditioned by makers. Bottom of car undersealed. Roof rack. Full kit tools, instruction books, etc. Good tyres, many unwrapped tyres and tubes. Outstanding performance, 30 m.p.g. A.A. examination welcomed. For sale at £750, but would prefer to part exchange for post-war popular medium-large family saloon in similar well maintained condition with appropriate cash adjustment. Benoy, Collingham, Notts. Tel.: Collingham 258. [3134

1933 LAGONDA, 3-litre saloon. Black with green interior. Fitted 12 speed gearbox, engine perfect, 20 m.p.g., 3 new tyres, 2 spares. An exceptional car. £525, near offers considered. 27, Orehard Drive, Cowley, Middx. Tel.: Uxbridge 1312. [3135

WANTED

SCINTILLA P.N.4 or other suitable magneto for Meadows 4ED Brooklands. Howard, Long Lane, Chapel-en-le-Frith, *via* Stockport. [2688

FOR FRAZER-NASH. A 24 or 25 tooth axle sprocket, also 19.00 by 4.50 Rudge wheel with sound splines and spokes. Lemmens, 8, Crescent Road, Sidcup. [2721

RILEY NINE gearbox and fan in reasonable condition. Tor-Bryan, Dalewood Road, Orpington. Tel.: Orpington 5588. [2726

4½-LITRE BENTLEY (open) wanted in exchange for 3-litre Red Label and cash. Hodge, Potten End, Berkhamsted. [2737

ALLARD 2-SEATER, 1947-51. Full weather equipment essential. Realistic price. 90, Brighton Road, Banstead, Surrey. [2739

SOLDIER NEEDS RELIABLE SPORTS CAR, 8/12-h.p. Riley Nine, Wolseley, Magnette or similar. £150-£200. Benn, Bullens Lee, Limpsfield, Surrey. [2743

GOOD M.G., SINGER, ETC. open foursome. £10 monthly. Genuine offers. Tel.: Stamford Hill 5939. [2745

ALVIS 12/60 International Aston-Martin, or consider any open 4-seater of reputable make: H.R.G., Lea-Francis, Riley, etc. Prefer exchange S.S. 100. See Sale Ads. Gorsebank, Heathside Park Road, Woking. [2749

FOR 30/98 VAUXHALL. 3.1 rear axle complete or C.W. & P. Axelberg, Flat 12, Ribbesford House, Bewdley Worcs. [2823

CITROEN twin carburetter conversion. Ward, 336, Eachelhurst Road, Sutton Coldfield. Tel.: Ashfield 1353. [2831

APRILIA WANTED. Very sick and at raffle price. Or Aprilia rear axle unit complete. Any condition. Tel.: Bradford 21797. [2842

TOULMIN

THE MG SPECIALISTS



Mr. Toulmin personally extends a welcome to all M.G. Owners.

All these are new component parts manufactured by us for the M.G. owners.

Toulmin Motors patent modified oil seal and hood completely stops oil on vertical drive and protects your dynamo.
New rockers all models.
New luggage carriers all open models.
New speedo driven gears and bronze bushes.
New vertical drive forks for " P," " N," " L " and " J " series.
New rocker shafts for " N," " L," " P," " J " and " M " series.
These are new component parts—" P " water pumps ; "J4" water pumps ; " L " and " N " water pumps.

Elfin brake drums.
" F " centre clutch plates.
" J " centre clutch plates.
" L " centre clutch plates.
" M " centre clutch plates.
New aluminium flywheel housings to suit " P " and " N."
New rear main bearings " J."
New bronze housings for the Rotax dynamo.

TOULMIN MOTORS would like to invite you to visit their showrooms and spares department. Our range of spares is so vast that it is impossible to advertise them all.

★ *We have three new complete M.G. chassis for sale to personal callers only* ★

FOR SALE
APPLY

TO ALL M.G. OWNERS OF ALL O.H V. MODELS

We offer our new patent modified oil seal and hood. This is exclusive to Toulmin Motors and can only be obtained from us; fully covered by patents pending.

SPARES DEPT.

