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MOTOR SPORT

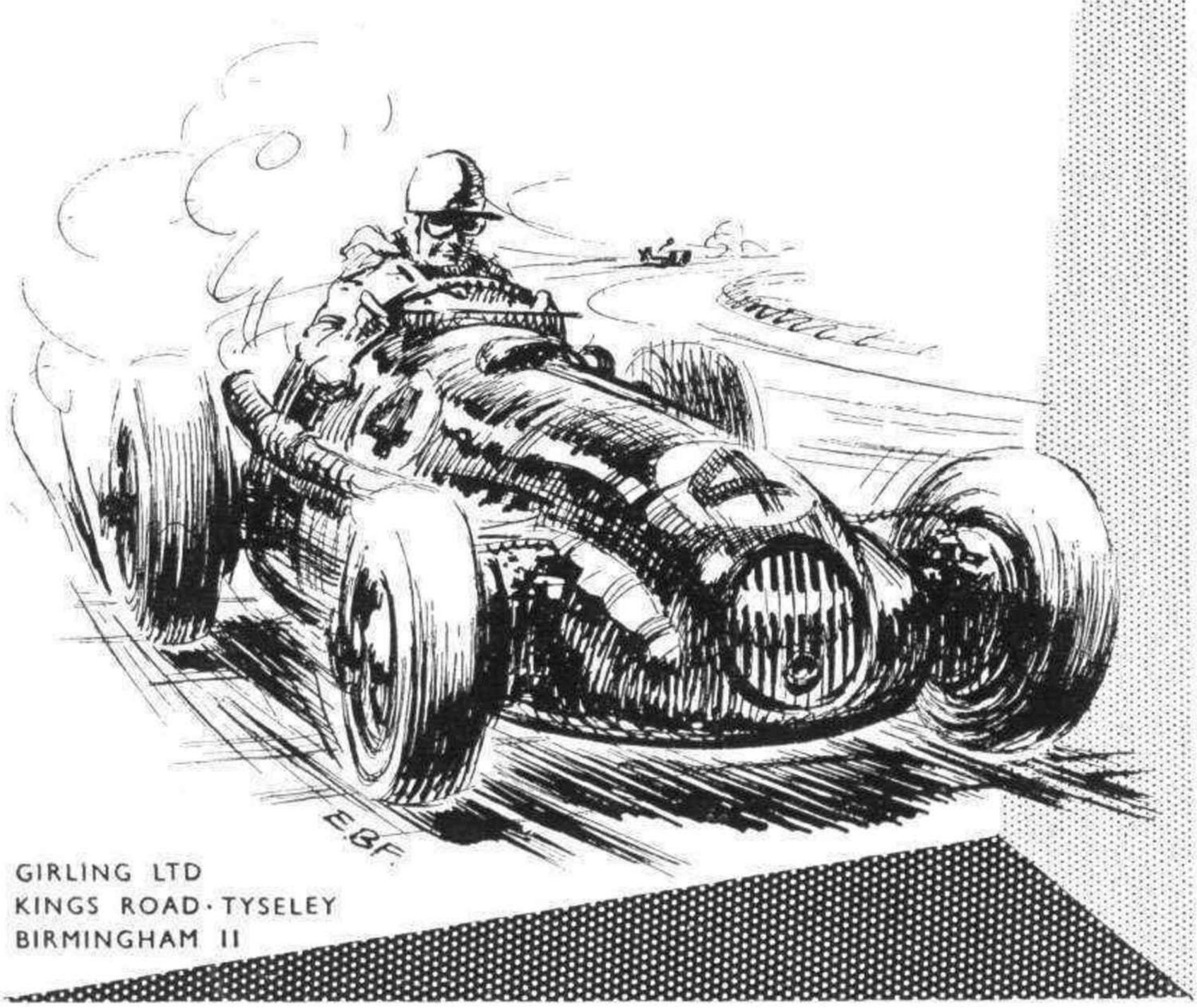
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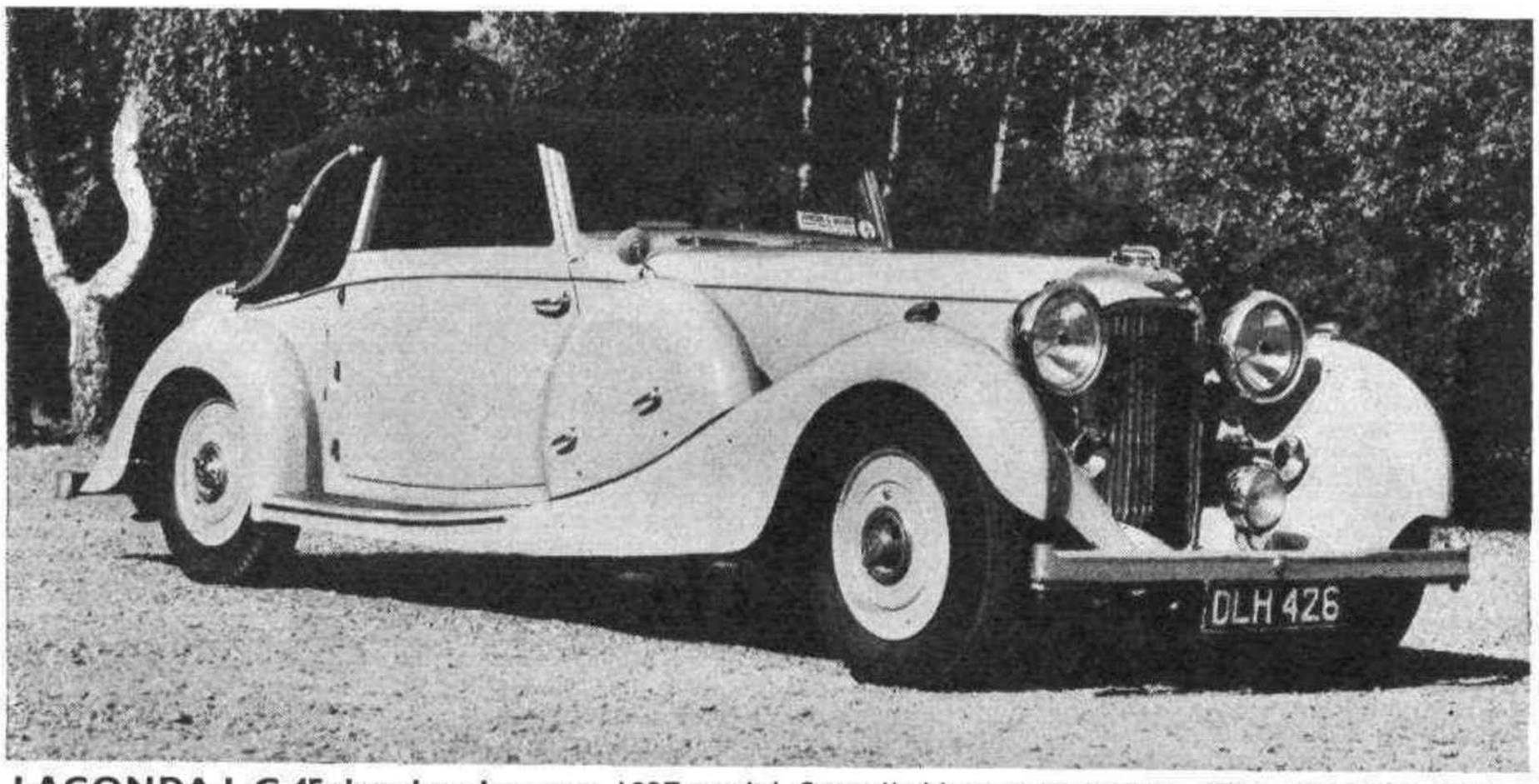
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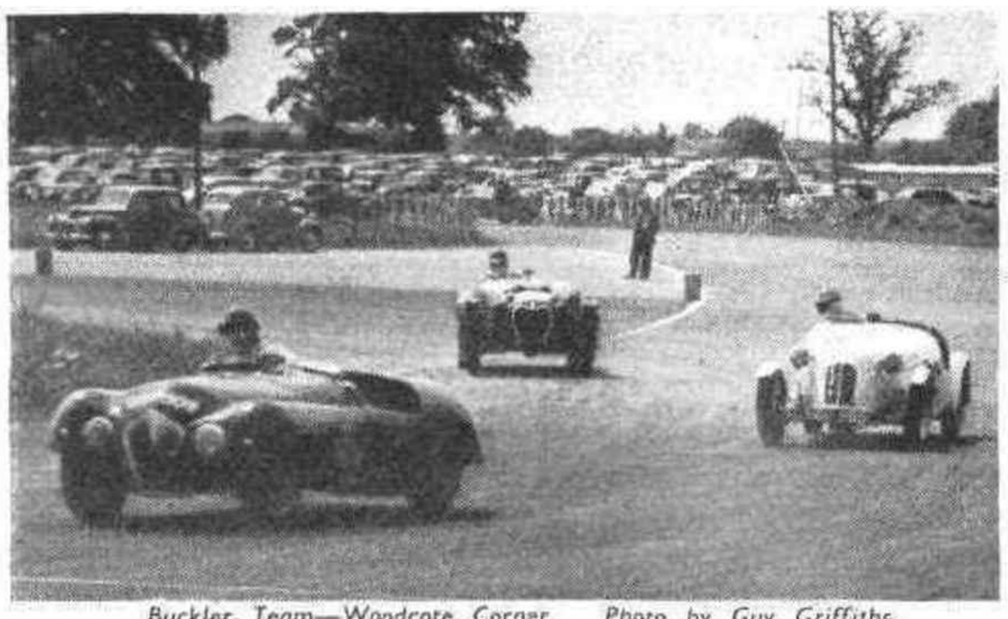
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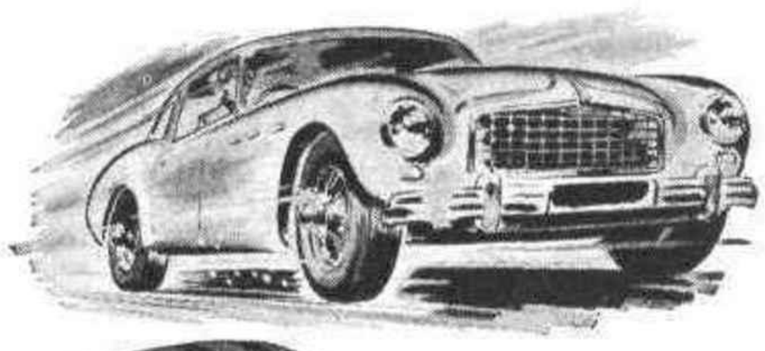
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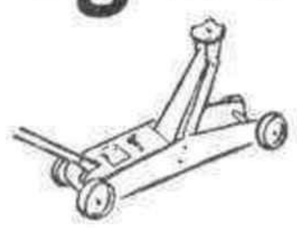
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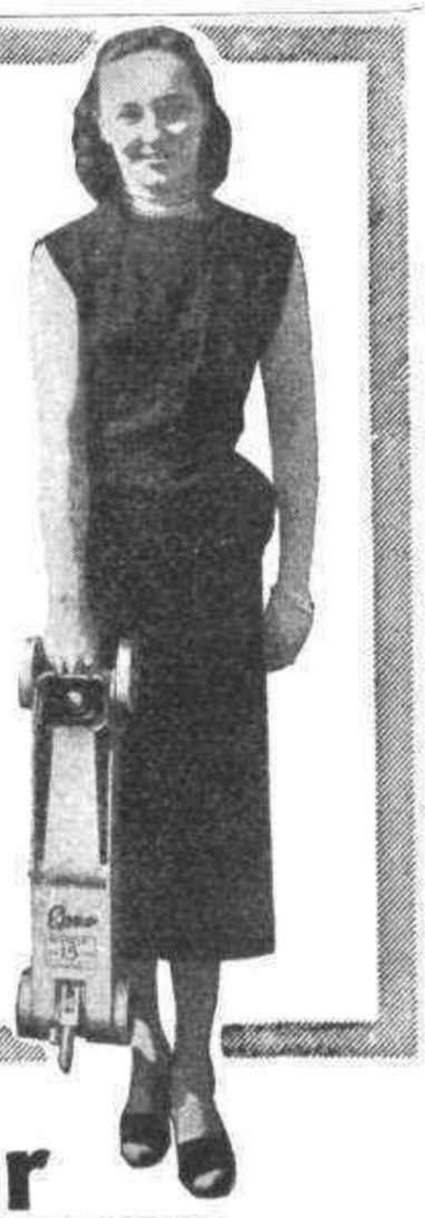
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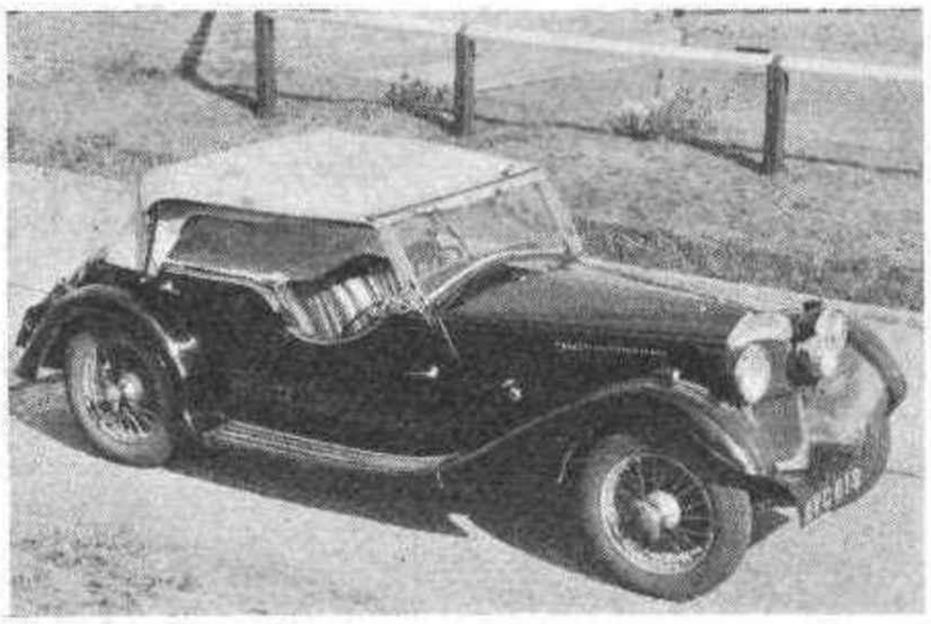
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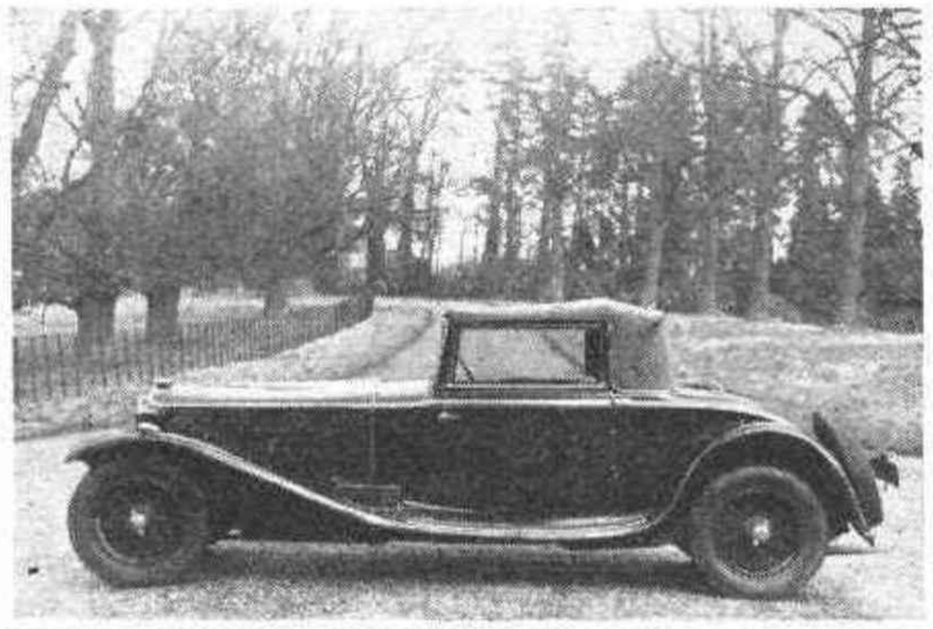
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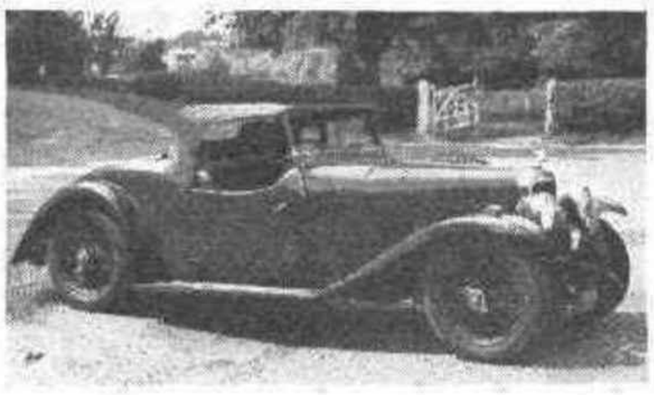
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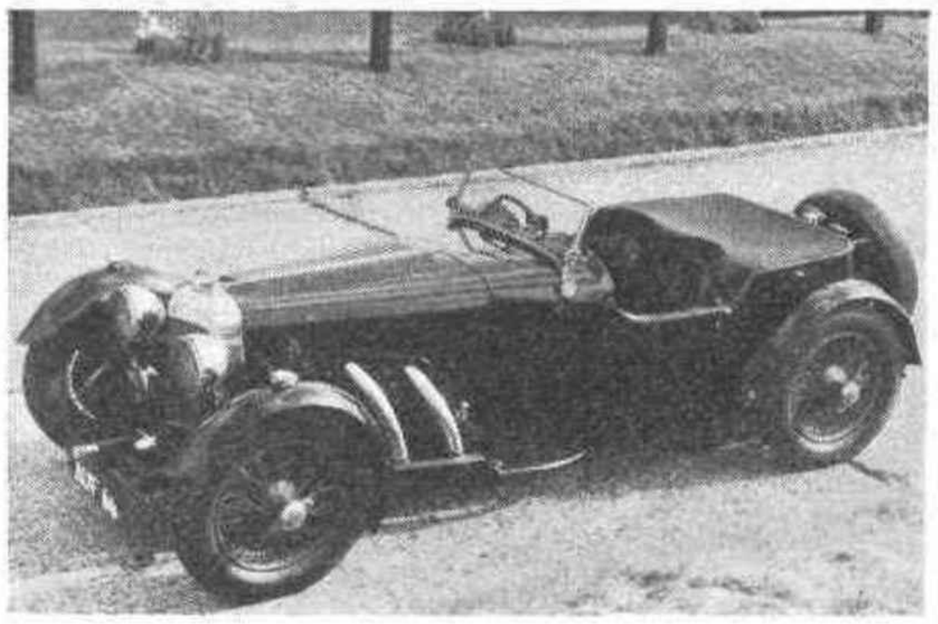
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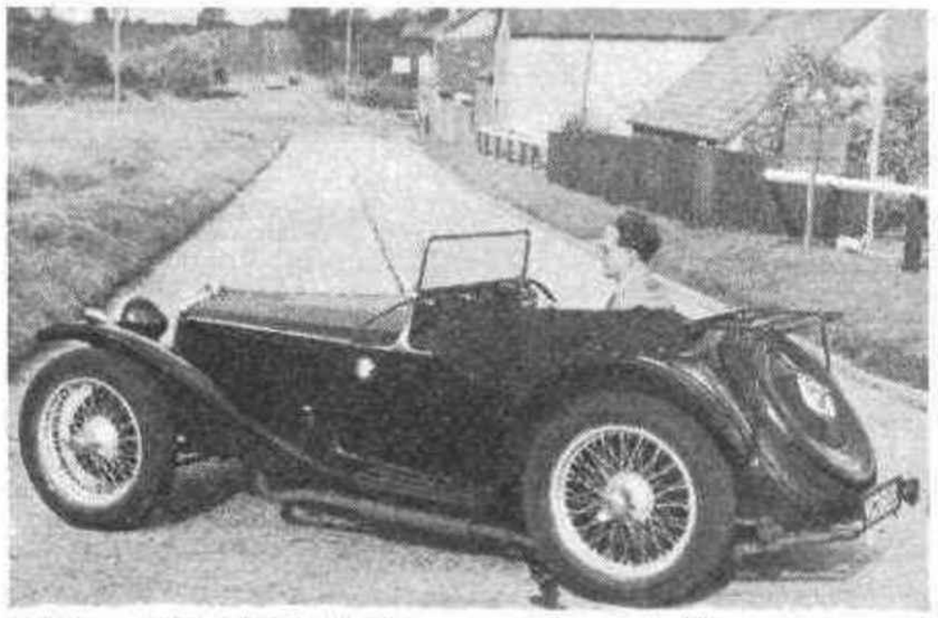
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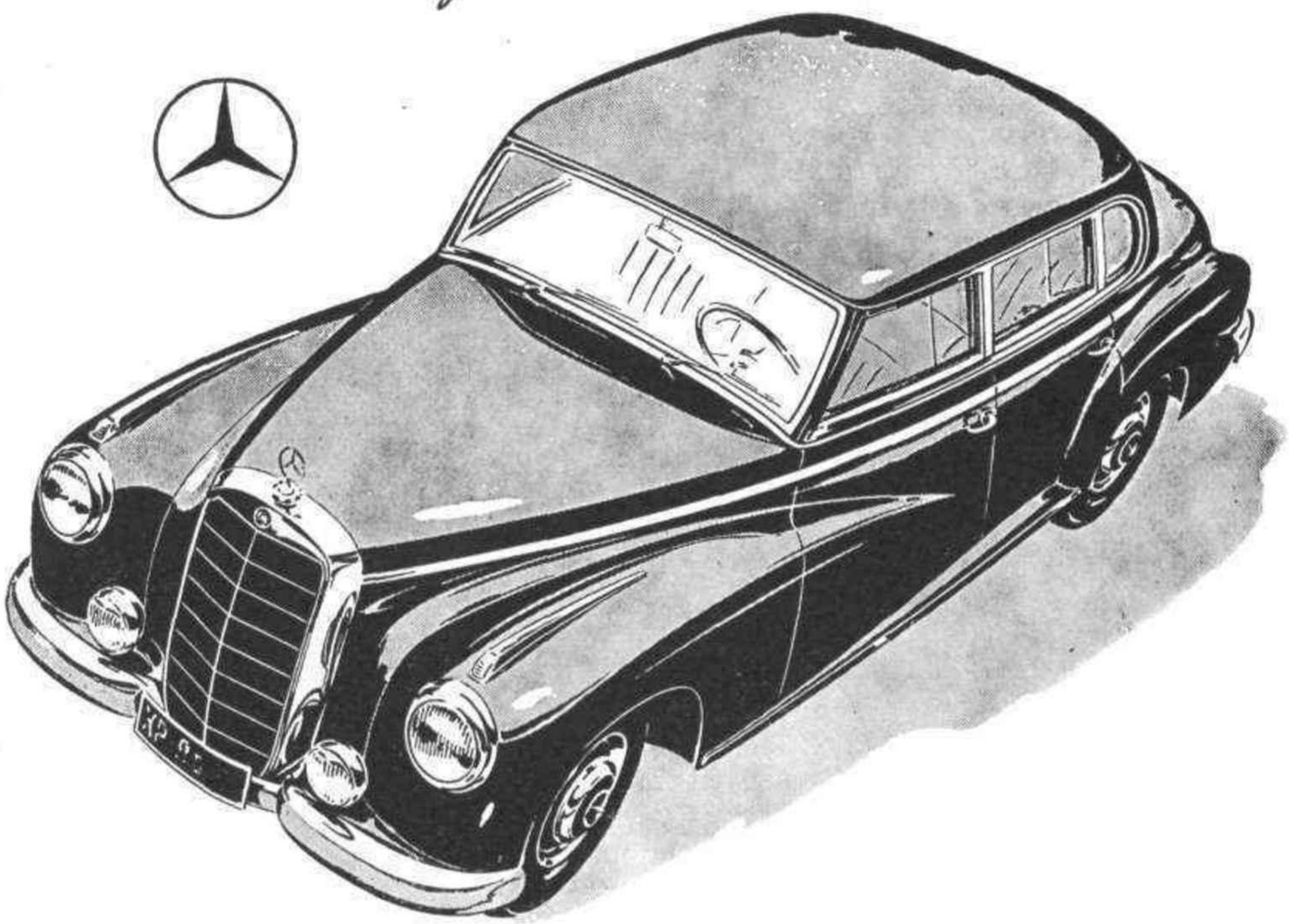


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VOL. XXIX No. 10 VOLKSWAGEN ROAD TEST OCTOBER, 1953

MOTOR SPORT

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MATTERS OF MOMENT

BRITAIN'S BONNIE BABIES

The Welfare State, whatever else may be said and thought about it, has contrived to produce bonnie British babies—the rising generation of mechanically-minded youngsters.

Conversely, the Welfare State has pushed up the cost of living so that motoring, amongst other things, is intolerably expensive. With food, fare, clothes and pastimes inflated far beyond 1939 standards, but salaries in the professional classes remaining comparatively stabilised at wartime levels, the majority of us are light of pocket and shallow of wallet. Consequently, we shall not be surprised to see baby, or rather economy, cars featured at this month's Earls Court Motor Show, which opens on the 21st.

It is really rather astonishing that with world fuel prices so high (from 3s. 3d. a gallon in Holland to 5s. 10d. in France) manufacturers have for so long neglected the economy car—more especially as Britain pioneered the "big car in miniature" (as removed from the French-weaned simple cyclecar) and in the years prior to Hitlerism offered the Austin Seven, Singer Junior, Morris Minor, Morris Eight, Standard Eight, Ford Eight and similar 40-m.p.g. cars for the economical, snug transportation of the Citizens—John, Jane and Junior.

We hold firmly to the belief that, delightful as a large unflurried engine high-geared in a lightweight car undoubtedly is (e.g., Volkswagen) for fuel economies of the 40-m.p.g.-plus order, a tiny power-unit, revving freely, is the better proposition. It is astonishing that since the war Britain has marketed only three really small-engined cars, if we discount the Anglo-French Renault 750. These, the Austin A30, Morris Minor and Ford Anglia—the first two having the same o.h.v. power unit—exceed by 53 c.c. and 186 c.c., respectively, the capacity of the well-proved Baby Austin of pre-war years, whose fame is kept burning brightly by today's members of the virile 750 M.C.

Considering the effective results obtained before the war by Fiat with 570 c.c. and side-by-side valves and since the war by Renault with rear engine of 750 c.c. and Citroën with air-cooled flat-twin engine of 350 c.c., both using overhead valves, we hope to see new conceptions of British utility/economy cars at Earls Court, using really diminutive power plants in ingeniously constructed featherweight body/chassis structures. If anyone questions the European demand for the simple car, scaled-down hypothesis of Henry's immortal model-T, we need only point to the success of the French 2 c.v. Citroën (which is outselling the not so very much more expensive Renault "big car in miniature") and emphasise to the engineers both this little vehicle and the recently-introduced air-cooled, flat-twin, 850-c.c., 13-cwt., six-seater Dyna-Panhard 54.

The announcement that Citroën will now market the 2 c.v. in England should spur on our manufacturers. We have driven this little 60-m.p.g. four-seater saloon and although it requires downgrades and patience to build up a reasonable speed, and the dashboard gear change calls for concentration, the stability round corners is particularly outstanding in view of the extreme flexibility of the suspension, which renders the ride luxurious. The tiny air-cooled flat-twin engine is notably unobtrusive and they say it is cheaper to replace it every 36,000 miles than to rebore it. And to buy a new wing is more thrifty than to repair a buckled one. Truly a worthy Welfare State machine.

At this stage many readers will no doubt be searching for their pens to inform us that we are riding a hobby-horse which has no right to be exercised in MOTOR SPORT—because small cars are not sports cars.

The purely economy vehicle may not be a sports car—although it represents a desirable adjunct to the thirsty road-burner—but since the beginning of the New Motoring, when the pastime moved from heated motor house into unpretentious shed, economy cars have bred very exciting sports and racing variants.

Recall the G.N. "Kim" and such cars as the Joyce A.C., Bedford Hillman and Oates' Lagonda, etc., which competed in those carefree, public-road speed trials of the gay 'twenties and were capable of lapping Brooklands at not far short of 90 m.p.h., and remember the performances of the racing Austin Sevens and M.G. Midgets and the point is surely proved.

This being the case, and bowing before the savage petrol tax of 2s. 6d. per gallon, let us encourage, not scorn, the new baby cars which are expected to steal the coming Motor Show. Rumour murmurs that other members of the Big Five intend to join Austin and Morris in this field. Sir John Black's new offspring will have been announced by the time this Editorial is read, but as we pen it we do not know what engine size his engineers decided upon for the new model. Enthusiasm for a really economical capacity or vague disappointment at something larger in litreage than the pre-war Austin Seven awaits expression after the preview of the Baby Standard, comment on which appears in a later part of this issue.

Let us welcome these Bonnie British Babies; may they be easily weaned on the modern thin oils and premium-grade fuels, suffer a minimum of teething troubles, and emerge as 50-m.p.g. carriages!

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Front cover picture : ITALIAN PROTAGONISTS.—Albert Ascari (Ferrari) and Marimon (Maserati) cornering at Monza. Neither finished the race, for they collided at the last bend on the final lap, with Ascari in the lead.

THE TOURIST TROPHY RACE

Somehow the T.T. never seems to resume quite its former glory. This year's race, over the excellent Dundrod road circuit on September 12th, was to have seen 54 of the latest sports cars, including Ferrari, Alfa-Romeo and Lancia, battling for honours. In fact, out of 45 cars listed in the programme only 27 came out for the Le Mans-style start and the race can hardly be termed International.

The expected battle between John Wyer's DB3(S) Aston Martins and "Mort" Morris-Goodall's Type C Jaguars materialised, and ended in a convincing victory for David Brown, John Wyer and his merry men. It is very nice to see this famous make of out-and-out British sports car redeeming past failures and winning important races, all the more so because from its inception by the late Lionel Martin in 1921 Aston Martin has been essentially a sports car and one of our leading designs in this field.

The race was won by Peter Collins and Pat Griffiths, those exuberant and skilful young drivers, for Aston Martin at 81.71 m.p.h. Parnell and Thompson brought their Aston Martin in second at 81.24 m.p.h. Third place, in spite of poor pit-work and largely on account of Ken Wharton's virtuosity, went to the de Dion Frazer-Nash which Wharton shared with Robb—average speed, 77.21 m.p.h. The Series Production Car Award most deservedly went to photographer Phillips and co-driver Flower in a trusty TD M.G. in Series II tune.

To revert to the Aston Martin/Jaguar battle, the former team lost a car when Poore crashed, Jaguar lost Rolt's car with gearbox trouble after a mere five laps and the Whitehead/Stewart car later, with the same malady. The Moss/Walker car finished fourth with seriously crippled transmission, after waiting by the finishing line as Moss deemed it incapable of doing another lap. It averaged 79.34 m.p.h. to win its class, other class winners being the victorious Aston Martin, Wharton's Frazer-Nash, a Gordini and a DB-Panhard.

The course proved hard on tyres, probably due to its abrasive non-skid circuit and Moss changed many Dunlops, while Stewart had to stop out on the circuit to put on the spare. In contrast, the winning Aston Martin seemed to have needed rather fewer Avons, but it consumed a lot of water. Peter Walker set the race lap record at 87.53 m.p.h.

Retirements in this strenuous race included Lund's Jowett Jupiter with useless steering gear, Scott-Russell who crashed in a Frazer-Nash, Mitchell, whose Frazer-Nash lost a rear wheel, a trouble the Isleworth marque experiences from time to time, Burgess' Kieft *sans* brakes, Hazelhurst who crashed the other Kieft, and Manussis, whose Jaguar crashed.

The 1953 T.T. lacked the intensity of Le Mans, but provided much of interest technically. It showed that the modern sports/racing car on a sinuous circuit consumes tyres faster than a Formula II G.P. car, that Aston Martins are on the top of their form, if apt to overheat and wear out the clutch, but that Jaguar has, alas, not maintained Le Mans form—did not MOTOR SPORT's Continental Correspondent, after praising the Coventry firm for a splendid victory in the French race, comment: "Jaguars cannot afford to become complacent"? Moss and Walker did their best with the material provided and high praise is due to Walker for breaking the *race lap record.*

Highest praise of all goes to John Wyer and his merry men, for Aston Martins were driven to a sure victory (ignoring the handicap) by Collins, Griffiths, Parnell and Thompson, while Frazer-Nash have *every reason to feel proud of getting a 2-litre car home third, ahead of* a 3½-litre machine.

SQN/LDR. NEVILLE F. DUKE, D.S.O., O.B.E., D.F.C., A.F.C.

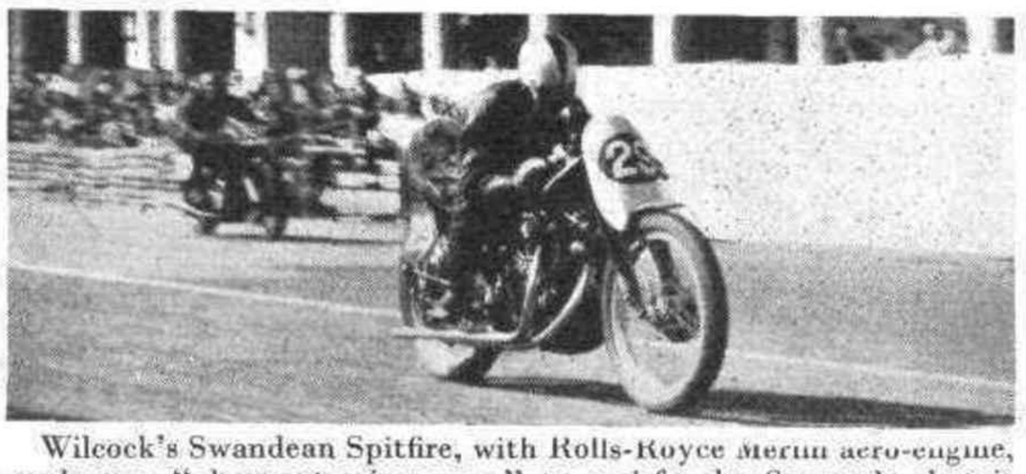
We in the world of motor-racing like to think we know, even more than an appreciative lay public, how much the new World's Air Speed Record of 727.6 m.p.h. by Neville Duke in the Hawker Hunter means to the nation—and understand rather better the magnitude of the task Duke so ably accomplished.

Even the Editor, who is apt to enquire where the biplanes are and if aeroplanes are yet as fast as land-speed-record cars, was warm in his praise of the very gallant young man who twice in a day attacked the record on which he had set his heart—he is willing to forgive Duke the supersonic explosions over his home close to the Farnborough flying field, and is confident his readers will wish to join him in congratulating so talented and fearless a pilot.

[It is nice to know that the memorial to Harry George Hawker (who founded the firm which builds the Hunter), erected in the cemetery of Hook Parish Church after he had been killed in an aeroplane accident at Brooklands in 1921, is maintained in very good condition. Incidentally, the grave of the late J. G. Parry Thomas, in the cemetery at Old Byfleet Church, appears to be sadly neglected. —ED.]

Motor-Cycle Beats Car at Brighton

Diana Naismith in the Clairmonte, which has a Lea-Francis engine, was very hot stuff. She was only one second slower than the class record and beat the owner of the car! Ted Lloyd-Jones made best car time in 24.55 sec., which was a shade slower than his own record for the class. The Triangle looked a lot smarter, and steered a great deal better this year. It made only one run, and was beaten by George Brown's Vincent-H.R.D. motor-cycle, which, clocking 24.27 sec., was 0.28 sec. faster.



Wilcock's Swandean Spitfire, with Rolls-Royce Merlin aero-engine, made two "demonstration runs" to satisfy the Stewards that it *was safe, then did one timed run with only second gear in operation.* It has a wheelbase of nearly 15 ft., looks fantastic, but does not (at present) perform as hoped. It runs much too richly, overheats rapidly, and accelerates sluggishly. Mrs. Millington drove Beart's Cooper; *she made no less than four false starts during the day, but* drove well when once she got away properly.

Lycett was unchallenged in the Bentley Owners' Class. In this class, B. H. Bowring came back to the start after his second run with his car on fire, but it was soon dealt with. He stopped immediately opposite the fire engine, leapt out of his car and rang the fire bell!

It was a pleasant meeting, free of incidents.

Results:

Members' Handicap:			
	1st:	K. Rudd (2,660-c.c. Austin-Healey)	31.77 sec.
	2nd:	D. Hely (2,443-c.c. Healey)	34.45 ,,
	3rd:	J. Goodhew (3,996-c.c. Darracq)	30.72 ,,
Sports Cars:			
1,100 c.c.:	1st:	R. Watling-Greenwood (1,098-c.c. R.W.G.)	34.89 sec.
	2nd:	F/Lt. W. F. Morice (1,089-c.c. Cooper-Riley)	35.73 ,,
	3rd:	D. R. Moore (950-c.c. M.G.)	35.78 ,,
1,500 c.c.:	1st:	Miss D. Naismith (1,496-c.c. Clairmonte) ...	32.89 sec.
	2nd:	Capt. W. H. Bledsoe (1,488-c.c. Porsche) ...	34.21 ,,
	3rd:	A. J. Jarvis (1,497-c.c. H.R.G.)	38.40 ,,
2,500 c.c.:	1st:	B. Wyatt (1,971-c.c. Frazer-Nash)	29.20 sec.
	2nd:	D. Hely (1,971-c.c. Frazer-Nash)	30.90 ,,
	3rd:	F. B. Copeland (1,971-c.c. Frazer-Nash) ...	31.00 ,,
Unlimited:	1st:	P. Waring (4,482-c.c. Talbot)	29.33 sec.
	2nd:	E. W. Holt (3,442-c.c. Jaguar)	29.59 ,,
	3rd:	N. Dewis (3,442-c.c. Jaguar)	29.70 ,,
Supercharged Sports Cars:			
2,000 c.c.:	1st:	M. Potter-Moore (M.G.)	32.95 sec.
	2nd:	D. W. Davis (1,287-c.c. M.G.)	34.08 ,,
	3rd:	P. Bucknall (1,087-c.c. M.G.)	34.86 ,,
Unlimited:	1st:	G. D. Parker (3,442-c.c. Jaguara)	26.88 sec.
	2nd:	W. Coleman (2,664-c.c. Jaguette)	29.00 ,,
	3rd:	D. Lewis (2,600-c.c. Alfa-Romeo)	33.48 ,,
Bentley Cars:			
Unlimited:	1st:	F. Lycett (7,980-c.c. Bentley)	29.66 sec.
	2nd:	J. A. Williamson (4,398-c.c. Bentley) ...	31.44 ,,
	3rd:	G. H. G. Burton (4,398-c.c. Bentley) ...	32.40 ,,
Racing Cars:			
500 c.c.:	1st:	S. Lewis-Evans (499-c.c. Cooper)	30.92 sec.
	2nd:	C. A. N. May (497-c.c. Cooper)	32.22 ,,
	3rd:	R. K. Tyrrell (499-c.c. Cooper)	32.60 ,,
1,100 c.c.:	1st:	S/Ldr. F. Sowrey (996-c.c. Cooper) ...	27.54 sec.
	2nd:	G. F. Hulbert (747-c.c. Austin)	29.05 ,,
	3rd:	D. Richmond (1,094-c.c. Rapier)	29.70 ,,
1,500 c.c.:	1st:	V. Thomas (1,496-c.c. E.R.A.)	26.63 sec.
	2nd:	D. Wilkinson (1,488-c.c. E.R.A.)	27.20 ,,
	3rd:	J. Williamson (1,488-c.c. E.R.A.)	27.25 ,,
2,000 c.c.:	1st:	V. Thomas (1,496-c.c. E.R.A.)	26.99 sec.
	2nd:	J. Williamson (1,488-c.c. E.R.A.)	27.33 ,,
	3rd:	R. R. C. Walker (1,960-c.c. Connaught) ...	27.40 ,,
Unlimited:	1st:	E. Lloyd-Jones (21,000-c.c. Triangle) ...	24.55 sec.
	2nd:	R. R. C. Walker (1,960-c.c. Connaught) ...	27.18 ,,
	3rd:	J. Berry (2,260-c.c. Bugatti)	27.60 ,,
Motor-cycles:			
Unlimited:	1st:	G. Brown (998-c.c. Vincent)	24.27 sec.*
	2nd:	F. Williams (498-c.c. Cotton)	27.40 ,,
	3rd:	P. Ferbrache (499-c.c. Norton)	28.83 ,,
Vintage Cars:			
Unlimited:	1st:	S. J. Smith (3,978-c.c. Sunbeam)	28.00 sec.
	2nd:	P. J. Stubberfield (2,261-c.c. Bugatti) ...	28.40 ,,
	3rd:	A. S. Raven (2,992-c.c. Bugatti)	29.20 ,,
Lady Drivers:			
Unlimited:	1st:	Mrs. R. Sarginson (5,420-c.c. Allard) ...	30.22 sec.
	2nd:	Mrs. V. R. Richmond (1,094-c.c. Rapier) ...	30.61 ,,
	3rd:	Mrs. M. Millington (499-c.c. Cooper) ...	31.14 ,,

* *F.T.D.*

THE ITALIAN GRAND PRIX—*A Dramatic Finish*

MONZA, September 13th.