OUR SPARES DEPARTMENT CAN SUPPLY

RECONDITIONED ENGINES, Part Exchange

"PA" and "PB" engines complete.
"TA" and "TB" engines complete.
"J" 2, 3 and 4 engines complete.
"F" type Magna engine complete.
"L" type engine complete, and all Magnette Series.
"VA" and "SA" reconditioned engines.

RECONDITIONED GEARBOXES:

Supplied for the above engines.

TRY OUR RECONDITION SERVICE FOR :

Rockers, Camshafts, Vertical Drive Gears, Lightened Flywheels, Brake Shoes, Drums and Cables, etc. ALL MODELS.

M.G. SPARES for "TA," "PB," "PA," "J2," "J4," "M."
Also for "Magnette" and "Magna."
These include : Crankshafts, with rods and mains, cylinder blocks, surface-ground, sleeved, with pistons. Either exchange service or outright sale. Also cylinder heads, with or without overhead gear. Shock-absorbers, all types. Back axles, half-shafts, wheels, tyres; also M.G.-type new batteries, starter motors and dynamos, all models.

FOR ALL M.G. SPARES PLEASE TRY US. NEW TYRES AND RETREAD TYRES IN STOCK. ALSO GASKETS FOR ALL MODELS.

TO OWNERS OF "K3s" & "L" TYPES :

We are now able to supply new oil pump gears, distributor gears, water pump gears, apart from all other spares. This is again absolutely a dream in reality !

" TC " and " TD " owners please note we always have Stage 2 heads in stock.

We can now supply Chromium Luggage Carriers from stock for all M.G. cars.