WITH the Ferrari factory stating that it was to be their last official race, the Grand Prix at Monza took on a distinctly interesting aspect, for, being near the end of the season, it was evident that both Ferrari and Maserati would throw all they had into the fray. Pre-race interest started long before practice days, for both Ferrari and Maserati were out trying cars during the week before the practice week, Ferrari with a completely new car and Maserati with one of their normal cars fitted with a vast headrest on the tail. Early in race week Fangio and Marimon appeared again with a normal but brand new A6 Maserati, the factory officially dropping the "G" from their data plate, and both the Argentinians proceeded to lap at speeds higher than the 1952 record, Fangio's best being 2 min. 1 sec. and Marimon in 2 min. 2 sec. The following day Ferrari turned up with one brand new car, of entirely different conception, and one of the old faithful four-cylinders, and with Ascari, Villoresi and Maglioli as drivers. While Maglioli accustomed himself to driving the old car, Ascari tried the new one, but was soon in to complain about the handling and to check the oil temperature, which was unduly high. To try to lower the temperature some of the cowlings were removed, and this afforded an excellent opportunity to study the construction of this new Ferrari. With a much shorter wheelbase than before, the car was built around a "space-frame" of about 1-in. diameter tubing, of the sort of design in which all the tubes were doing work and the number was kept to a minimum. At the front a transverse structure of this tubing carried the suspension units at its ends and the layout followed previous Ferraris, being double wishbones with a transverse leaf spring mounted underneath, with rubber blocks between the frame and the lower wishbone, but in detail the whole assembly was new. The top wishbones were very short and narrow and, instead of king-pins, ball-joints were used, as on the B.R.M. The steering-box was mounted on the centre of the transverse tubular structure, operated by a straight steering-column running back along the centre line of the car, and the steering-arm pointed rearwards, the two-piece track-rod being behind the wheel centre line, instead of in front as on all previous Ferraris. The brakes followed the normal Formula II practice, with external pull-off springs and radial air outlets, but a much greater camber angle was used on the wheels. At the rear of the frame was mounted the gearbox and differential, which had the gearbox in the same casting as the differential, with the prop.-shaft entering below axle level and a pair of step-up gears in a detachable casing on the back of the main casting taking the drive to the crown-wheel and pinion. This complete unit was bolted to a tubular sub-frame, which in turn was attached to the main frame at six points on Silentbloc bushes. The rear suspension was still de Dion, but with the de Dion tube running in front of the differential instead of behind it, located by a guide and double radius-arms on each side, these arms being very large diameter and made in alloy, with ball fitting ends. The springing medium was still transverse leaf spring, but mounted high above the wheel centre line and slightly to the rear, being connected to the hub carriers by short links. The spring itself was not clamped to the chassis but was kept in place by pairs of rollers on each side, halfway between the centre and the ends, while the centre was attached to a single pivot bolt. Looking at the entire rear end of this new car there was something reminiscent about it, and reference to the Nurburgring report in this issue will suggest Lancia, but whether Lancia copied Ferrari or Ferrari copied Lancia, or whether it was just a coincidence, is not known. Behind all this assembly was mounted a cubical shaped oil tank, and behind that a small petrol tank, with a feed running forward to a filter in the cockpit. The main fuel tanks were slung pannier-wise on each side of the cockpit, the filler being on the right-hand side. The engine for this new car was still a four-cylinder, but completely new in conception, for the valves were at a wider angle in the head and the construction was new. In the old four-cylinder engine the head and block were in one and the complete unit bolted down onto the crankcase, but with the new engine, which was much smaller in overall height, the crankcase casting extended right up to meet the head, so that the only joint in the engine was about where a normal head-gasket would be, the integral liners of this new head/block unit presumably extending down into the crankcase. The special double Weber carburetters mounted on the chassis were fitted and the four-pipe exhaust system was unchanged, except that the low engine and side fuel tank necessitated bringing it up and over the bulging body side and past the driver at shoulder level. Twin magnetos were retained for the eight plugs and were driven from the timing gears and mounted very low at the front, with a horizontally rotating water pump mounted above them. The body for this new car was very smooth and sleek, having a typical Ferrari nose, and the side tanks gave the car a short, stumpy appearance, but very purposeful when alongside the older model. Using the two cars, and going round until nearly dark, Ascari could not make the new one go as fast as the old one, his best times being 2 min. 3 sec. in the old car and 2 min. 5 sec. in the new one, so that the team went away to think again. During the day all three drivers drove the old car and their best times were: Ascari, 2 min. 3 sec.; Villoresi, 2 min. 5 sec.; and Maglioli, 2 min. 7 sec.

On the first day of official practice everyone was out early except Maseratis, who did not arrive until quite late in the day. Ascari, Farina, Villoresi and Hawthorn were on the old four-cylinder cars, while Maglioli and Carini were driving the new cars, there being two of the "space-frame" cars present to qualify for the 7,000,000 lire offered to any Italian constructor who started two new cars in the race. In addition to these six cars, the spare early four-cylinder car was there, being driven by the whole team as a training car. Rosier's private car made a total of seven Ferraris in the entry list. Naturally, the main opposition was to come from the works Maseratis and for the first day's practice they arrived with one brand new car, differing from the earlier models of this season by having two radius-rods on each side of the rear axle as well as the ¼-elliptic springs and a smoother and sleeker body. This was driven by Fangio, while one of the earlier cars was shared by Marimon, Bonetto, Mantovani and Musso, the last two being tried out for their first Grand Prix. At the end of the day Ascari led the whole field with a time of 2 min. 2.9 sec., a whole second faster than Farina, who was next. The remainder of the entry was full of interest and particularly Moss' Cooper-Alta, which was fitted with direct fuel-injection by S.U., in which the injection pump and timing device was driven from the rear of the exhaust camshaft, this being correctly timed and metered injection as distinct from the Hilborn-Travers system of a constant flow of fuel into the manifold. That the Alta engine, aided by S.U., was giving enormous power was proved by Moss' time of 2 min. 6.6 sec. and the fact that the car had now reached a speed where the roadholding was inadequate and the brakes non-existent, but in spite of this his time was easily the fastest by an English car. The Gordini trio of Trintignant, Schell and Mieres, the last-named replacing Behra, who was on the Tour of France, all went round in under 2 min. 10 sec., as did Salvadori in the ex-Lyons long-chassis Connaught with Amal carburetters, now being used in the works team. MacAlpine had the latest long-chassis Connaught with injection and Fairman was driving the original number one car. Wharton and Brown had their Cooper-Bristols, and the latter soon finished practice with a blown head-gasket. The Scuderia Milan produced two very tatty A6G Maseratis, one being last year's model, and the other the car that was modified by the factory during the winter and preceded the present form of A6 with the oval radiator grille. These were driven by Bira and Landi, the latter's car having Maserati-Milan brakes of enormous dimensions. To complete the first practice day list there came Macklin, Fitch and Cabantous in H.W.M.s, the last named having the H.W.M. engine and Jaguar gearbox in a 1951 chassis, as the 1953 one had been written off in a crash at Cadours a short while before, Stuck with his Bristol-engined A.F.M., Claes in his Weber-carburetted Connaught, and Chiron with his Osca.

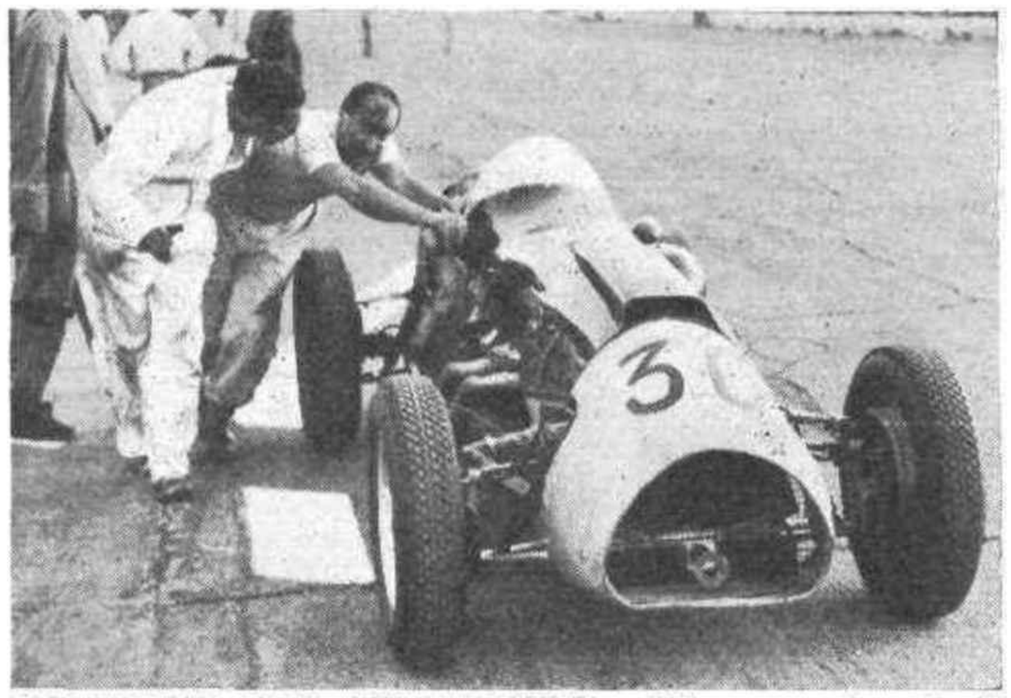
For the second day of practice it was Maseratis who were first on the scene with factory cars for Fangio, Bonetto and Mantovani, the blue-and-yellow Argentine car for Marimon, Platé's red-and-white one for de Graffenried, and a spare factory car for everyone in general. All the other drivers were out as well, some being content with a few laps and letting the previous day's good times stand, others thrashing round and round trying to improve on them. Towards the end of the day some "lending" was indulged in, Salvadori trying the Moss Cooper-Alta, and the spare Maserati being lent to Fitch, Siletti and de Riu. Ascari's fastest lap still stood, though Fangio got down to 2 min. 3.2 sec., but to make sure Ascari reduced his to 2 min. 2.7 sec., and Marimon, Farina, Bonetto, Villoresi, Hawthorn and Trintignant all got under 2 min. 6 sec. The new Maserati boy, Mantovani, showed promise with a lap in 2 min. 7.5 sec. Just before practice finished Fangio went out in Bonetto's car and while travelling very fast round a long right-hand curve a rear tyre came off, and though he stopped without damage to himself or the car he was rather shaken for a time, as was the

whole Maserati *equipe*, for to have had their number one driver put out of the race by an accident a few minutes before the end of practice would have been a disaster.

After the Sunday morning had been occupied by a national sports-car race, for production sports cars, with an exclamation mark after the word production, the serious business of the Grand Prix began to get under way, and the cars were brought out to the starting line. Maserati had done a slight shuffle, giving Bonetto the lastest car and Fangio and Mantovani the earlier ones, while neither the practice Maserati nor the practice Ferrari were used. With 80 laps to cover, most cars were going through non-stop, but Connaughts and the Cooper-Alta were prepared to refuel, the latter even having to contemplate a tyre change.

Lined up in rows of three the thirty cars made an impressive array, and when the flag fell 28 of them roared off to a tremendous start with Ascari forging ahead. Fangio and Bonetto both made hesitant starts and Mantovani stalled, while Bayol was at the pits having arrived late and unprepared to start. Mantovani was pushed off and screamed away after the rest of the field, and Bayol joined in some time later. From the grandstand the cars can be seen travelling down the back leg of the circuit, and as they did so the blue-and-yellow car of Marimon went past the entire bunch of leading cars with ease. At the end of the first lap the leaders came by in a close bunch, with Ascari and Marimon side by side, followed by Farina, Fangio, Moss, de Graffenried, Villoresi, Hawthorn, Trintignant, Landi, Schell and Salvadori, the Connaught holding the tail end of the Continental cars. Down the back leg again and the order was more or less the same, and Moss was still fifth and comfortably holding the Italian cars for maximum speed, but as Ascari led Marimon into the third lap the Cooper-Alta pulled into the pits; some excess oil was blowing out of the breather and Moss had got the impression there was a leak somewhere. After a quick look round he was off again, but with the furious pace of the race he was now right at the back of the field. A race for the lead now settled down between Ascari, Fangio, Farina and Marimon, two Ferraris and two Maseratis, and lap after lap the first and fourth were less than 2 sec. apart, while Marimon took the lead nearly every lap on the fast back leg of the circuit. This was obviously motor-racing with no holds barred, and these four soon outstripped the rest of the field, while the score sheet read something like this : " . . . Ascari leads for six laps, Fangio for two, Ascari for one, Farina one, Fangio one, Farina two, Ascari nine, Fangio one, Farina one, Fangio two, Ascari five, Fangio two . . ." and so on, lap after lap after lap. This was Reims all over again and it seemed quite impossible that the pace could last, for surely one of them must make a mistake or one of the straining engines fail. So regular was this battle that time after time as they passed the pits the two Ferrari drivers would change into top at exactly the same moment, while the two Maserati drivers did the same a few yards farther on, as though the two gear-levers were coupled together.

If this was not enough to keep the spectators on their toes and screaming, there was plenty happening farther down the field. Villoresi was alone in fifth place, but not far behind Hawthorn and Trintignant were having a terrific duel, changing position at regular intervals, and both drivers crouching low over the steering wheels to try to gain a few more r.p.m. and all the while closing up on the unsuspecting Villoresi. The tail end of the field had been lapped by the leading battle in only five laps, and one by one the remainder were being caught and passed, sometimes on the right, sometimes on the left, and, more often than not, on both sides. Bonetto made up ground fast after his bad start, and after his pit stop Moss joined the race as the Maserati went by. Although a lap behind, he gave a most convincing demonstration of the speed of the Cooper-Alta by staying with Bonetto for more than twenty laps, and during ten of those he was never more than a length away from the Maserati, even giving it a tow in his slipstream on one lap. Salvadori was running a very steady 10th until a throttle cable broke and he had to wait at his pit while it was soldered, and Fairman had already been in and out of the pits with an obscure oiling trouble. The war for first place was still raging, and on the 39th lap, one before half-distance, the order was Ascari, Farina, Fangio and Marimon, so close together that each car was overlapping the one in front, and still the furious pace persisted. For the next ten laps Fangio led for two, Ascari for six and Farina for two, but in the middle of this, at the end of the 46th lap, Marimon came into the pits with a damaged oil radiator. This cost him six minutes while it was repaired, and put him way back, but it did nothing to stop the fight between the other three. Just before this incident Hawthorn and Trintignant caught Villoresi and the three of them had a scrap, but after a time the combined teamwork of the two Ferraris drew them away from the Gordini, though Trintignant had the pleasure of passing both



BLOWN-UP BUT UNDAUNTED.—Wharton pushes in his Cooper-Bristol.

of them on one corner before they shook him off. After his bad start Mantovani worked his way up to 11th position and soon after halfway he came in and handed over to Musso. The two new Ferraris were not at all impressive, Maglioli circulating steadily in the middle of the field and Carini having frequent pit stops until he retired on lap 42, Rosier caused a stir by coming into his pit for a repair, a thing normally unheard of for him, and Moss was running into trouble, first with stripped tyre treads, as much as 2 ft. of rubber coming off, and later one of his fuel tanks split, so that he dropped farther and farther back down the field. The only consolation was that when he did motor he went fantastically fast, and the way he overtook Wharton and Brown in their Cooper-Bristols along the straight was justification for painting the car red. On one occasion he even went past Hawthorn, right in front of the pit area, sitting back at ease, while the Ferrari driver was crouching low over his steering wheel. The two Bristol-engined Coopers were frequently at the pits, Brown to pour in oil, water and fuel in unending quantities and Wharton to tighten bits that kept falling off due to the vibration caused by a loose crankshaft damper. The H.W.M. team were in no better state, Macklin and Fitch both being out with seized engines and Cabantous going round, but slowly. A real surprise was being caused by the Gordini team, for Trintignant was still in sixth position, Mieres ninth and Schell 13th, and none of them had been near the pits and looked set to complete the race.

With twenty laps still to go the leading trio were still as close as ever, though Ascari was beginning to be persistent about leading as they finished each lap, and at this stage they lapped Villoresi and Hawthorn, and Marimon had rejoined the race at the same position on the track but three laps behind. The result was that for five laps these six cars went round in a tight bunch that was so devastating to drivers of slower cars who were overtaken that the tail-enders were going up the straight keeping one eye cocked over their shoulder for the approaching storm. Hawthorn dropped back out of this maelstrom and the last ten laps saw Ascari, Farina and Fangio still fighting hard with Marimon and Villoresi mixed up in it, though a lap and three laps behind, respectively. Normally a driver would tend to ease up and let the leaders go on ahead, but while Marimon was about the place to help Fangio in any little way he could, Villoresi must have felt he should stay to help Ascari, Farina no doubt having to look after himself. Round and round they went, still with no quarter given, and as they started the last lap the three leaders were still within touching distance. Down the back straight they passed Bonetto, who was going slowly, and then the five cars disappeared behind the trees as they went into the last two corners of the race. From the finishing area these corners are obscured, so what actually happened can only be conjecture, but the result was that while everyone craned to see a " photo-finish " there was a big shunting match on the very last corner and Ascari and Marimon finished up on the grass, Farina motored off the road but kept going, and Fangio nipped by the lot and won by 200 yards, which so surprised everyone that even the man with the chequered flag forgot to drop it, so that Fangio and Farina did another lap just to make sure. Villoresi stopped very quickly having crossed the line, left his car and hurried back to the Ferrari pit to report what had happened, and some while later Ascari and Marimon arrived in a marshal's car, Alberto looking furious and Marimon with a look of innocence and a cut cheek. The official

statement was that Ascari was leading in the last corner, spun round on some oil, Farina had to dodge the spinning car and Marimon hit it, the resulting melee allowing Fangio a free path to victory. The whole incident happened so quickly that even people on the spot were not sure of the details, but the tail of Ascari's car had been well and truly smashed by a direct hit and the nose of Marimon's car was pushed back nearly two feet, while the nose of Farina's car had made very hard contact with someone's rear wheel, so hard that the bonnet was crumpled. It seems likely that it was Marimon who hit Ascari in the tail and Farina hit Marimon's rear wheel, but whatever happened there was no doubt that Fangio was not mixed up in it and he had a clear run to victory, one that Maserati have been working for since this time last year and, while popular, it is a pity it could not have been achieved in a straight-forward finish.

At the end of the race Ferrari were still claiming that it was to be their last official race, but it will be very surprising if they sit back and let Maserati get away with the last victory, and a dubious one at that.

Of the remainder of the runners, poor Bonetto lost seventh place by running out of fuel as he rounded the last corner on the last lap, being in sight of the finish but with not enough time left to push it home. Wharton's vibrating Bristol engine eventually stopped with a bump and he pushed it home to the finish, but too late to be classed, while Fairman and MacAlpine were still circulating when the race was stopped. Salvadori had gone out with a broken drive shaft to the reduction gears, and de Graffenried had blown-up his Maserati 10 laps from the end after holding eighth place for most of the race. All three Gordinis finished and not one of them made a pit stop, while Cabantous kept the sole surviving H.W.M. going until the finish.

MONZA MUSINGS

The Monza race was as exciting as the Reims race, and on both occasions the difference between the Maseratis and Ferraris was negligible. Both circuits call for a minimum of driving skill, with resultant extremely close racing. All the other Grand Prix events on road circuits, as distinct from tracks, have been dull processions in comparison. Could it be that road racing is not what the public needs ?

For a long time now the British have been crying out that they have Formula II chassis but no Formula II engines for competing against the Italians. In the Alta engine with S.U. injection we have the Formula II engine for power, as Moss showed along the straights, all we need now is a Formula II chassis. A power output of 186 b.h.p. is claimed for this unit, and by the way the car overtook Hawthorn's Ferrari and led Bonetto's Maserati it must have been giving all of that.

Attention to detail seems to be the British team's trouble, most English cars need patching up during a Grand Prix, even though running at the end of the field. The Italians seem to be able to screw their cars together to do the complete race non-stop and in the lead.

Results :

ITALIAN GRAND PRIX—Formula II—80 Laps—504 Kilometres—Very Hot

1st :	J. M. Fangio (Maserati 6-cyl.) ...	2 hr. 49 min. 45.9 sec.—178.130 k.p.h.*
2nd :	G. Farina (Ferrari 4-cyl.) ...	2 hr. 49 min. 47.3 sec.
3rd :	L. Villoresi (Ferrari 4-cyl.) ...	2 hr. 49 min. 49.2 sec.— 1 lap behind
4th :	J. M. Hawthorn (Ferrari 4-cyl.)	2 hr. 50 min. 07.6 sec.— 1 lap behind
5th :	M. Trintignant (Gordini 6-cyl.)	2 hr. 51 min. 11.0 sec.— 1 lap behind
6th :	R. Mieres (Gordini 6-cyl.) ...	2 hr. 50 min. 45.0 sec.— 3 laps behind
7th :	S. Mantovani/E. Musso (Maserati)	2 hr. 50 min. 44.3 sec.— 4 laps behind
8th :	U. Maglioli (Ferrari 4-cyl.) ...	2 hr. 51 min. 50.4 sec.— 4 laps behind
9th :	H. Schell (Gordini 6-cyl.) ...	2 hr. 50 min. 46.2 sec.— 5 laps behind
10th :	L. Chiron (Osca 6-cyl.)	2 hr. 51 min. 21.7 sec.— 8 laps behind
11th :	B. Bira (Maserati 6-cyl.) ...	2 hr. 52 min. 12.3 sec.— 8 laps behind
12th :	A. Brown (Cooper 6-cyl.) ...	2 hr. 51 min. 12.7 sec.—10 laps behind
13th :	S. Moss (Cooper 4-cyl.) ...	2 hr. 51 min. 44.4 sec.—10 laps behind
14th :	H. Stuck (A.F.M. 6-cyl.) ...	2 hr. 51 min. 11.7 sec.—13 laps behind
15th :	Y. G. Cabantous (H.W.M. 4-cyl.)	2 hr. 51 min. 31.5 sec.—13 laps behind
16th :	L. Rosier (Ferrari 4-cyl.) ...	2 hr. 51 min. 24.7 sec.—15 laps behind

* *New record.*

Still running : J. Fairman (Connaught) ... ... 19 laps behind
K. Wharton (Cooper) ... ... 23 laps behind
K. MacAlpine (Connaught) ... ... 24 laps behind

Fastest lap : J. M. Fangio (Maserati), on 39th lap, in 2 min. 4.5 sec.—182.168 k.p.h. (*new record*).

Retired : Maeklin (H.W.M.), 7th lap; Claes (Connaught), 8th ap; Fitch (H.W.M.), 15th lap; Bayol (Osca), 18th lap; Landi (Maserati), 19th lap; Salvadori (Connaught), 34th lap; Carini (Ferrari), 41st lap; de Graffenried (Maserati), 71st lap; Marimon (Maserati), 76th lap; Bonetto (Maserati), 78th lap; Ascari (Ferrari), 80th lap.



ALBERTO IS NOT AMUSED.—Ascari and Marimon walk in after the last-corner shunting-episode.

THE G.P. OF SUPERCORTEMAGGIORE

MERANO, September 6th.

Some idea of the trend of sports-car racing could be gained from the race held over the 18-kilometre circuit at Merano, in Northern Italy, for it was of the category that the Germans so aptly described as " racing sports cars." Sponsored by the A.G.I.P. petrol company, in collaboration with the Automobile Club of Milan, and named after their latest brand of petrol, Supercortemaggiore, the race attracted an exciting entry of factory cars that are no more than thinly disguised Grand Prix cars. Lancia were out in full force with two B24 cars and two B23 models, the first two being 3.3-litres, driven by Taruffi and Bonetto, Manzon and Castellotti being in the earlier 3-litres. In direct opposition was Fangio with an open version of the Mille Miglia Alfa-Romeo, with 3-litre engine, the cars of Sanesi and Carini being withdrawn at the last moment. Maserati produced four 2-litre sports A6G models, driven by a collection of young Italians, Mantovani, Musso, Giletti and Stagnoli, while the rest of the field was made up of private owners with varying degrees of factory cars. Bordoni was on his 2.3-litre Gordini, Cabianca with the 1,450-c.c. Osca, Ruesch a 4.1-litre Ferrari, Maria Bianca with a 3-litre Ferrari coupé and so on, the whole entry being of that brand of sports car that only Italy seems to consider as " sports," most other people viewing them as out-and-out racing cars.

Held over 15 laps of the new circuit that abounded in corners and gradients, Taruffi led away from the start, followed by Manzon and Fangio, with Bonetto close behind. Before the end of the first lap Manzon was out with gearbox trouble and Fangio was content to let Bonetto get past, so that the order at the end of the first lap was Taruffi, Bonetto, Fangio, Castellotti, de Oliviera (open 3-litre Ferrari) and Mantovani with the leading Maserati, the rest of the field pounding along behind. Before the lap was completed a crash occurred which affected the race severely for Ruesch spun off into the crowd and caused Cortese to crash also, both drivers being injured, and then when Taruffi arrived on the following lap he skidded on the oil from the Ruesch incident and crashed also, but without injury. This left Bonetto in the lead and with Castellotti in trouble with weak brakes the swarthy Felice was left alone to battle with Fangio. This he did in a grand manner until the 12th lap when his gearbox gave up and he was forced to retire, and as Castellotti had withdrawn on the seventh lap, Fangio was now quite unchallenged and completed the race to record the first win for the new sports Alfa-Romeo. Having started as a lone hand against the full force of Scuderia Lancia he had won due to their misfortune, just as Ascari and Farina had done at Nurburgring the week before. There is no doubt that the sports Lancias are formidable machines, but they have yet to shake off all the little errors that creep into the best organised teams. When they do it is pretty obvious that the Scuderia Lancia will be a powerful force in racing.

Behind the giants was Mantovani, a promising new young Italian driver, leading the rest of the field, and who naturally moved up into second place as the Turin cars fell by the wayside.

Results :

G.P. SUPERCORTEMAGGIORE—Sports—270 Kilometres

1st :	J. M. Fangio (Alfa-Romeo 3-litre)	2 hr. 07 min. 23.8 sec.—127.161 k.p.h.
2nd :	S. Mantovani (Maserati 2-litre) ...	2 hr. 15 min. 57.2 sec.
3rd :	P. Nogheira (Ferrari 3-litre) ...	2 hr. 07 min. 45.4 sec.—1 lap behind

INTRODUCING

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GAMMON DOES THE HAT-TRICK
at Peterborough M.C. Silverstone Meeting

THE Peterborough M.C. ran off a very slick meeting at Silverstone on September 19th, their plan of starting races when they had the competitors ready and not to a pre-determined time-table working perfectly and considerably speeding up the programme, so that eleven five-lap races were run off in about 4¼ hours.

It was certainly Gammon's day and by fairly flinging his M.G. through the corners he gained three "firsts," including winning the MOTOR SPORT Handicap in masterly fashion, passing a bunch of competitors round Woodcote in the run-in. We look forward to seeing this M.G. engine in a Lotus chassis next season, which we believe to be Gammon's intention.

The vintage-car handicap had a "field" ranging from French's Simplicity Austin to Dr. Ewen's Itala, the latter accepted by the organisers as a sports car whereas its 45-year-old association with G.P. racing sometimes excludes it. Moss' fast if smoky blown 1¾-litre Alfa-Romeo won at 54.32 m.p.h. from Emminson's G.P. Bugatti and Pratt's G.P. Bugatti. Unfortunately, Fitzwilliam stalled his beautiful 1930 ex-Le Mans long-chassis blown 2.3 Alfa-Romeo across Woodcote after an episode to avoid Gibbs' Riley and Orr-Ewing's 4½-litre Bentley shunted it into the ditch, folding up one streamlined wing, etc. Casualties were confined to machines. French's tiny Austin slipstreaming the Itala was a fine sight; *what 12 litres did in 1908 three-quarters of a litre just about equals today.*

The next five-lap handicap (all races were for sports cars) was won by Arthur Mallock on sheer cornering virtuosity. His Austin Seven, with linered-down Ford Ten engine, went round Woodcote so fast that every lap we thought he would lose it. Instead, he won at 62.35 m.p.h., a very comfortable distance ahead of Lord's H.R.G. and Marriot's Buckler. Welford in a Treen Riley Nine had a shocking broadside at Woodcote, using the full width of the road to correct it, while Stringer's Rayburn Griffiths would have been second had it not spun inwards at Woodcote in the run-in. Indeed, the finish was hectic, for Lord ran into the ditch, but motored on unconcernedly.

Two laps from the finish of the third race, Len Gibbs, his Riley in better form than it has been for some time, took the lead, to win at 65.24 *m.p.h. from* Steed's J.A.G. *with stroked* Consul *engine* and Gammon's scratch M.G. Threlfall indulged in about-turns in the Turner, and Evans' Nimrod wasn't quick.

Moss, off from the 35-sec. mark, had an easy win in the next handicap, the old Alfa-Romeo averaging 63.08 m.p.h. Walker's "Bluebelle" Bentley was second, 2.2 sec. in front of Major Bailey's Bentley.

Sears, braking sensationally in clouds of smoke at Woodcote with tyres howling and taking all the road, won the fifth race, another handicap, in a smart XK120 Jaguar, at 68.16 m.p.h. Everard's DB2 Aston Martin gave him 10 sec. start and was very close at the finish, Gammon netting another "third."

The Bentleys, opposed by Binns' lone and too-slow 30/98 Vauxhall, then had a five-lapper to themselves. It proved exciting, Burton getting home by the narrow margin of 3.4 sec. from Bailey, at 68.88 m.p.h.—an excellent speed—with Morgan's "limit" 3-litre third behind the thundering 4½s.

Some scratch races for different capacity cars followed. Gibbs won the 1,250-c.c. race at 66.05 m.p.h. from Nigel Allen's Lotus and Metcalfe's evergreen (only it's black) Fiat. Mallock cornered ever more determinedly, all wheels drifting ever closer to the Woodcote ditch, but always was he master of his exceedingly fast little car. Gammon now got down to business, taking first the 1½-litre race from Dargue's M.G. and Steed's J.A.G., at 68.29 m.p.h., and then coming out again to capture the 2-litre race at 71.53 m.p.h. from Baxter's L.M.C. and Brooks' Frazer-Nash. The spectators overlooking Woodcote certainly had good value and I thought I saw a vulture sitting on the commentator's box!

Gammon's superior speed can be judged by the fact that in winning the over-2-litre section of this race, Head's Type C Jaguar averaged only 70.6 m.p.h., although we have seen Type Cs cornered more rapidly. In this category, Waring's Lago-Talbot, which had so frightened the handicapper that it was put at "owes 15 sec." in an early race, was second, Sears' XK120 third.

A combined 750/1,172 Formula scratch race came next—more "*good value*" at Woodcote! *French, in the epic Simplicity Austin* which he built for under £90, exclusive of wheels and tyres, won the 750 part in a canter (except that Jack *never* canters!) at 58.82 m.p.h., from Whitehouse's "outsize" all-enveloping Austin and Grimsley's little "special." This is "Simplicity's" seventh victory. It weighs 6½ cwt. and is good for over 70 m.p.h. Incidentally, it is for sale. In a similar kind of "canter" Nigel Allen's sleek Lotus took the 1,172 section at 64.54 m.p.h., Mallock just keeping him in sight and Barron's B.D.S. finishing third.

Although it took a long time to handicap, the MOTOR SPORT Trophy Handicap was worth waiting for—as it includes only the faster cars, it usually is. Gammon was 12th after the first lap, in the same place after lap two, but had reached 10th place by lap three. It seemed he could never do it, especially as he was only in sixth place with a lap to go. But on this final lap he pulled out all the stops, the back wheels looked as if they never stopped spinning, and, passing fearlessly a bunch of rivals round Woodcote, he won by 1.6 sec. at 71.74 m.p.h.—a grand effort and a fine race. Lord's H.R.G. was second, and it was only 0.2 of a second in front of Sears' XK120, so it was a truly epic finish to a very friendly and enjoyable day's racing.—W. B.

NURBURGRING (*Continued from page* 550)

in their cars that have never appeared elsewhere. Being so full of corners of varying severity and containing all types of gradients, both up and down, the Nurburgring is calculated to break up the best cars, so that in a long distance race a manufacturer could learn a great deal. Let us hope that next year the 1,000 kilometres will have the support of more manufacturers' teams, as well as the private owners.

NURBURGRING 1,000 KILOMETRES—44 Laps—Cold and Dull

Results:

General Classification:

1st:	Ascari/Farina (Ferrari 4½-litre)	8 hr. 20 min. 44 sec.	120.3 k.p.h.
2nd:	I. Stewart/Salvadori (Jaguar 120C)	8 hr. 35 min. 49 sec.	116.7 ,,
3rd:	Bechem/Helfrich (Borgward 1½-litre)	8 hr. 50 min. 3 sec.	113.5 ,,
4th:	Trenkel/Schluter (Porsche 1½-litre)	8 hr. 56 min. 52 sec.	109.5 ,, (1 lap behind)
5th:	Seidel/Peters (Veritas 1½-litre)	9 hr. 25 min. 17 sec.	106.4 k.p.h.
6th:	Lawrence/J. Stewart (Jaguar 120C)	8 hr. 59 min. 58 sec.	105.7 ,, (1 lap behind)

Class Results:

Racing Sports Cars:

Over 2,000 c.c.:	1st: Ascari/Farina (Ferrari)	120.3 k.p.h.		
	No other finishers.			
1,500-2,000 c.c.:	1st: Seidel/Peters (Veritas)	106.4 k.p.h.		
	2nd: Brown/Faroani (Cooper)	4 laps behind		
	No other finishers.			
750-1,500 c.c.:	1st: Bechem/Helfrich (Borgward)	113.5 k.p.h.		
	2nd: Trenkel/Schluter (Porsche)	109.5	,,	(1 lap behind)
	3rd: Sani/Carini (Osca)	105.3	,,	(2 laps behind)
	4th: Francois/Bauer (Osca)	104.7	,,	(3 laps behind)
	5th: Mayers/Griffith (Kiest)	96.6	,,	(3 laps behind)
Up to 750 c.c.:	1st: Komossa/Arnold (Scampolo)	86.4	,,	(40 laps)
	No other finishers.			

Production Sports Cars:

Over 2,000 c.c.:	1st: Stewart/Salvadori (Jaguar)	116.7 k.p.h.		
	2nd: Lawrence/Stewart (Jaguar)	105.7	,,	(3 laps behind)
	3rd: Vignolo/Gatsonides (Ferrari)	104.0	,,	(4 laps behind)
	4th: Sanderson/Douglas (Jaguar)	103.7	,,	(4 laps behind)
1,300-2,000 c.c.:	1st: Currie/Beauman (Frazer-Nash)	101.3 k.p.h.		
	2nd: Metternich/Einsiedel (Porsche)	99.8	,,	
	3rd: *Hezemans/Meulen* (Porsche)	97.8	,,	(1 lap behind)
	No other finishers.			
750-1,300 c.c.:	1st: Hoesch/Engel (Porsche)	100.2 k.p.h.		
	2nd: Goetze/Godsey (Porsche)	100.0	,,	
	3rd: Husen/Scheube (Porsche)	95.5	,,	(1 lap behind)
	4th: Georges/Chenvoy (Porsche)	94.8	,,	(2 laps behind)
	No other finishers.			
Up to 750 c.c.:	1st: Glockler/Beckers (Renault)	89.2 k.p.h.		(41 laps)
	2nd: Trouis/Blanchet (Panhard)	87.5	,,	(41 laps)
	3rd: Kramwinkel/Kramer (Gutbrod)	79.8	,,	(37 laps)
	4th: Lindermann/Krings (Gutbrod)	79.6	,,	(37 laps)

Fastest lap of race: Taruffi (Lancia), 10 min. 23 sec.—132.0 k.p.h.

SUNBEAM REGISTER SANDHURST RALLY (Sept. 20th)

Run as efficiently as ever by Officer-Cadets of the R.M.A. Motor Sports Club, the Sunbeam Register Rally at the Royal Military Academy, Sandhurst, saw a straight fight in the driving tests between Roesch Talbot and Wolverhampton Sunbeam cars. Although the former were outnumbered, T. J. Mockeridge won first prize in his smart 1937 Talbot 105 saloon, watched by Georges Roesch, its designer. The runners-up were W. G. Halliday's 1930 Sunbeam Twenty and B. Burgess driving R. C. Carter's much-travelled Sunbeam Sixteen saloon. The Concours d'Elegance, judged for appearance, comfort and equipment by G. B. Millard-Thompson, B.Sc., A.Inst.P., A.M.I.E.E., was a close thing between C. F. South's 1913 12/16 Sunbeam, E. May's healthy-sounding 1934 Speed Twenty Sunbeam and Mockeridge's Talbot, but again it was the Talbot which scored. No doubt the Sunbeams will be keen to avenge their defeat next year.

GRAN PREMIO DI MODENA

MODENA, September 20th.

THE race at Modena was called a Grand Prix, but it was more like a village fete than a motor race. Held on the perimeter track of the local aerodrome, and surrounded by a 15-ft. brick wall, it held none of the usual attractions of a Continental Grand Prix event and, with a rolling start in addition, it is not surprising that Ferrari said after last year's race that he would never compete on the track again. Apart from these aspects the organisation was decidedly sketchy over certain points, and the crowd, which arrived from Modena by trolley-bus, would probably have been just as excited over a speedway race or a greyhound meeting. The event was for the Tazio Nuvolari Trophy.

With Ferrari withdrawing from racing after the Italian Grand Prix, it meant that Maseratis were quite unchallenged for this 100-lap event, and how serious Ferrari was about not running at Modena was shown by his action in preventing Rosier taking part with his Ferrari, the car presumably still being the factory's property. The Ecurie Francorchamps, however, having paid cash for their car, could not be stopped, and Charles de Tornaco was entered to drive the yellow four-cylinder car.

On the Thursday and Friday before the race most of the drivers were out for unofficial practice, and on Friday afternoon Tornaco ran off the road whilst accelerating from a corner, and the car rolled over and he fractured his skull. No ambulance or doctor was present and though he was rushed to hospital in a private car, he died on the way. This naturally dampened proceedings and most people packed up then until the official practice on Saturday. Fangio and Giletti practised with the latest Maserati that Bonetto had driven at Monza, while Bonetto had one of the earlier cars; Marimon's blue and yellow car was straightened out after his Monza crash and de Graffenried made up a Maserati fivesome with his red and white car. The first three were all fitted with the double radius-rods on each side of the rear axle and had the extra fuel tank in the cockpit removed, while de Graffenried's was still fitted with single rods. With no Ferraris present the Maseratis were quite unchallenged, though the Gordini trio of Trintignant, Schell and Behra were trying hard, as was Salvadori with a carburetter-Connaught of the long-chassis type. The other two Connaughts were driven by Coombs and MacAlpine, the former on the original prototype car and the latter with the latest long-chassis model, both with fuel-injection. Towards the end of practice Salvadori tried the early Connaught and found it much faster than his own, and subsequently changed cars with Coombs, recording a time faster than Trintignant and Giletti. Being a typical flat aerodrome circuit, Salvadori obviously felt at home and was really going impressively, and as it was a short circuit of only 2.3 kilometres to the lap, and with only one fast curve on which driving counted for much, the variation in times was small, though naturally Fangio was fastest in 1 min. 6.2 sec., with Marimon only 0.2 sec. behind. Bonetto and de Graffenried equalled for third fastest, 0.4 sec. slower, and Salvadori clocked 1 min. 7 sec., followed by Trintignant in 1 min. 7.2 sec. After that times did not mean much for Coombs was credited with a 1 min. 8.5 sec. lap that had actually been done by Salvadori, who had also done a 1 min. 9.3 sec. lap on MacAlpine's number, whereas in fact they were both nearer 1 min. 12 sec. Chiron with his pale blue Osca and Claes with his yellow and rough-looking Connaught made up the field of thirteen, and on Sunday afternoon the cars were lined up in front of the pits behind a particularly ugly-looking open 1,400 Fiat. In rows of threes, on the rather narrow road, the start was obviously going to be all important, even though there were 100 laps to cover, but special supplementary regulations seemed to amuse the organisers, for in addition to having rows of three instead of the more normal and practical system of three-two-three-two, the cars had to cover a rolling lap behind the pace-car. Then, before the race the teams had to sign an agreement that cars could receive outside assistance if they stopped out on the circuit, so that, altogether, this race, contained as it was in a rectangular grass field, was a very poor imitation of motor-racing.