We welcome all enquiries at our Spares Dept. **TOULMIN MOTORS**

AT YOUR SERVICE. SATURDAY (ALL DAY) and SUNDAY MORNINGS

343 STAINES ROAD, HOUNSLOW, MIDDLESEX

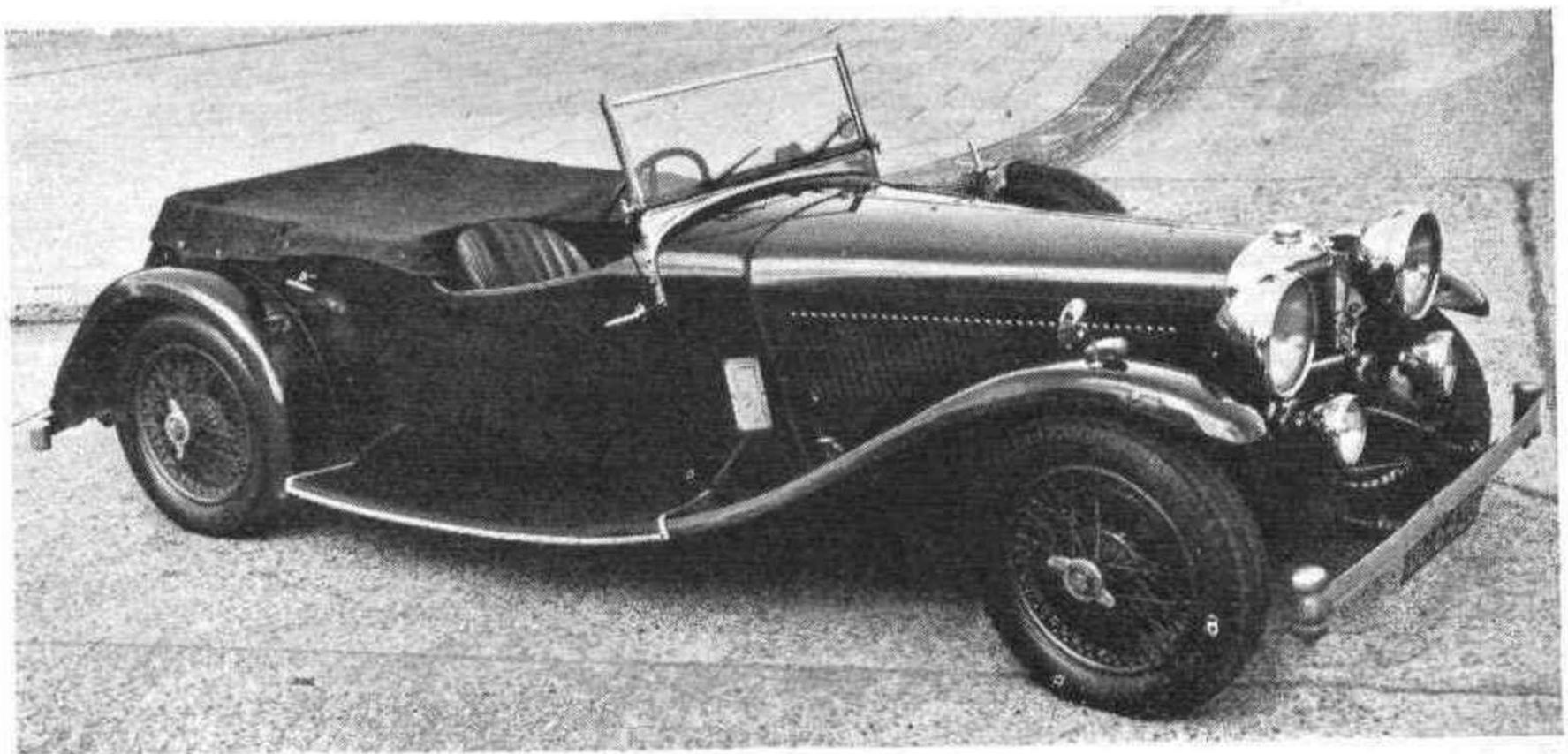
Telephone: HOUnslow 2238 & 3456

★ *We are always interested in purchasing M.G. cars that have been well maintained*

Weekdays 9—7
Sundays by
Appointment

CHARACTER CARS

Please enquire
for
Current Stock



ALVIS

1934 Speed 20, steel-grey with red upholstery. Engine rebuilt, all tyres good, spare unused. All-weather equipment, tonneau cover and hood envelope recently renewed. Internal and external condition very good indeed.

£345

ALSO

Alvis Speed 20 saloon by Freestone & Webb, Alvis 12/50, Aston-Martin 1934 L.W.B. tourer, British Salmson D.H.C., Humber 9-h.p. tourers, Invicta 4½-litre D.H.C., Lagonda 2-litre tourer, Talbot 105 saloon as new, and other motor cars of quality and interest.

124-126, HAYDONS ROAD, WIMBLEDON, S.W.19.

TELEPHONE : **LIBERTY 7677-8**

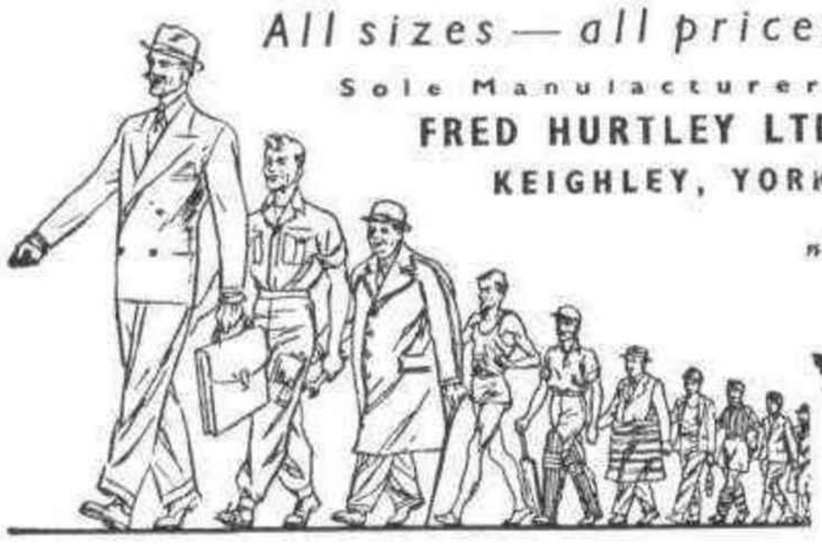
Sooner or later you'll wear a LITESOME

SUPPORTER

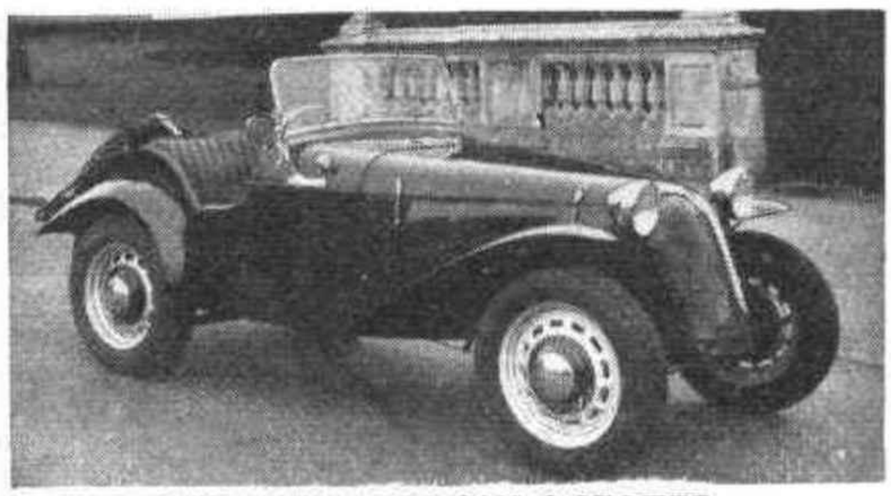
Man's essential underwear . . . from
Outfitters, Sports Shops, Chemists
All sizes — all prices!

Sole Manufacturers.
FRED HURTLEY LTD.,
KEIGHLEY, YORKS.

n.d.h.



THE *Dellow*



MARK II DELLOW 2-SEATER
£497 plus P.T.

MARK III DELLOW 2/4-SEATER
£540 plus P.T.

New design tubular chassis, coil spring rear suspension with telescopic dampers, giving improved handling and roadholding, fitted with doors, and all-weather equipment.

THE GORDON GARAGE (Dulwich), Ltd.

33/35, East Dulwich Road, London, S.E.22

London and South-Eastern County Distributors

(Tel.: New Cross 2456)

FORD 8/10 ACCESSORIES FOR SPECIALS

Sole agents for:
THE THOMAS TOWNEND Motor Racing Crash Helmet and Vizor.



FIAT-FORD COUPE

Reg. 1952. Suitable 1,172-c.c. Formula or very economical lightweight road car. Pastel blue.

£265

MOSELEY, M.C. DITTO, WICK LANE, TUCKTON, BOURNEMOUTH, HANTS



REDUCE YOUR PETROL BILLS FIT A RUNBAKEN OILCOIL

More miles per gallon
Better starting
Greater acceleration
Absolute reliability—
All garages, Halford's etc.
Write for Booklet A17

RUNBAKEN · MANCHESTER 1



1930 4½-LITRE BENTLEY

Magnificent modern solid timber body of vast capacity. Very fast and utterly dependable. Engine recently completely stripped and reconditioned.

OFFERS INVITED

Box No. 4604, "MOTOR SPORT," 15, CITY ROAD, LONDON, E.C.1

WANTED—*continued*

SUPERCHARGER FOR MORRIS MINOR. Prefer Arnott with fittings. Good price. If as new. Johnson, Clay Lake, Endon, Stoke-on-Trent, Staffs. [2759

£100 TO £125 for near vintage thoroughbred, reasonably economical, well-maintained, good performer. Details, photograph and rock-bottom price to: Busby, 42, Burley Avenue, Harrogate. [2849

TERRIFIED OF TRAINS. Wanted now good 12/50 Alvis, Hornet Special, Lea-Francis 12/40, Riley Nine or similar open motor-car with 4-speeds, 4 seats, near London. Lieutenant Kelsey. Tel.: Western 9246. [2861

RILEY ENTHUSIAST requires 1936-38 Riley Nine in good condition, good price paid. No rubbish, please. Write: Copeland, "Cartref," Cryers Hill, High Wycombe. [2869