The thirteen cars managed to get off together behind the pace-car and toured round for a lap, but just before the starting line an artificial *chicane* had been built so that as the mobile starting " grid " arrived, three abreast, they all had to break formation to go through the *chicane*, and before they could regain their positions they crossed the starting line and thundered off in a straggly bunch to commence the race. Fangio and Marimon leapt ahead, with Bonetto, Trintignant, de Graffenried, Salvadori, Giletti and Chiron following, the others soon stringing out. Behra stopped before he started the race, and Schell started on five cylinders as the car had been held up in Milan since the Monza race and had not received any attention. Fangio and Marimon gave a nice demonstration run and after five laps had left Bonetto, who had in turn left de Graffenried, Salvadori, Giletti and Chiron. For four laps there was almost some excitement as the last three scrapped together, but then the Connaught burnt a piston and Chiron dropped back, and from that point onwards all motor-racing ceased. Fangio proceeded to give his protégé some driving lessons, in particular the art of lapping slower cars, and the way these two ran for lap after lap only inches apart, overtaking other cars on the braking point going into corners, each time Marimon going through as well, was most impressive.

Being a small flat circuit, the whole of it was visible from any point, for the shape of the track was rectangular with one of the corners radiused off into a flat-out curve, the one following being a normal left-hander, as the race was run anti-clockwise, and the other two having *chicanes* just before the angle was reached. During this demonstration by the two Argentinians, which was run at a comparatively slow speed, lap times being as much as 4 sec. down, Marimon showed good ability in the way he followed Fangio through gaps as if tied to his tail. Twice they caught cars just as they went into the left-hander after the long curve, once Giletti and another time MacAlpine, and on both occasions there was never a fraction of a second hesitation, both cars went straight into the closing space between the slower car and the line for the corner, showing really delightful judgment. On three occasions Marimon went in front for a short way, only to be passed again by Fangio shortly afterwards, and these two gradually lapped most of the field and some of the cars many times. Bonetto was sitting comfortably in third place about a quarter of a lap behind, and de Graffenried was fourth, followed by Trintignant, who could beat the Swiss on braking and corners but lose again on acceleration, and this went on for a third of the race, when a loose exhaust pipe caused the Gordini driver to stop and lose a lap.

So the procession went on and on and round and round, the leading pair never making a mistake and going slower and slower until Trintignant, who had started off again four laps to the bad, caught them up and got right on to their tails going into one of the *chicanes*, though still four laps behind. Bonetto had also closed up to a few hundred yards, whereupon the two leaders pressed harder on the pedals and drew away again to a comfortable distance. Claes was in and out of the pits, Salvadori took over Coombs' car until that broke a piston, and MacAlpine had scavenging trouble which delayed him for a number of laps. Chiron was going slower and slower and Schell was fast losing cylinders, now barely able to drag himself along. Giletti went out in a cloud of smoke as a valve dropped into a cylinder, and seven laps later, on lap 77, Bonetto stopped hurriedly by the pits as his gearbox jammed, which put him out. On lap 80 Marimon's car began to sound woolly as he accelerated and he dropped right back, leaving Fangio to finish the 100 laps on his own, but they had made so much ground on de Graffenried that the sick blue and yellow Maserati got home safely in second place, with the Swiss driver following in third position. Trintignant drove in his usual Grand Prix manner but could not make up for his four-lap loss, though he gained one on de Graffenried and finished fourth, covering the last 30 laps with a fractured king-pin. After that came Schell, making clanking noises in the engine, Chiron going very slowly, Claes going at his usual pace and MacAlpine going well, minus his exhaust tail pipe, but a long way back after resting at the pits while the oil was removed from the engine and put back into the tank, the scavenge system having become temporarily blocked.

Had it not been for the fine display of accurate judgment and quick thinking by the two Argentinians and Trintignant's driving, which is always a joy to watch, the Gran Premio di Modena would have rated as being the absolute bottom of Grand Prix racing unless it was merely the reaction setting in after the Italian Grand Prix the week before. Anyway, the wonderful song of the Maseratis in full flight can be guaranteed to cheer the dullest meetings.

Results :

GRAN PREMIO DI MODENA—230 Kilometres—100 Laps—Warm and Dry

1st :	J. M. Fangio (Maserati 6-cyl.) ...	1 hr. 52 min. 8.9 sec. ...	123.373 k.p.h.
2nd :	O. Marimon (Maserati 6-cyl.) ...	1 hr. 52 min. 48 sec.	
3rd :	E. de Graffenried (Maserati 6-cyl.)		2 laps behind
4th :	M. Trintignant (Gordini 6-cyl.)		4 laps behind
5th :	H. Schell (Gordini 6-cyl.)		11 laps behind
6th :	L. Chiron (Osca 6-cyl.)		13 laps behind
7th :	J. Claes (Connaught 4-cyl.)		33 laps behind
8th :	K. MacAlpine (Connaught 4-cyl.)		35 laps behind

Fastest lap : J. M. Fangio (Maserati), 1 min. 5.4 sec.—127.165 k.p.h.

ALGIERS/CAPE RALLY
1, 2 and 3 class [illegible]
and both t[illegible]

PAU GRAND PRIX [illegible]

BORDEAUX [illegible]

NAPLES GRAND PRIX
1, 4

Almost every
major European motoring event
during 1953 has been won on

SHELL X-100
MOTOR OIL

MONTE CARLO RALLY
1, 2 and
One Manufacturers' Team Prize

GOODWOOD
9-HOUR RACE
1, 2, 3 and 2 class wins
Team Prize

SWISS GRAND PRIX
1, 2, 3

R.A.C. BRITISH RALLY
1, 2, 3, 4, 5
and 5 class wins

MILLE MIGLIA
1, 2, 4, 5

SILVERSTONE DAILY EXPRESS MEETING
International Trophy 1
Production Touring Cars 1, 2 and 2 class wins
Production Sports Cars 1, 2, 3 and 2 class wins

ULSTER TROPHY RACE
1, 2, 4

DUTCH GRAND PRIX
1, 2, 4

LE MANS
24-HOUR RACE
1, 2, 4, 5, 6, 8
and 5 class wins

BRITISH EMPIRE TROPHY RACE
1, 2, 3, 4

BELGIAN GRAND PRIX
1, 2, 4

FRENCH GRAND PRIX
1, 4, 5, 6

ULSTER TT RACE
1, 2, 3, 4, 5
and 5 class wins

ALPINE RALLY
5 Alpine Cups
1, 2 in Ladies' Cup

SILVERSTONE 18/7
British Grand Prix 1, 3, 5
Formula III 1, 2, 3
Production Sports Cars
1, 2, 3 and Team Prize

GERMAN GRAND PRIX
1, 3, 5, 6

RHEIM[illegible]
12-HO[illegible]
1 a[illegible]

[illegible]OLONNE

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Shell X-100 30 Shell X-100 50
These are the four grades of Shell X-100 Motor Oil and it is important (particularly with worn engines) to get the correct grade

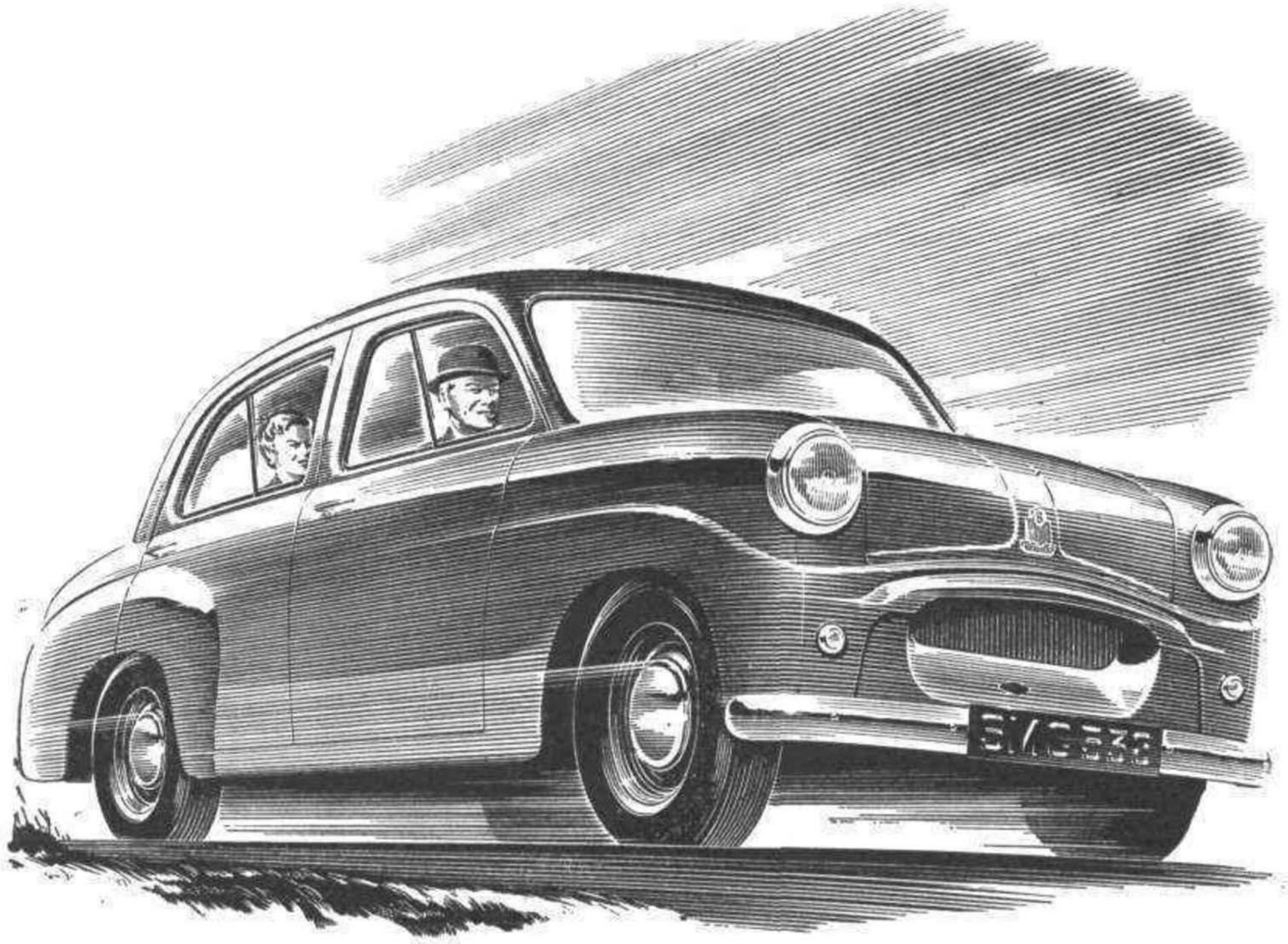
Fights acid action—main cause of engine wear

SHELL X-100 MOTOR OIL

MONZA G.P.
1, 3, 4

[illegible]LBI G.P.
1, 5, 6

ROUEN G.P. 1, 2



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S.U.N.B.A.C. AT SILVERSTONE (Sept. 5th)

S.U.N.B.A.C. were at one time a little dubious about taking September 5th as the date of their annual Silverstone Meeting because this followed the 750 M.C. Six-Hour Relay Race and a paucity of motorable motor cars was feared in consequence. But as it worked out, whereas the Relay Race was well awash. S.U.N.B.A.C. had the very best September weather, a day when you didn't have to be particularly nostalgic to feel that it was good to be in England.

The day's sport went expeditiously under the genial control of Jack Woodhouse and E. K. Sumner. Very complete results were issued soon after the finish. After the new "Birkett" long Club circuit had been used by the A.M.O.C. and for the Relay Race, S.U.N.B.A.C. reverted to the better known Club circuit for this, their fifth Silverstone sortee.

The big sports cars came out first for a six-lap scratch race, Swift's Type C Jaguar, on Michelin " boots," leading Don Truman's sister car all the way, although it lost time here and there in exciting slides, to win by a second, at 74.95 m.p.h. Third place would have gone comfortably to Baxter in the B.M.W.-based L.M.C. had he not slid out on Woodcote on the run in, thus presenting a place to D. O. M. Taylor's dented XK120.

The smaller sports machinery now had a similar six-lapper, Peter Gammon in his rubber-consuming 1½-litre M.G., with little avoirdupois and the correct-sized valves, winning at 67.49 m.p.h., nicely ahead of Colin Chapman's Lotus. The neat Porteous was third. Osborn's H.R.G. indulged in frantic front-wheel patter, Jack took his bouncy M.G. just round Beckett's, and Gibbs' Riley went sick. Pat White consistently over-revved her father's TD M.G. until the engine fell apart. Give her credit—she drove fast round the corners, if in a low cog, and we hope she races again.

The first 10-lap heat of the Formula III race found Don Parker in the Kieft unassailable after the first hectic lap. Biss, driving his Mk. VI Cooper notably, held a firm second place, but Truman, who had shown early promise, gradually fell back in his blue Cooper, so that the Smith 500 occupied third place, going very well. Parker averaged 74.02 m.p.h. and as this was exactly the speed at which Les Leston in his Leston with the whitewashed tyres won the second heat, Parker and Leston shared 500-c.c. honours. This second heat (there was no final) was a procession, Headland's Martin-Headland in second place, followed by Bueb in the lengthened Bueb-R-Nott. The Wasp retired, Brown's J.P. and Burnett's Emeryson-J.A.P. spun, and the Grose was both noisy and jerky, but we thought Phillipson drove his Cooper nicely.

A race of five Jaguars over six laps followed, Swift defeating Truman by 7.4 sec., although Truman was the steadier until he spun on the last lap. Taylor was third. The winner averaged 74.27 m.p.h.

The 750 and 1,172 Formula cars were next let loose, again over six laps from scratch. Jack French, who makes a habit of it, was *the* star turn in his £100 Austin Special " Simplicity." He beat all the Ford Ten devices except the Lotus (Loti ?), averaging 60 m.p.h. He finished about a day ahead of Whitehouse and Grimsley—and none can say in this case that " money wins motor races." Good show, Jack ! Chapman duelled with Nigel Allen for 1,172 honours and won at 65.01 m.p.h., Evans' Nimrod in third place. The Porteous was leading when it blew up with a loud bang and much smoke, causing Chapman and French to take rapid avoiding action. Stringer, in a car variously described as a Raybean Griffiths and a Haybean Griffiths, enlivened the race by repeatedly running wide at Beckett's with his front wheels at quite impossible angles from the vertical. We liked the rapid Chummy Austin of S. G. Marler.

The All-Comers' Handicap was run off in three six-lap heats and a final. The first heat provided confirmation that the race is not always to (the) Swift, as his Jaguar retired, we believe with the throttle connections adrift. Gammon deservedly won in the M.G., at 71.31 m.p.h., from Parker's Kieft and Russell's early Cooper—a mixed field. Bueb did some very calm hands-off wheel-twirling when the Bueb-R-Nott became skittish at Beckett's, and Don Truman made the C-type Jaguar's tyres smoke.

Tracey's Jaguar won the second heat from Rust's Cooper-J.A.P. and Green's Healey coupé, at 67.55 m.p.h. A Lotus duel was noticed in progress, Chapman's dented rear-wheel spat which had been rubbing the tyre in the 1,172 race now rectified itself.

The third heat saw Llewellyn's Type 40 Bugatti going nicely, so that it took Lord's H.R.G. a lap to catch it, while French's astonishing Austin, boiling, was faster than Osborn's H.R.G. Jarrett's H.R.G. netted a marker bin at Beckett's, but won, at 60.7 m.p.h., from the L.M.C. and Stringer's Haybean.

The motor-cyclists of S.U.N.B.A.C. had a half-hour High-Speed Trial, Len Gibbs and his wife riding their trials Nortons very nicely, while Hayes' 197-c.c. Norman sounded delightful and Weake was taking his 248-c.c. two-stroke Excelsior up and up the rev.-scale, selecting a higher cog only when misfiring intruded.

The final of the All-Comers' Handicap was a good dice, won by Underwood's blue-smoking Riley, at 58.15 m.p.h., from Lord's H.R.G. and Baxter's L.M.C.—W. B.

SUNBEAM M.C.C. VINTAGE AND VETERAN RALLY (Sept. 6th)

This annual event, organised by R. A. Little and Ralph Venables for the Sunbeam M.C.C. in conjunction with that club's Pioneer Register, produced the excellent entry of 125 vehicles. A breakdown of the entry revealed that this was made up of 10 veteran motor-cycles, 43 " Edwardian " (pre-1914) motor-cycles, 52 vintage motor-cycles, two veteran cars, eight " Edwardian " (pre-1914) cars and 10 vintage cars.

Competitors were required to cover a straight-line mileage of 60 in the morning in not less than three hours, with bonus marks for age of vehicle and age of driver, and in the afternoon to complete two laps of a 15-mile circuit which included Coombe Hill with a hairpin bend at the foot at 15 m.p.h., plus bonus minutes for age of vehicle.

The morning run caused some confusion, some competitors merely doing 60 direct road miles, others changing direction to cover this distance. Boddy arrived twenty minutes after the Control at Newland's Corner opened, having left Towcester at precisely 9 a.m. in his wife's 1927 Sunbeam Sixteen tourer, which had obligingly packed 33 miles into each hour, at 19 m.p.g. At Newland's Corner the public mingled with the experts in admiring the splendid assembly of vehicles. We noted two Bradbury motor-cycles, one clean, one dirty, two flat-twin Woolers with different fuel tanks, a Kerry with its battery in a compartment in the petrol tank, " Pa " Dickens and his lady in their 1913 Williamson with wicker sidecar, a 1909 Minerva with wicker sidecar, Tyler's 1913 " ladies' model " Scott, J. Moore's Levis proudly bearing the slogan " The Master Two-Stroke " on its tank above the Butterfield engine, W. G. Morgan's 1908 White Heather Antoine 3½-h.p., Griffith's sedate-looking 1914 Sunbeam V-twin, Shearn's very well polished 1914 Triumph, Broomfield's comparatively grubby 1913 model of the same make, Collins' 1903 Phoenix forecar, Sloan's 1898 Romain-Orleans tricycle with rear-slung de Dion engine, a racy, much-drilled Rex-Acme, Coombs' dirty but unsubdued 1920 Martinsyde, Halfpenny's N.U.T. with the two authentic " Meccano-strips " over its circular tank and Tansad pillion seat, and many more delectable bicycles.

The vintage cars were rather a motley collection. Daniels' 1926 12/50 Alvis had been rebodied and had modern lamps, Lyne's 1926 Frazer-Nash had a special body with Gamecock-like boot of vast dimensions, Ferrari's Riley Nine Monaco saloon was comparatively recent, and McNaughton's twin-cam 3-litre Sunbeam was clothed in a 1950-ish body with lamps sunk behind a protruding radiator grille. The speed merchants swarmed round Binns' 30/98 Vauxhall and Fruin's gleaming modified two-seater 3-litre Bentley. Amongst this collection Boddy's Sunbeam and Dyson's interesting disc-wheeled 1924 Crossley Fourteen stood forlornly unadmired as original vintage carriages.

The afternoon run was a great dice, aged motor-cycles baulking vintage cars on the level and downgrades and the cars having their revenge uphill. In addition, modern cars caused some anxious moments to those behind schedule, and outside the starting and finishing point real traffic jams nearly caused heart attacks to late car competitors, who were unable to emulate the riders of light veteran motor-cycles who were able to lift their machines onto the footpath and push them in. Boddy mildly dented a mudguard of the wide Sunbeam on a tree stump in giving room to approaching tinware, and Lush, whose 1912 Unic taxi had come gamely up from Lobscombe Corner that morning, nearly bumped the luggage on the tail of a modern Ford which braked without warning. Peter Binns and McNaughton went great guns in their sports machinery. Great credit was due to those who coped with the congestion *sans* loss of marks. S. J. Skinner, whose regal 1910 Rolls-Royce Silver Ghost made best car performance, never stopped once on the difficult sections. That Bert Coffin's smart 1914 model-T Ford tourer won the car class was excellent, because last year he had trouble in sight of the finish of the morning run. The greatest praise, too, goes to M. V. Smith for winning the premier veteran award on a 1904 396-c.c.

Quadrant motor-cycle, no easy machine to manage on those gradients and in the press of Surrey beauty-spot traffic.

This event was popular with the public and received commendable police traffic control, but for 1954 the organisers will no doubt use less-occupied roads.—L.

Results :

Twitchen Trophy (Veterans) : M. V. Smith (1904 Quadrant m/c.) ...	95¾	marks
Blockley Bowl (Vintage) : W. J. Rich (1925 Sunbeam m/c.) ...	89	"
F. A. McNab Memorial Trophy (age of vehicle and driver) : A. Parkinson (1900 Peugeot)	41½	"
Best Two-wheeler : W. Moore (1914 Douglas m/c.)	91½	"
Best Three-wheeler : K. Norman (1917 Indian m/c.)	87½	"
Best Four-wheeler : S. J. Skinner (1910 Rolls-Royce)	93¼	"
Best V.S.C.C. Member : E. Bailey (1924 Indian m/c.)	87¼	"
Best V.C.C. Member : B. Coffin (1914 Ford)	91½	"

FOURTEENTH B.A.R.C. MEMBERS' MEETING

(Sept. 12th)

At one time it seemed that the B.A.R.C. did not intend to encourage amateur sports-car racing at Goodwood, but its policy changed and the excellent series of Members' Meetings were organised, counting towards the MOTOR SPORT Brooklands Memorial Trophy. This year an additional meeting of this kind was held on September 12th, not counting for the Trophy, which Cliff Davis had already won. In 1954 we hope that four Members' Meetings will again be held, all of them counting towards the Trophy.