M.G. TD. State month, mechanical condition, tyres. Reynolds, 85, Newnham Avenue, Bedford. [2883

WANTED for 1938 B.S.A. Scout. Shell and grill for radiator. 13, Meadowhill Road, Redditch, Worcs. [2917

VANDEN PLAS open body for 4½-litre 10 ft.-10 in. *chassis* Bentley. Purchase or exchange with present drophead body by Charlesworth. Grieve, 4, Braid Avenue, Edinburgh. [2924

£40-£50 FOR SPORTS/SALOON. Anything reasonable. One dismantled or requiring attention acceptable. Box No. 4523, MOTOR SPORT, 15, City Road, E.C.1. [2683

500-C.C. RACING CAR. Any shape, size or condition, urgently required. Full details, please. Box No. 4551, MOTOR SPORT, 15, City Road, E.C.1. [2847

SMALL RELIABLE SPORTS CAR. Must be reasonable. Calder, 39, Heathfield Court, Chiswick, W.4. [2943

M.G. P OR J SERIES 2-seater body. Condition immaterial. Reasonable price. Cooper, 12, High Street, Upton-upon-Severn, Worcs. [2948

URGENTLY REQUIRED. Crown wheel and pinion, and torque assembly for 1923/24 Austin Seven, chassis No. 37649. Noble, Forest Bank, Barrowford, Lancs. [2960

FORD TEN ENGINE WANTED. Any condition. Reasonable price. Nobbs, Copythorne, Cadnam, Southampton. [2976

BALL RACE (rear) for 1929 Hillman Fourteen. "Coventry Auto." Bore 48 mm. O/D 95 mm, width 31.2 mm. Box No. 4571, MOTOR SPORT, 15, City Road, E.C.1. [2983

AMILCAR rear axle complete 1929. Also near side shock-absorber with brackets. Mitchell, New Road, Broomfield, Chelmsford. [2977

WANTED—*continued*

FLAT ENGINE to develop about 30-h.p. Preferably w.c. and at least 1,000 c.c. Javelin or similar. Consider something more baroque if cheap enough. Box No. 4573, MOTOR SPORT, 15, City Road, E.C.1. [2992

ROLLS-ROYCE 20 or 25 drophead coupé. Condition relatively unimportant if price reasonable; privately. James Silver, 171, Cricklewood Lane, N.W.2. [3246

ROLLS-ROYCE required. 20/25 or Phantom II Continental. In good condition. Please enclose photograph. 12, Rex Place, Mayfair, W.1. [3247

VINTAGE ROLLS required. Ghost preferably, not Phantom I, but 20 tourer or drophead would suffice. Full details, please. Box No. 4503, MOTOR SPORT, 15, City Road, E.C.1. [3248

ROLLS 20/25 required. Preferably Thrupp and Maberley, owner-driver saloon, but would not refuse Park Ward or similar. Please state price, and Rolls history. C. R. Seymour, Courtenay Gate, Hove, Sussex. [3249

FREE!! AUSTIN SEVEN CHASSIS with £90 body (bills available). Purchaser of body will be given chassis. Taxed year. Also Ulster engine, 4-speed box, 16" wheels. Must clear. 14, Southcroft Avenue, West Wickham. [2814

VAUXHALL 30/98 O.E. Balanced crankshaft needed. Life or death. Any condition, with or without surrounding engine or car. Quartermaine, Frithsden End, Berkhamsted, Herts. [3008

FIAT 500. Earliest 1937. Mechanical condition unimportant if bodywork good. Must be reasonable. Vaughan, 22, Grimsdyke Crescent, Barnet, Herts. [2994

URGENT. Water inlet pipe required for Triumph Gloria 10.9-h.p. 1936 model. Tel.: Harrow 2508. [3026

HOTCHKISS 20.8-H.P. ENGINE AND SPARES required. J. Wade, Bibury, nr. Cirencester, Glos. [3049

FORD 8- OR 10-ENGINED 2-SEATER required. Spencer, Sandon, Stourbridge Road, Wombourne, Wolverhampton. [3117

EXCHANGE two 4-stud Jap Engines, new, for Jap or Vincent 1,000 or 1,100-c.c. twin, or sell £50 each. Murray, 1, Moss Lane, Lydiate, Liverpool. [3124

ENGINE. 10-h.p. First-class condition, with clutch, gear box. Whipp, 24, Roundwood Lane, Harpenden. [3180

RICHARDS & CARR will buy any interesting car in really good condition. 35, Kinnerton Street, Wilton Place, London, S.W.1. Tel.: Sloane 5424. [3016

DELAGE D8, drophead, must be sound. 1934 onwards. Good price paid. R. Ferrard, 27, Bath Road, London, W.4. [3161

WANTED—*continued*

CYLINDER BLOCK for A.C. 2-litre Greyhound and/or head. 6, Ashdown Terrace, Tidworth, Hants. [3153

CORD WESTCHESTER SALOON. Must be good. State mileage, condition, price. "Belmont," Hogley Road, Stourbridge. [3079

WANTED FOR M.G. TC. Pair 16-in. wheels, chromed luggage carrier, Runbaken oil coil, S.U. petrol pump. Advertiser, Vicarage, nr. Ellesmere, Salop. [3085

HUMBER 14/40 INSTRUCTION BOOK. Please state year and price. Thomas, 21, Stuart Avenue, Hayes, Bromley, Kent. Tel.: HURstway 3623. [3104

AUSTIN SEVEN, Ulster, Nippy or Special, up to £120. 4, Ingleby Road, Ilford. [3113

SITUATIONS VACANT

THE ADVERTISER (Box 4319) in June number regrets that he finds it impossible to reply to all the applicants individually. The vacancy is now filled. [2878

SITUATIONS WANTED

SALES REPRESENTATIVE with sound non-motoring connection requires additional agency connected with *motor sport. Good sales record.* U.K.T.A. *qualification.* Experienced aero engine fitting. Resident London. Box No. 4610, MOTOR SPORT, 15, City Road, E.C.1. [3115

MISCELLANEOUS

STOVE-ENAMELLING. Wheels, etc. Sand-blasted and/or stove-enamelled any colour in good quality high-gloss enamel. Good delivery and reasonable prices. Astrab Products, 58, Atlas Court, St. Helens, Lancs. Tel.: St. Helens 3313. [2760

CLUB SECRETARIES. Don't forget the Red Lion, Milford, Surrey. Tel.: Godalming 1310 when organising your winter trials. Large car park, club room offices for officials. Special catering provided to your requirements. [2871

VERY IMPECUNIOUS ENTHUSIAST (student) wants to rent garage in the St. Johns Wood, Hampstead, or Finchley Road area. Willing to share if necessary. Nearby living accommodation also required for self and wife. Please write: Cox, 119, Alexandra Road, S.W.19. [2922

NEWLYN, PENZANCE. Enthusiasts welcome. Glorious views Mount's Bay. Free parking. Kempsell, Ocean View, Higher Gwavas Road. [2851

RECORDINGS OF RACE BROADCASTS, commentaries, speeches, music, engines at speed, on records, tape, etc. To order P.R.O. sound unit. Box No. 4555, MOTOR SPORT, 15, City Road, E.C.1. [2898

BARGAINS AT INVESTMENT PRICES

Riley Sprite Kestrel. Scintilla, cross flow head oil cooler, twin S.U.s. Very last Sprite made 1938 model with no bonnet louvers and chrome vertical bonnet slats. Spot-on mechanically and fitted manual synchro-mesh with **overdrive**!! 5-in. rev-counter and speedo. Clean body and interior. Good tyres and battery .. **£395**

1951 Citroen Light Fifteen L.H.D. Genuine production French purchased brand new some months ago, and while over here on holiday car was crashed, engine untouched, all four wheels and tyres unmarked. In fact car is complete save front universal drive shafts. This car is sold as it stands. There is no log book as car was over here on R.A.C. plates, but has interesting possibilities built up with new chassis. First cheque **£195** secures. No offers and no bits sold separate.