The first race on September 12th was for closed cars, all races being over five laps. On the initial lap Moore's Renault 750 led from Foster's s.v. Morris Minor and Leonard Potter's 745-c.c. Dyna-Panhard, the Renault lurching a little at the *chicane*, the Morris more stable and the Panhard sliding its tail with one wheel in the air in the Dyna style to which we are by now delightedly accustomed. Already Hawkes' old but not vintage Vauxhall saloon had retired.

On the next lap the three leading positions had reversed themselves, and thereafter Potter was never in danger, winning by 14.8 sec. from Harry Lester's Lester-M.G. coupé, with Everard's smart black DB2 Aston Martin, with blue grille and wheels, in third place from scratch. Bledsoe, a Yank from Manston, didn't seem to like corners in his fast-accelerating Porsche. Potter averaged 59.86 m.p.h. on this, his second Goodwood win in this car, Everard making fastest lap at 75.66 m.p.h.

In the first scratch race Colin Chapman's Lotus took the lead when Watling-Greenwood's R.W.G. melted a piston and held it to the end, averaging 69.01 m.p.h., to win by 4.8 sec. from Cuff-Miller's modified Brooklands Riley Nine, which seemed to misfire a trifle, with Metcalfe's famous Fiat Ballila being beaten into third place at St. Mary's on lap three. Mallock was a good fourth in his fleet Ford-Austin, applying a vast handle brake before the *chicane*, the Nimrod retired, and Maton's Riley Imp, with only three active cylinders, also retired. Cuff-Miller made fastest lap, at 70.47 m.p.h.

The next scratch race produced a great battle between Gammon's M.G. and Dargue's neat M.G., for although Gammon led at the end of each lap the sleeker M.G. was never far away, and if Gammon was perhaps a shade quicker through Woodcote, he was rumoured to be worried by a doubtful cylinder-head gasket. As Peter finally pulled away he looked back for his adversary. He won by 12.2 sec., at 74.3 m.p.h. In third place, P. S. Bailey hustled no end in his Bailey Special, which has a four-carburetter Riley engine. He had some wild moments at the *chicane*, causing the crowd to laugh, but was obviously learning fast, for on his final lap he went through really fast, lapping faster, indeed, than anyone, at 77.42 m.p.h. The three Galloise M.G.s, specials with Series II TD engines, had plenty of incidents, Price's retiring in 100 yards, Griffiths' spinning in a vast arc onto the grass out of the *chicane* on lap two, and Davies' hitting the pits on the last lap because the steering came adrift. Ruddock's Lester-M.G. lost oil pressure and became very sick after passing Dargue on the first lap to occupy second place.

The next two races, for cars over and under 3,000 c.c., were combined. A female scream (from the commentator's box ?) drew attention to the inversion of Stoop's new de Dion Frazer-Nash on the first lap. He was unhurt but the car had a badly damaged off-side front wing and extremely buckled near-side back wheel, etc. When Hely's Silverstone Healey, driven by Brooks, looked a certain winner, Page's 5.4-litre Allard put on a spurt and beat him by 0.2 sec. in the run-in. However, Brooks won the 3,000-c.c. race at 77.14 m.p.h., 48.6 sec. ahead of Baxter's B.M.W.-base L.M.C., with Shale, in a standard-looking Austin-Healey, a good third, after holding the L.M.C. through the *chicane*. Brooks lapped at 79.7 m.p.h. Goodhew's Darracq had to be towed in in the over-3,000-c.c. section of this race, which Page won at 77.14 m.p.h., exactly the same average as Brooks, from Head's Jaguar and Keeling's Jaguar. Holt's Type C Jaguar was a non-starter, as he sold it after the Brighton Speed Trials. The handicapper must have enjoyed this race as much as the spectators.

A Bentley Handicap followed and it drew the greatest applause of the afternoon. P. J. Morgan's nice 1923 3-litre, looking very like "Old No. 7" of a few years later, led for three laps, driver sawing viciously at its wheel to bring it to heel from the *chicane*. On lap four Bill Mason in his quite unspoilt 4½-litre four-seater got by, while behind, Hamish Orr-Ewing was going like thunder in *his* 4½-litre, pushing past Bailey's blower-4½ at the *chicane*, only to spin at Madgwick and drop back, from which he recovered to take second place at the finish. The crowd—a big one considering the Farnborough Air Show on the same day—just loved it. Mason won at 64.86 m.p.h., a mere 4 sec. ahead of Orr-Ewing, who made fastest lap at 72.85 m.p.h., while Morgan was third, only 0.6 sec. later, and Bailey was but 0.2 sec. behind Morgan !

The first of the open-car five-lap handicaps was uneventful in comparison, Marsh's old Alvis retiring with dirt in the carburetter, Seaman's Riley falling out and Maton's Riley Imp still sick. Dargue's M.G. came up on the last lap to beat Sloman's M.G. by 4.2 sec., winning at 73.85 m.p.h. after a lap at 75.26 m.p.h. Third place was occupied by Traugott's M.G.—both M.G.s being TCs, the latter with cycle-type wings.

In the next race Brooks, now in Hely's Frazer-Nash, had a hopeless task from scratch and Shale went well until he left the course and dented his nice Austin-Healey. The ex-Howe 1931 Le Mans long-chassis 2.3 blown Alfa-Romeo driven by Fitzwilliam couldn't keep off the moderns, although it went well, and the race was won by Everard, who came through strongly to pip Keeling's Jaguar on the line by a mere 0.2 sec., another grand finish. The DB2 Aston Martin averaged 74.61 m.p.h., but Keeling, although apparently afraid of heeling at the *chicane*, must have been fast elsewhere to set best lap at 80.6 m.p.h. Page's Allard was third. Hely himself, in the Healey, ran out of road while leading the field, and Howard's Connaught also retired.

The following race was notable for the determined efforts of Bailey in his Bailey Special, now looking a bit less dangerous, to catch T. Haig's TC M.G., which ran *sans* bonnet-sides. Bailey was unsuccessful by 14.4 sec., the M.G. winning at 67.34 m.p.h. Gammon made fastest lap, at 78.4 m.p.h., but had a tough task from virtual scratch and was unplaced, third place going to Lewis' dented Jupiter. The Loti cornered particularly impressively. More drivers ran amok at this meeting than has happened for a long time—in this race it was Price in a Galloise M.G., but he was fortunately unhurt.

The last race was marred, for those who saw it, by a horrid accident to D. Carson, driving Cuff-Miller's Riley. Unfortunately the driver succumbed to his injuries. He hit the inside of the course at Madgwick on his fourth lap, shot across the track, and was thrown out to lie very badly injured beside his car as following drivers just managed to avoid him. Orr-Ewing made a prodigious effort in his Bentley, the fabric of its body flexing under the strain of such high-speed cornering, and he won by 9.2 sec., at 70.88 m.p.h., from Marsh's ex-Powys-Lybbe 12/50 Alvis, which, although it had a generous start, went sufficiently well to show that a stark sports/racing car of the mid-'twenties is no mean performer. Groves, in a special with modern Vauxhall engine, was third and Brooks, on scratch, got the Healey round at 77.42 m.p.h. Day's "limit" A.C. Buckland tourer was soon swamped by the vintage cars it technically resembled, and Pearson's Alvis Speed Twenty-five retired from this "vintage finale."—W. B.

BOOK REVIEW

"Up the Straight with Brockbank." (*Temple Press, Ltd., Bowling Green Lane, E.C.*1 ; 56 pp., 7½ in. by 10½ in., 7s. 6d.)

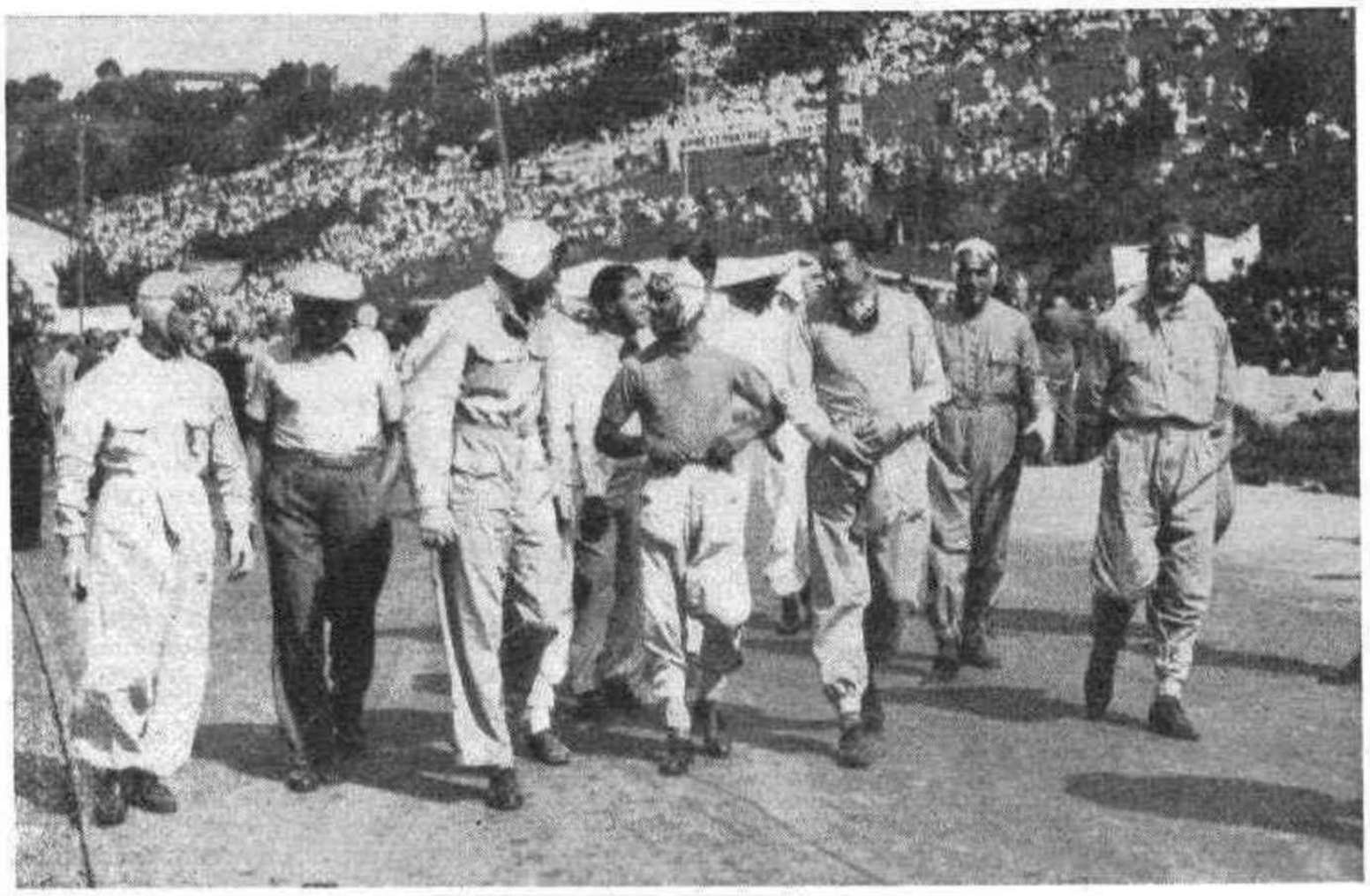
Generally, the writer does not spend money which would otherwise buy petrol on "extra" books, by which he includes those containing drawings without text. But this volume of some of Russell Brockbank's outstanding motoring cartoons is in an entirely different category—it is excellent value and all but essential to any library purporting to represent the "dyed-in-the-wool" enthusiast.

Temple Press have allowed the talented cartoonist his head, and original features will be found in this beautifully published book. The cartoons need no qualification—except that they are by the greatest of all motoring cartoonists. His characterisations of both cars and their users is 100 per cent. : take but one example, that of "Half Pint" (may she never look back).

The book is enhanced by an introduction by Christopher Dennings, Editor of *The Motor*, in which he writes of Brockbank beneath an ingenious picture of the artist himself. Our favourite amongst this collection of splendid cartoons and thumb-nail sketches ? The one on page 49. Get *your* dose of R.B. at your station bookstall tonight. It will more than compensate for the journey home by B.R.—W. B.

Tazio Nuvolari

The Man Who Knew No Fear



ACES TOGETHER.—Our favourite picture of Tazio Nuvolari, where the great little man is seen in company with Chiron, Wimille, von Stuck, Leoz, etc., before the start of a Spanish Grand Prix.

(*Reprinted from* "*La Domenica del Corriere*," *Milan, August* 23, 1953.)

IT is 1930 : a red car is travelling at high speed along the Emilia and Veneto roads towards Brescia; it is getting dark but it doesn't slow down. At the wheel is Achille Varzi, one of the greatest aces of all time; and the steady roar of his engine seems to him a song of victory for only a few miles separate him from the finishing line of the fourth "Mille Miglia." In those days the race always finished at night, and the last battle was fought on the roads of Veneto and Lombardy with headlights on. Varzi switched on his lights as he descended to flat country towards Peschiera. By this time the young champion had fought off all competitors after a gruelling race, even though they included such names as Campari, Caracciola, Arcangeli, Ghersi, etc. Only one man remained to be disposed of : Tazio Nuvolari. Varzi had managed to throw him off at Perugia and, as Nuvolari's car was exactly the same as his own, he had nothing to fear as regards engine power.

Only by some crazy stunt could Nuvolari pull it off ; from Perugia to Bologna he gradually gained on Varzi, however, and glimpsed in the uncertain light the shadowy form of his car. At this juncture all Nuvolari's fearless but calculated daring was now revealed in full. He knew that once Varzi was aware of his closeness there would be no catching him, and so daredevil surprise tactics were the only possible solution. But neither Varzi nor his mechanic, all intent on negotiating the winding dark roads, were aware of the slinky shadow tailing them only a few hundred yards away; the crackling exhaust note and wind noises damped all other sounds. By now the two cars were tearing along the flat roads, the speedometer needle soaring rapidly from 60 to 100 m.p.h., to touch at times 120 m.p.h. Varzi still ahead with headlights on, and Nuvolari five hundred yards behind in the dark, his only guide being the light from Varzi's car. Death stalked the fearless Tazio at every bend, bridge and cross-roads ; his mechanic, Guidotti, crouched fearful but fascinated by this extraordinary man who seemed to possess the eyes of a lynx and the audacity of a thwarted tigress. Nuvolari sneaked closer and closer to Varzi, who, still oblivious of the threat in the rear and feeling more than ever victory within his grasp, slowed down somewhat. Then it happened. Nuvolari jabbed the accelerator flat to the boards, rapidly closing the gap separating the two cars. Varzi, a moment before lulled in a sense of secure victory, was rudely jolted into action as Nuvolari suddenly switched on his headlights and drew level; he stamped on his accelerator pedal in a desperate attempt to throw off the attack, but in vain : Nuvolari tore past at a terrific clip. The finishing line was by now only a few kilometres away and Varzi gave up all hope of victory. Thus Nuvolari won the Mille Miglia. More than beating his rivals, he beat Death itself; for him this continual gamble with death was the rule of his sporting life. But his was no foolhardy recklessness, but a cool and calculated audacity born of an invincible passion for every activity which carried the elements of danger in it.

In 1912, when he was twenty (he was born November 16th, 1892, at Casteldario, near Mantova), he saw a dismantled Bleriot aeroplane in a big factory in Milan. He promptly bought it for two thousand liras (about £20 in those days), and had it shipped to Casteldario. Nobody was surprised when it arrived in the village; they all knew the offspring of Nuvolari *pere* as "the son of the devil" (*il figlio del diavolo*) on account of the many and varied dangerous exploits he indulged in with bicycles, horses, motor-cycles, and finally cars. They were not at all surprised when they saw him assembling the old aeroplane. With the help of a friend it did not take the tireless Tazio long to complete the work. But when it came to flying it, the thing just wouldn't leave the ground. Nothing daunted, Tazio rigged up some kind of hoist, and up went the plane right on to the roof of his house. After fixing it with a rope he started up the engine and when he thought the necessary number of revs. had been reached he signalled his friend to cut the moorings. Father Nuvolari, used to his son's crazy exploits, calmly watched the proceedings, cigar in mouth, and muttered : "I just want to see if he makes it." Did Tazio take off ? No, the engine coughed a few times as the Bleriot slipped off the roof and fell smack on to a haystack down below. The petrol caught fire and the haystack became a raging inferno. The watching crowd surged forward, Nuvolari *pere* alone didn't move but continued to puff on his cigar. Presently out came Tazio unhurt and unconcerned. "It was my father who taught me never to be afraid," said Nuvolari later on to his biographers. "When I was five I was badly kicked by our horse. Three or four days later father threw a silver coin between the horse's legs and told me to pick it up and keep it for myself. I got it all right, and the horse didn't move. This was my very first lesson never to fear danger ; and to tell you the truth I have never known the meaning of fear."

In 1925, during the Grand Prix of Monza, he went off the track with the famous P-2 Alfa and was badly smashed up. Diagnosis ordered a month's detention in hospital. But, as earlier in the year he had signed on with the Bianchi firm to race exclusively their motor-cycles, he had been at great pains to get a temporary release in order to compete at Monza Grand Prix. Not wishing to disappoint the Bianchi people, he left his bed on the fourth day, to the consternation of his nurse and the indignation of his doctor. Trussed up as he was with bandages he couldn't move a step, let alone bend down. He certainly could not mount a motor-cycle in that straight-jacket condition. As ever, Tazio was full of resources. He called the head doctor of the hospital and after many and varied explanations, accompanied by a few deft sketches, he explained the exact

position his body must take on a racing motor-bike. "Now please do me the favour of undoing all these bandages and then do them up again so that I am curved in this position." After some considerable hesitation the doctor complied in the face of such determination, commonly called "guts." After being trussed up like a mummy he was loaded into a car and conveyed to the Monza track on the day of the great race, where he was bodily lifted on to his Bianchi racing bike. A few friendly cracks about this being "a mummy's race" and he was off with a broad grin on his face. The grin was a forerunner, for the "mummy" won the gruelling race of 200 miles at an average speed of over 80 m.p.h. In 1927 he crashed again, in the motor-cycle race at Stuttgart; knocked unconscious, the world press announced the loss of the great champion. But he wasn't dead; just a few fractures and concussion. Diagnosis ordered a month in hospital once again, but seventy-two hours afterwards *this "son of the devil"* was on his way back to Italy by train. The same year he crashed again when practising on the Verona circuit, and, believe it or not, trussed up in bandages once more, the *indomitable "mummy" won* the race. Unbeatable on a motor-cycle, he now turned his attention exclusively to racing cars. He was equally unbeatable in this field. At Pau, at the Grand Prix de France, his petrol tank caught fire; *located as it was at the back of* his machine, he was blissfully unaware of the flames, fanned by a 100-m.p.h. clip. Lap after lap, until finally he grasped the frantic signals from the pits and groundsmen. *This called for a quick* decision: to stop meant envelopment in flames; to continue might endanger the other competitors. This time it really seemed that Death had caught up with him. Once again he gambled. Driving his car towards a grassy patch on the course, he jumped out at 100 m.p.h. The car wrapped itself round a tree, and the "devil's son" was picked up with some broken bones and the usual concussion (the fifth of his career!). But after twenty days he was up again and racing. "The valiant never taste of death but once," said Shakespeare. Nuvolari proved the truth of this.

The name of Nuvolari was on the lips of the motoring world. *The Americans went mad about him when he won the Vanderbilt* Cup in 1936—a cup almost as big as himself, for he was only 5 ft. 6 in. and weighed about eight stone—and 32,000 dollars. The Germans wanted *him for the Auto-Union cars, then newly appeared with rear* engines. The designer Porsche and Nuvolari got together, and after trying out the car, Tazio suggested certain modifications. At the end of a banquet at which *were present the German aces Caraccioła*, Lang, Von Brauchitsch, Rosemeyer, and others, Porsche defined Nuvolari as "the greatest champion of the past, present, and future."

Victory after victory were his up to the outbreak of the war with death at his heels. In 1937 he lost a 19-year-old son, and another 18-year-old in 1943. Then he fell ill himself; exhaust fumes absorbed over a long period had poisoned his whole system. He was warned to stop racing. He laid off for a time but in 1946 he was back again to win the Albi Grand Prix in a Maserati. This was to be his last great victory. In 1947 he raced again, successfully, over the Forli and Parma circuits, but it was no longer the maestro of yore. The indomitable courage was still there, but his physical strength was undermined by now. Finally, in the same year he was on the point of winning his third Mille Miglia when a terrific storm literally swamped his engine and brought him to a standstill at the doors of *Brescia*. He came in second, got out of his car, and collapsed. In 1948 he tried a come back and was well ahead of all competitors when he just had to stop, physically exhausted. He just couldn't *keep going. Did he give up?* No, once more, in 1950, he scored a last success at the Monte Pelligrino-Palermo circuit.

And now Death has won the last round; it took him unawares, and this time he *simply couldn't fight back.* On the border of the Great Road of Life the glorious old machine has stopped for ever: the engine died on him, and all around is silence.

LEICESTERSHIRE C.C. TRIAL (Sept. 5th)

The Bowmaker Trophy Trial was run on September 5th, 25 cars leaving Leicester at 11 p.m. with Llandudno as their goal. The route consisted mainly of second-class roads and some of a much lower category, over which a speed of 30-m.p.h. average was required as far as Lilleshall, where a halt was made for supper.

The 24-m.p.h. average proved sufficient to cause all competitors to lose marks over the remainder of the route, where the roads got even worse through the Welsh mountains and mist was also encountered for good measure, before the 170 miles were completed and *breakfast at Llandudno* became a reality. Provisional results were announced by the Hon. Competition Secretary, Owen Williams, as follows:—

Results:

Bowmaker Trophy and Replica.—A. H. Jelly (Vauxhall), 11 marks lost.
First Navigator's Award.—H. Nichols.
First-Class Awards.—F. J. Chambers (Ford), 14 marks lost; B. Hercock (TD M.G.), 17 marks lost; D. W. Wing (TC M.G.), *18 marks lost.*
Second-Class Awards.—H. H. Mayes (Vanguard), 19 marks lost; L. H. Pole (Triumph), 22 marks lost.
Novice Award.—G. Fillingham (Austin A40), 30 marks lost.

A.M.O.C. AT SNETTERTON (Sept. 12th)

Close racing was a feature of most of the events in this varied programme, particularly in the Formula III race. Les Leston (Leston Special) hung on grimly to Don Parker's Kieft, which led for all except two laps, when the positions were reversed. These two pushed their motors so hard that they failed to complete their lap of honour, and had to be rescued out on the circuit. The time-keepers gave Parker first place by 0.2 sec. from Leston.

Ron Flockhart drove his immaculate E.R.A. in usual style to lead all the way in the Formule Libre event to beat E. Thompson (Connaught), followed by the Whitehead brothers Peter and Graham.

R. R. C. Walker's Connaught seems to like the Norfolk circuit and, as usual, won the Formula II race driven by E. Thompson. Peter Whitehead (Cooper-Alta) was second, 3.8 sec. behind. Les Leston, *after a dashing display in his Cooper 1,100*, ran a very close third.

The special handicap event, the Elwell-Smith Trophy for Aston Martins *up to 1,500 c.c., was notable for the determination of I. J.* Robertson, the scratch man, who came through the field to win in his Ulster.

The "big sports car" event *provided a battle between George* Abecassis (H.W.M.), who won the over-3,000-c.c. class, and Ron Flockhart (Aston Martin DB3S), who took the under-3,000-c.c. section. The difference in time being 0.8 sec.

Results:

The H. Elwell-Smith Trophy (10-lap Handicap Race for Aston Martins—up to 1,500 c.c.):

1st:	I. J. Robertson (Ulster)	26 min.	01.0 sec.
2nd:	R. Fowler (Le Mans)	26 ,,	08.0 ,,
3rd:	R. F. Fyson (Le Mans)	26 ,,	17.0 ,,
4th:	A. B. Stewart (Le Mans)	26 ,,	33.2 ,,

Fastest lap: I. J. Robertson, 2 min. 21.0 sec.—68.94 m.p.h.

10-Lap Scratch Race for Formule Libre:

1st:	Ron Flockhart (E.R.A.)	18 min.	45.8 sec.
2nd:	Eric Thompson (Connaught)	19 ,,	05.8 ,,
3rd:	Peter Whitehead (Cooper-Alta)	19 ,,	09.2 ,,
4th:	Graham Whitehead (E.R.A.)	19 ,,	30.6 ,,

Fastest lap: Ron Flockhart, 1 min. 49.8 sec.—88.52 m.p.h.
Winner's speed: 86.34 m.p.h.

10-Lap Scratch Race for Formula III:

1st:	Don Parker (Kieft)	20 min.	22.6 sec.
2nd:	Les Leston (Leston Special)	20 ,,	22.8 ,,
3rd:	Ken Smith (Smith 500)	20 ,,	34.8 ,,
4th:	R. D. Biss (Cooper VI)	20 ,,	54.0 ,,

Fastest lap: Les Leston, 2 min. 0.6 sec.—80.59 m.p.h.
Winner's speed: 79.50 m.p.h.

10-Lap Scratch Race for Formula II:

1st:	Eric Thompson (Connaught)	19 min.	00.0 sec.
2nd:	Peter Whitehead (Cooper-Alta)	19 ,,	03.8 ,,
3rd:	Les Leston (Cooper VI)	19 ,,	04.2 ,,
4th:	J. Somervail (Cooper-Bristol)	19 ,,	38.6 ,,

Fastest lap: Peter Whitehead, 1 min. 52.6 sec.—86.32 m.p.h.
Winner's speed: 85.26 m.p.h.

10-Lap Open Sports-Car Handicap (handicap being based on times from events 2, 3, 4, 5 and 6):

1st:	F. B. Wadsworth (Healey)	25 min.	49.2 sec.
2nd:	J. B. Naylor (TD M.G.)	26 ,,	10.2 ,,
3rd:	P. M. Appleton (A.B. Special)	26 ,,	19.0 ,,
4th:	D. Elwell-Smith (Aston Martin International)	26 ,,	31.2 ,,

Fastest lap: 1 min. 54.2 sec.—85.12 m.p.h. *Winner's speed:* 68.72 m.p.h.

AUSTIN-LESS-HESS

We are informed by Alan Hess that he has left the Austin Motor Co., Ltd., where he held the position of Public Relations Officer, and that his future plans are undecided.

PUBLIC SCHOOLS M.C.

Policy for the 1953-54 season was discussed at a recent committee meeting when it was decided to concentrate on events of short *duration with the emphasis on accuracy rather than the longer type* of rally. The first event will be held on October 4th and the next on November 22nd. Full details of membership can be obtained from *the Hon. Secretary, M. F. Ellis, 90, Sandford Road, Bromley, Kent.*

CLUB NEWS

A.C. OWNERS' CLUB

Members of the organising club filled five of the first six places in the point-to-point run in Hampshire on August 30th. Best performance was returned by R. G. Henderson (A.C.), with H. F. Day (A.C.) third, and N. W. Howlett (A.C.) fourth. Second-class awards went to T. E. B. Chambers (A.C.), S. Moore (M.G.—Hants & Berks M.C.), and D. R. Humphreys (A.C.), who filled the next three places. Of the 34 starters, eight exceeded their time allowance of six hours, and two retired. Henderson returned both shortest time and mileage (112) for the successfully completed course.

CHILTERN C.C.

The duties of Competition Secretary have now been taken over by R. N. Richards, 3, Overstone Road, Luton, Beds, and he is carrying out all the duties previously executed by C. P. M. Green at Amersham. The club magazine is now under the editorship of P. R. W. Jackson, Mousell's, Fingest, Henley-on-Thames, Oxon.

ALVIS OWNER CLUB

At a meeting on September 6th, Mr. K. R. Day, of 31, Lawrence Avenue, New Malden, Surrey, was elected general secretary; he will also carry out the duties of Southern Section secretary. It was also decided to abolish the entry fee for new members.

The other section secretaries are as follows: Northern: A. Ellison, "Rylstones," Earnsdale Avenue, Darwen, Lancs. Midland: D. R. Laurance, 64, Worcester Street, Stourbridge, Worcs.

THE FORCES' MOTORING CLUB

The newly-formed Forces' Motoring Club was recently announced in Admiralty Fleet Orders. Publication in Army and Air Ministry Orders is expected to follow shortly. The committee is anxious that former members of the Services, who are not only eligible but also very welcome, should also know of the club.

Briefly, the very fine example of the Civil Service Motoring Association has been followed in many respects, and the club acknowledges many courtesies and much help from that quarter. It is expected that members will be able to take part in a number of sporting and social events and there are a number of very useful economic privileges designed to lower the present very high cost of driving and riding. A friendly broker at Lloyd's and suppliers of a number of appropriate commodities have granted concessions that should easily outweigh subscriptions many times over. It is, however, the main aim of the club to bring together the members of the three Services, their old comrades, and their families in good fellowship and friendly competition.

The combined entry fee and subscription up to March 31st, 1954, amounts to five shillings. Details may be had (a stamped, self-addressed envelope is very helpful) from: The Secretary, The Forces' Motoring Club, 2, Charterhouse Mews, London, E.C.1.

FIXTURES FOR OCTOBER

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

3rd.—Lancashire A.C. Davis Trophy Trial, Lancs. *R.*
S.M.R.C. Race Meeting, Crail. *C.I.*
S. Wales A.C. Rally, Cardiff. *C.*
Bristol M.C. & L.C.C. Race Meeting, Castle Combe, 12.30 p.m. *N.*
M.G. C.C. (N.W.). Rally, Scotland. *C.*
Waterloo & District C.C. Sprint, Altcar. *C.I.*

3rd/4th.—Riley M.C. (N.W.). Rally, Lake District. *C.*
Sunbeam-Talbot O.C. Rally, Scarborough. *C.*
Hants & Berks M.C. Night Rally, Reading. *C.I.*
V.S.C.C. Rally, Radnor. *C.*

4th.—Riley M.C. (Mid.). Rally. *C.*
Cornwall V.C.C. Driving Tests, Davidstow. *C.I.*
Southsea M.C. Team Trial, Bagshot. *R.*
Nottingham S.C.C. Trial, Nottingham. *C.*
Hagley & District L.C.C. Trial, Worcs. *C.*
Half-Litre C.C. Race Meeting, Brands Hatch. *C.*
Morgan 4/4 Club. Driving Tests, W. Midlands. *C.*
Chester M.C. Night Trial, Cheshire. *C.*
Worcestershire M.C. Rally, Worcs. *C.*
B.A.R.C. (S.W.). Sprint, Tarrant Rushton. *C.*
Huddersfield M.C. Sporting Trial, Huddersfield. *C.I.*
N. Devon M.C. Trial, N. Devon. *C.I.*

7th.—Lothian C.C. Gymkhana. *C.*

8th.—Jersey M.C. & L.C.C. Sprint, Jersey. *C.*
Morecambe C.C. Rally, N. Lancs. *C.*

9th/10th.—M.G. C.C. (S.W.). Rally, Weston-super-Mare. *C.I.*

10th.—Brighton & Hove M.C. Rally, Sussex. *C.*
M.C.C. Sporting Trial, Wales. *C.I.*
Lloyds M.C. Rally., S. Counties. *C.*
Wirral 100 M.C. Sprint, Rhydymwyn, 11 a.m. *C.I.*
N. Staffs M.C. Race Meeting, Silverstone, 12 noon. *C.I.*
Newry & District M.C. Trial, Newry. *R.*
Bolton le Moors C.C. Night Nav. Trial, Yorks. *C.*
Shenstone & District C.C. Buxton Rally, Staffs/Derby. *C.I.*

11th.—Taunton M.C. Allen Trophy Trial, Blackdown Hills. *C.I.*
Kentish Border C.C. Trial, Sussex. *C.*
Hants & Berks M.C. Driving Tests, Finchampstead. *C.*
Mid-Cheshire C.C. Rally, Cheshire. *C.I.*
Cheltenham M.C. Trial, Cheltenham. *C.*
Y.S.C.C. Trial, Patley Bridge. *C.*
Knowldale C.C. Trial, Lancs. *C.*
Brecon & District M. & M.C.C. Night Trial, Brecs./Radnor. *C.*

11th.—Pathfinders & Derby M.C. Driving Tests, Derbys. *C.*
Burnhope & District M.C. Rally, N. Counties. *C.*
Hartlepools & District M.C. Rally, Cleveland. *C.I.*
Cambridge 50 C.C. Sprint. *C.*

16th.—Riley M.C. (Cardiff). Night Rally, S. & Mid. Wales. *C*

16th/17th.—"Eight Clubs." Rally, Eastbourne. *C.*

17th.—West Essex C.C. Race Meeting, Snetterton. *C.I.*
Edinburgh University M.C. Rally, Edinburgh. *C.*
Ulster A.C. Trial, N. Ireland. *C.*
Falcon M.C. Night Trial, Herts. *C.*
Cumberland S.C.C. Driving Tests. *C.*
Tenby M.C. Hill-Climb, Lydstep, 1 p.m. *C.I.*

17th/18th.—Scarborough & D.M.C. Trial, N. Riding. *C.I.*
Liverpool M.C. Night Rally, Lancs. *C.*

18th.—S. of Scotland C.C. Gymkhana, Kirkcudbright. *C.*
M.G. C.C. (Midland). Trial, Worcs. *C.I.*
Horsham & District M.C. & L.C.C. Trial, Crawley. *C.*
Plymouth M.C. Trial, Devon. *C.I.*
N. Midland M.C. Trial, Derbys. *C.*
Rhyl & District M.C. Trial, N. Wales. *C.I.*
Southsea M.C. President's Trophy Trial, Hants. *C.I.*

23rd/25th.—Blackpool & Fylde M.C. Rally, N. England. *C.I.*

24th.—M.G. C.C. (Scottish). Trial. *C.I.*
750 M.C. Sprint, Tarrant Rushton. *C.I.*
N. Staffs. M.C. Sprint, Pennines. *C.I.*
Armagh & District M.C. Trial. *C.*
S.U.N.B.A.C. Trial, Salop. *C.*
Northampton & D.M.C. Night Trial, Northants. *C.I.*

24th/25th.—Tunbridge Wells M.C. Trial, Tunbridge Wells. *C.I.*
Walsall & District C.C. Rally, Worcs. *C.*
M.G. C.C. (N.E.). Rally. *C.*

25th.—Thames Estuary A.C. Rally, Southend. *C.*
Coventry & Warwick M.C. Rally, Coventry. *C.I.*
Maidstone & Mid-Kent M.C. Trial, Maidstone. *R.*
M.G. C.C. (N.W.). Trial, Derbys/Cheshire. *C.*
Waterloo & District C.C. Trial, Waterloo. *C.I.*

31st.—Omagh M.C. Trial, Omagh. *C.*
Grimsby M.C. Night Trial, N. Lincs. *C.*

31st/1st.—Sheffield & Hall. M.C. High Peak Trial, Yorks/Derbys. *R.*
Citroën C.C. Rally, Surrey/Hants. *C.I.*
Loughborough College M.C. Inter-varsity Rally. *C.I.*

ON BUYING A USED CAR



WHERE ARE THEY NOW?—Discovery of a car with a history always brings an added glow of satisfaction and one wonders where the sports cars seen in this test at a pre-war Torquay Rally are today. Surely the starter is Col. Barnes, and note the figure of Alan Hess, until recently Austin's P.R.O., climbing the wall on the right of the picture. Remember, a used sports car, by its very nature, may be more worn out than a more sober vehicle of equivalent age.

OUR wives and girl-friends exasperate us at times by window-shopping, but no doubt we exasperate them just as much when we "window-shop" through the small advertisements on the arrival each month of MOTOR SPORT!

It is a fascinating pastime, this browsing through the "smalls." It is only when the thing becomes reality that it is as well to take care and at least work to a definite plan.

I can usually tell when I'm about to acquire a new, used car. The malady begins with more concentrated browsing than usual and a tendency to make pencil marks against the more promising "smalls." Sometimes the journey entailed to inspect the car which interests can be visualised, in other cases it is a pilgrimage enhanced by expectant map-reading. If a box number conceals the vendor's identity a sense of frustration ensues.

One golden rule applies. It is, get going. Box-number frustration is nothing to that which is experienced when, the address achieved, you are confronted by a smiling vendor waving an exceedingly modest cheque, who proceeds to tell you what a wonderful car he has just half an hour earlier disposed of for a song. So, if the bargain of your dreams appears before your eyes in cold, hard, rather small type, drop whatever you are doing—painting the stove, changing baby, courting or getting married—and proceed in all haste.

Which reminds me, I was once motoring in a test Velox (yes, a Vauxhall, but not *that* sort) with he who has since become MOTOR SPORT's Continental Correspondent. It was a Sunday afternoon, the second of the month. As we proceeded—through Harrow, I think it was—we became conscious of more Austin Sevens than usual on the road—Chummies with sagging lamps and daylight at the doors, mildly-rusty Rubies, and stark Specials with aluminium-painted wheels and smooth spare tyres. It was noticeable, too, that the drivers of these Longbridge babies were stopping every so often to accost passers-by, then surging forward after much pointing and gesticulating. This seemed a little odd, for no 750 M.C. fixture was, to our memory, imminent. Then we turned a corner on our legitimate route and the solution was apparent. Outside a semi-detached house stood a rather startled-looking Austin Seven Special. Some six or seven Austins were converging on the scene, others were already parked at the kerb. It was then we remembered that a rather attractively-worded advertisement for a special Austin had appeared the day before in MOTOR SPORT. The Advertisement Manager tells me the circulation is more than 67,000. From that day on I have believed him implicitly . . .

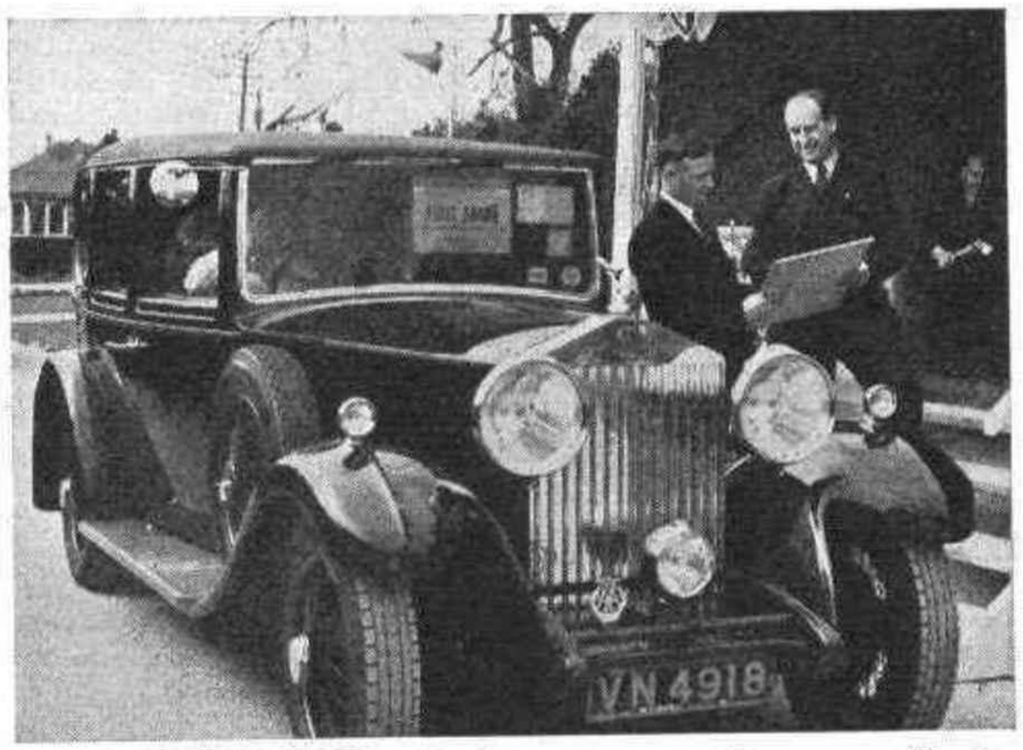
Our own sallies into selling used cars have been less happy (although we were once called a "back-door motor trader," and by a friend too, merely because we tried to dispose of two unwanted personal vehicles within a couple of months!) One of these was a clean, sound runner on good boots, as they say in the Trade. Its only disadvantage was that it was a mid-engined Trojan, the only Apollo sunshine saloon made, we believe. We had had our fun with it and wanted something else—shall we say a trifle faster. We duly inserted a "small." No, not in MOTOR SPORT, but as a matter of professional etiquette in one of the august weeklies. The price asked was low but nothing happened. At least, not at first. The 'phone rang once and a haughty voice inquired where the engine was. "In the middle," we retorted hopefully. There was a prolonged silence, then, "Had it been at the back I'd have made a substantial offer," said the Voice, and rang off.