1935 Citroen Twelve F.W.D. Good runner. All good tyres, clean interior. Sold to be renovated by purchaser. First **£97 10s.**

Riley Falcon 9-h.p. Estate Car, 1934, Model. Just had shooting brake body fitted at cost of over £100. New tyres, battery and lamps. Spot on mechanically. 35 m.p.g. I have done 500 miles recently in this car and can thoroughly recommend it to someone who must have a dual-purpose vehicle. Manual box .. **£195**

Riley Lynx, 1935, 9-h.p. tourer. Four seats, four-door. Retrimmed completely in red, recellulosed, wheels shot-blasted, rechromed throughout. Brand new hood and side-screens. All this work carried out this month. Special series engine, twin carbs. All invoices for work not yet to hand but around **£275**

Alvis 12-h.p. Firefly. Late 1933 sports saloon, preselector overhauled last week by makers at cost £38. Spot-on mechanically. All new tyres. Taxed year. Thoroughly recommended as a good buy at today's bargain price of.. **£135**

Rolls-Royce 20/25 (Registered Jan. 1931). Fitted roomy Mann Egerton body with div. and occasional seats and retrimmed beige leather throughout. This car was fitted by Rolls agents with all reconditioned parts in 1948. Reconditioned engine and transmission. A good clean car at lowest price ever at .. **£195**

Please note that all above cars represent best possible value at today's ruling price. They are not old lemons, but are all new stock, and as I remain a one-man firm the saving in overheads is passed on to you as vouched by my prices

H. MIDDLETON, *Automobile Engineer,* **9, ALEXANDRA ROAD, BALBY, DONCASTER**

First BRITISH GRAND PRIX

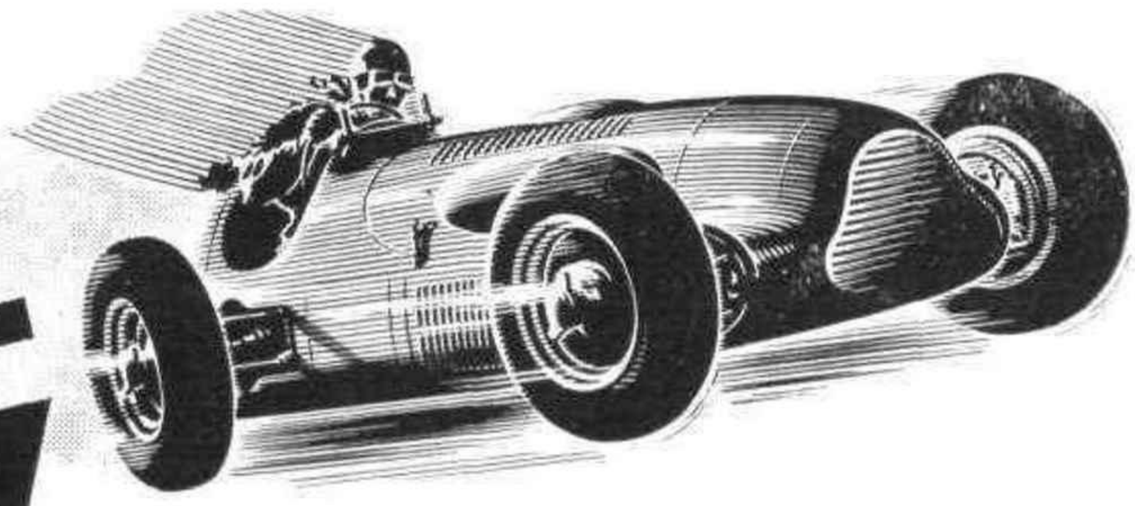
1ST FERRARI
A. ASCARI

2ND FERRARI
P. TARUFFI

Subject to official confirmation

using

SHELL X-100 MOTOR OIL



The same high-quality oil that you can now buy at your local garage. They will tell you the correct grade for your car.

FUEL BY SHELL & BP

ALPINE TRIAL

★

Outstanding Successes

by

JAGUAR

and

SUNBEAM-TALBOT

relying on standard

LUCAS ELECTRICAL EQUIPMENT

Subject to official confirmation

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21 City Road, London, E.C.1. Trade Agents : Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia : Gordon & Gotch (Australasia Ltd.