We did sell the thing in the end. Another Voice asked about it and we said, truthfully, that it was a Trojan. "Doesn't matter," replied this Voice. We explained that it was a two-stroke, that the engine was under the seat, that it was started by a handle inside, that it had only two speeds, that it was chain-driven, that it Made Noises. "Doesn't matter, doesn't matter, doesn't matter," said the Voice, "I'm a fitter, you see," it added finally. He came late one wintry Saturday afternoon with a vast metal box of tools and a small child. We demonstrated and he stayed to tea. The mist began to creep round the rose bushes. We had always wanted a Trojan and felt disinclined to part at this eleventh hour. But we were beaten-down over price in the time-honoured manner, wrote a receipt, and gradually the whirring sound grew fainter and fainter until it could be heard no longer. The new owner was on his way, to Croydon, we gathered.

A few days later the office telephone rang. "You don't know me but I've been a reader for years," it began. It usually does. "I know you like odd vehicles," it continued (here we blush and hope the switchboard isn't listening-in), "and thought you might be interested in a 1928 Trojan Apollo saloon. It's in a yard near Croydon and appears to have hit a tram . . ." Oh, well!

However, we had set out to write about buying used cars, not selling them, and although on the latter subject our pen could race ahead, let us take stern hold of ourselves and concentrate on serving up the usual serious, informative, witty and exceedingly helpful article to the clients (advert.).

Some of you can go through your "smalls" carefree, knowing that all you need in life is an interesting motor car. Whether you fall for an un-Veloxed 30/98, a Blue Label you had hoped might be a Red Label (but couldn't be at the price), or a partially-completed Ford Ten Special to unbuckle Buckler, matters hardly at all. Your only arbitrations are price and distance; but it can save a lot of trouble if you ask first whether the vehicle can be towed—a set of 820 by 120s may be awfully difficult to rustle up on a Sunday afternoon.



GOING, GOING, GONE.—Auction sales are another means of buying and selling used cars. Here is a Rolls-Royce which took first prize in a competition run by the great Measham organisation.

But if you have to consider practicability and economy, mark your "smalls" more thoughtfully. A scarcely-soiled Minerva could be a very fine motor car indeed and an open sesame to the V.S.C.C., but if you have to go to and from business in it the fuel consumption could be prohibitive and, even if you *have* got a large and increasing family, your wife may not be too pleased should the " commodious body " turn out to be a hearse.

Far better to decide first on top price and what fuel consumption is sought and search for a car complying under both headings. If you are a married man avoid a car advertised " . . . because marriage forces sale," and if you are a sporting gay young thing don't bother with a vehicle described as " good stolid tourer, suit family man." Here I might digress to outline the seven stages of motoring, but willingly refrain.

Seriously, it is very difficult indeed to advise which makes and types of used cars should be satisfactory, although we frequently receive such inquiries. An Alvis is a thoroughly good car, so is a Bentley, but a 12/50 or a 3-litre in bad condition is little better, very likely far worse, than a poor car in almost new order. It all depends, as our friend Joad would have said, on what you mean by " bad condition," or, conversely, what you mean by " almost new."

Mere observation indicates that some of the older cars survive better than others—the Austins are proverbial in this respect, Armstrong-Siddeleys seem to last, and have you noticed how many of the worm-drive Standard Eights which set the Standard Company on its feet from 1927-1929 keep on going even if their body fabric hangs forlornly about the framework ? Inevitably, I'm afraid, sports models are a less sure bet than such staid family conveyances.

Lots of people just have no faith in vintage cars and flounder along trying to get serviceable motoring from cars of the 1932-38 era at vintage prices. I have bought some exceedingly low-priced vintage cars in my time and have had very little trouble from them. Perhaps because I have faith. The spectre of spares being unobtainable, like the Loch Ness Monster, rears its ugly head, but I rather feel that if you cannot get them for cars of the vintage years you will be equally unfortunate in respect of many 1932/38 models. Admittedly breaker's yards are not what they were, being full these days of rusty Service vehicles instead of harbouring thoroughbred chassis beneath piles of rain-filled down-to-the-canvas covers and wet sacks.

This reminds me. When I am too old to edit I intend to become a car-breaker. I shall then enjoy the twilight of my life standing outside a small wooden shack in the corner of a field, my thumbs resting in my braces, calling to avid enthusiasts who were once my readers, " Five bob, Guv, if yer takes it off yerself." And, after all, two five-bobs make 'alf a quid.

To return. Whether you should buy from a dealer or from a private individual is a moot question (it's all right, I've just looked up " moot " in my dictionary). The dealer will have a good stock for you to examine, and those so-desirable red-and-white plates so that you can go for a trial run. The private owner will probably give you tea and talk motoring for hours—he is usually honest about his own car—but may explain that the licence and insurance have lapsed and you *cannot* have a trial run. The dealers' prices may be higher, because he has overheads and can afford to wait until he gets a good price for a car. But, remember that he is free to pick and choose his stock and for his own sake is unlikely to surround himself with a lot of duds, whereas the private owner has, if you see my meaning, only the one car to sell.

A dealer who specialises in sporting cars should be expected to know his subject pretty intimately, and if he tries to interest you in a 38/90 Vauxhall, a 36/250 Mercédès-Benz, or a 2LSD Ballot, I suggest you go elsewhere.

Is it fair to demand a trial run ? Yes, if your nerves are good, I think it is. Obviously, if the price is £20 or thereabouts you may have to be content with trying for compression on the handle (there is not likely to be very much) and seeing if you can locate all the cogs. But in the case of a really expensive car you are entitled to quite a long drive, far enough for the oil to get really warm, the slow-puncture to let itself down and the fumes to find the easiest way out. Listen carefully during your trial run, my friends. Years ago unscrupulous dealers were known to put sawdust in a noisy axle to quieten it and to stick a little pin in the dial of the oil gauge to hold the needle up.

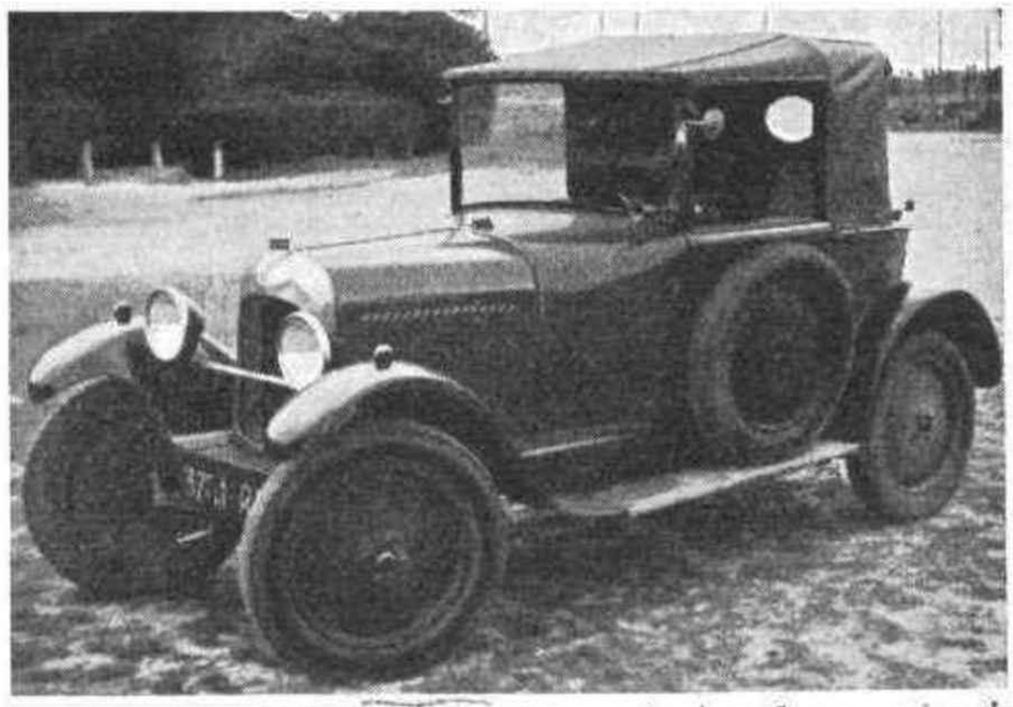
You can be rightly suspicious of a vendor who possesses " general " trade plates but who will not allow you to drive, of he who makes excuses for not taking you for a run or moving an inexpensive vehicle out into the open, of an engine which was already nicely warm when you arrived and inquired, " Does it start easily ? "

A lot of used cars can be very sound propositions, others can be, to say the least, distressing. The engine which requires a rebore and its bearings remetalling is a pretty sick thing, yet a keen engineer might care nothing for visible signs of these troubles, intending to strip and rebuild at his leisure. A tap can be a bi-metal piston legitimately expanding (" Fitted 'em in the '28 models only, Old Boy.") or a small-end that has already expanded far too much. Gears can whine because the car is a blue-blood thoroughbred or because they are about to strip their teeth. Oil pressure can be a few lb./sq. in. because the engine has trough-and-dipper feed or because it is due to be thrown away.

On paper, advice about " what to look for " and " how to tell " is not very helpful, but a friend can usually be found with the requisite knowledge to help the novice in the exciting business of choosing his first (used) car—after which the novice is likely to learn rapidly !

My own " bane of the smalls " is that which says " body rough " or words to that effect, not because I read anything personal in this but because I am absolutely no hand at all at repairing and refurbishing dilapidated bodywork. It isn't that I make a habit of owning cars which cause the neighbours to tear their curtains aside whenever I draw up, but a body with dropping head lining, discoloured glass, doors which won't shut and a leaking roof is a pretty worthless object—personally, I'd rather take it off and go about on the bare chassis. Yet there must exist those who *can* repair motor-car coachwork in their back gardens and who would be quite glad to buy a cheap car on account of its dilapidation but sound mechanically. And we should be grateful to honest advertisers who state that their cars look a bit sorry and so save people like me a wasted journey.

In these days when safety on the road is important, the condition of the chassis should be of equal, or greater, concern than the condition of the engine. Fortunately, worn steering connections, collapsed



VINTAGE SMALL CAR.—The latest cult, that of resurrecting the economy cars of the 'twenties, could easily be killed by high prices demanded for used examples. Here is one whose price we needn't haggle over—a 7.5 Citroen photographed at Montlhery.

springs, and brakes which require new linings are usually fairly easy to cope with; but remember that replacement of a gearbox or back axle can be about as costly as overhauling an engine. Moreover, transmission parts for some makes, such as the Morgan 4/4 and certain B.M.W. models, are, I understand, exceedingly difficult to obtain, and Bugatti cylinder blocks are worth their weight in titanium. On the other hand, with flourishing registers and one-make clubs, owners of Alvis, Bentley, Humber, Sunbeam, Lancia and similar makes should have a happier time.

In the delicate matter of price, used cars are a lot cheaper than they were a few years ago, thank St. Christopher. Today, if you had to have a sound car for your business and only had £150 or so to spend, I think you would get by—if not past the motor-coach in front. Even £100 could suffice if careful selection were made. And for £70—£100 you can now buy a good-looking and going vintage car on which Tim Carson will not frown too harshly if you venture to a V.S.C.C. Rally in it. Not long ago the figures would have been more like £350 and £250, respectively.

But prices have risen again this summer, in some cases to absurd levels. The Old Masters should, and do, command high figures, but there are not so many Old Masters left and slapping green and aluminium paint over the less exciting near-vintage thoroughbreds and making the garage lad polish them does not produce such. A Rolls-Royce, for example, proclaims itself the World's Best Car, but unless you have space in which to garage it, can keep it looking and running decently, and can meet its thirst for petrol, oil and tyres, do not be tempted by a "Silver Ghost" ("stored for years, wants a few simple jobs done on it"), even at what is known as a song. The flat-rate tax encourages us, but remember that petrol still bears a half-dollar tax on every gallon.

I foresee prices dropping to an all-time low level this winter. If they do not, how can the dealers face the competition from now-easily-available new cars, which enjoy the impetus of Earls Court and range down to comparatively inexpensive things like 2CV Citroëns? I am a staunch vintage man myself (By gad, sir!) yet every year at the Motor Show I almost fall for the argument that a new car is sound all through and has a guarantee, whereas a used car may fall to bits tomorrow, when there will be no come-back (literally) and no spares. Perhaps it's the fuggy atmosphere. Or it may be the sight of so many P.R.O.s slaving so hard to explain their companies' wares.

The fact is that every year, at a decidedly conservative estimate, over 70,000 different used cars are advertised for sale in the motor journals. Besides these, many thousands stand in showrooms in palatial thoroughfares and back streets, from Park Lane to Brixton Hill, and hundreds more wait forlornly on waste patches of ground for someone to pay the price painted in bold whitewash on their windscreens.

What are the dealers' prospects of selling such a vast number of cars, the newest of them something like five years old? Before the war the number of motorists increased annually and purchasers of cars fell into two categories, those who bought new and those who bought secondhand vehicles. After a year or so many new-car people sought a change and passed good, readily-saleable cars into the secondhand market, whose only embarrassment was the proximity of new-car to slightly-used-car prices. During the last decade new cars have been in short supply and prohibitively expensive, but more and more vehicles have been flooding the roads—the majority purchased in the secondhand market, where good business has been done, attracting new dealers to the game. But recently there have been signs of a money shortage in this country, due to Service gratuities and war-time profits having been spent while the cost of day-to-day existence goes on rising. This suggests a slackening in the number of new motorists while, with new cars now reduced in price and in ready supply, more secondhand cars will go on the market with fewer people to absorb them. The higher priced ones will have to compete with new cars and only the older, modestly-priced ones will sell. It is at times like this that the enthusiast, frequently changing his cars and interested in the older vehicles apart from their low price, constitutes the mainstay of those not forced by circumstance out of the used-car business, hence the value of advertising in the sporting Press.

But to attract buyers, prices, whether whitewashed or printed, must come tumbling down. Mark you, I sometimes think we have only ourselves to blame for the high prices asked by the Trade for used cars. As soon as a paper publishes an article, or a club is formed, to enthuse over a particular cult, the objects of that new cult go up in price. It is so with cars. When I was a schoolboy, and therefore a Bentley fan, you could buy a Red Label for about £200. Today, although these cars have been used (or stored, which can be worse) for more than a further twenty years, you still have to pay much the same prices. People pay, so prices are maintained. When the Light-Car Section of the V.S.C.C. was formed I foresaw this snag to the fostering of inexpensive vintage motoring and decreed that £50 should be regarded as about "tops" for a really nice *circa*-1928 small car in good order on decent tyres, lesser examples to be priced accordingly. Yet already prices of such cars have risen ten and twenty pounds, and more, above this limit, and not only at the dealers', either.

Only by refusing to pay fancy prices for old cars will you force them down to near pre-war values. Already I'm informed that offers seldom exceed £150 for cars chalked up at £300. That, maybe, is a straw in the wind.

A final word of advice to you before you sort your "smalls." Decide first on the sort of car you really require. If you are a novice take an expert with you. Insist on a trial run, driving yourself the more expensive cars. (This is not only to check for mechanical deficiencies but to ensure that you like the vehicle concerned.) Unless you are looking for a purely historic piece, do not take too much stock of tales of a car's past prowess—the condition of its bores is far more important. (Any car can be restored to "as-new" order if you are really determined—I believe Mr. Stanley Sears has had a new cylinder block cast for his 1914 G.P. Opel at a cost of about £200—but few of us can count on obtaining full "original performance" after our restricted efforts in this direction.) When you embark on the enthralling (and I mean that) pastime of searching through the used-car advertisements, your millennium will arrive, maybe, when you spot that £80 Red Label in mint condition; to subside, perhaps, when you find it is viewable at the Butt of Lewis. All I can do now is to advise you to keep your wallet hidden and place your trust in no man.—W. B.

COVENTRY & WARWICKSHIRE M.C. RALLY

(Sept. 5th)

The Annual Night Rally of the Coventry & Warwickshire M.C. was held on September 5th. Competitors started from Stonebridge at two-minute intervals from midnight onwards and followed a 200-mile route to Weston-super-Mare at an average speed of 30 m.p.h.

To reach the first control drivers either had to cross the centre of Birmingham or bypass the city. Those drivers who chose the former route had the easier task, although a diversion round the outskirts of Kidderminster, as the centre was closed for a fair, made several entrants quickly revise their speeds.

To reach the third control at Callow End competitors had the choice of crossing the River Severn at either Worcester or Upton-on-Severn. The latter route was longer but the control, which was the village post office, was more easily found when approached from the south. Several competitors lost time through not realising that a six-figure map reference confines a control to a comparatively small area and not a whole village.

All competitors checked in at the seven route controls but, owing to the excellent conditions which existed throughout the night, nearly two-thirds of the entries were unpenalised at Weston-super-Mare.

The first test, a "Monte Carlo" brake test, saw equal fastest time shared by R. B. James, the eventual winner, and A. Rollason in an Allard saloon, winner of Class IV. D. A. Pattison stripped reverse gear of his Sunbeam-Talbot, bringing his participation in the rally to a premature conclusion.

The second test involved reversing into a garage round a pylon and back into the same garage. Fastest time went to Mrs. D. R. Osborn (H.R.G.), in 11 sec. dead.

J. M. Caunt, driving a Ford Consul, won Class III, losing only one mark in his first attempt at a rally.

The organisation was up to the excellent standard competitors have come to expect from Peter Nichols, and the route had obviously received much thought. The provisional results were announced within an hour of all competitors finishing breakfast, which was at Pontins' Holiday Camp, Sand Bay.

Results:

Premier Award.—R. B. James (1½ M.G. saloon), 1 mark lost.
Class I (Up to 1,100 c.c.).—No award, insufficient entries.
Class II (1,100—1,500 c.c.).—A. Whittaker (TD M.G.), 3 marks lost.
Class III (1,500—2,500 c.c.).—J. M. Caunt (Ford Consul), 1 mark lost.
Class IV (Over 2,500 c.c.).—A. F. Rollason (Allard saloon), 2 marks lost.
Team.—M. T. Smith (Hillman), J. Horobin (1½-litre Riley), D. Underwood (1½-litre Riley).

* * *

N.L.E.C.C. SECRETARY

The new address of the Hon. Secretary of the North London E.C.C. is: G. Bance, Flat 1, 11, Bath Road, Reading, Berks.

THIS TIME

1st *Peter Collins and P. Griffith*
Aston Martin D.B.3.S.—81.71 m.p.h.

2nd *Reg Parnell and E. Thompson*
Aston Martin D.B.3.S.—81.24 m.p.h.

3rd *Ken Wharton and C. E. Robb*
Frazer-Nash—77.21 m.p.h.

4th *Stirling Moss and P. D. C. Walker*
Jaguar X.K. 120 C.—79.34 m.p.h.

5th *A. G. Whitehead and F. A. O. Gaze*
Aston Martin D.B.3.—78.53 m.p.h.

6th *R. Dickson and J. D. Titterington*
Aston Martin D.B.3.—77.84 m.p.h.

7th *F. R. Gerard and D. A. Clarke*
Frazer-Nash —72.57 m.p.h.

and

8th *J. Kelly and J. E. G. Fairman*
Jaguar X.K 120 C.—75.27 m.p.h.

(Subject to official confirmation)

WERE ALL FITTED WITH MINTEX

Cars fitted with **MINTEX** Brake Liners made a clean sweep of the T.T. at Dundrod filling the first eight places.

When high performance counts you can rely on

MINTEX

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE. ALL MINTEX PRODUCTS ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN AND THE WORLD. B.B.A. ARE ALSO THE MANUFACTURERS OF 'SCANDURA' THE ORIGINAL P.V.C. FIREPROOF CONVEYOR BELTING.

The 750 M.C. Relay Race *(August 29th)*

THE 750 M.C.'s Relay Race at Silverstone, invention of Holland Birkin, has become a keenly awaited annual national fixture, a race run on original and free-and-easy lines which provides the amateur driver with excellent value for his entrance fee and the novice team manager with plenty to think about during the six hours when any one of his team of up to six cars may be circulating.

This year the event was enlivened by a new 2.5-mile circuit of Birkett's devising, which is a 750 M.C. monopoly which they were able to hire to the A.M.O.C. the weekend preceding their own race.

It was not the organiser's fault that torrential rain fell for the start and for much of the race, flooding the track to such an extent that the Clerk of the Course's Healey required a lower cog than top before it could pull itself through the water!

As a result the start was only partially Le Mans style, some drivers running to their cars correctly, others just pressing starters and motoring away from sheltering in their vehicles. In a six-hour race this mattered little, and fortunately no one was hurt in a lively series of incidents as the field of 40 got away.

It says much for the appeal and club fraternisation of this Relay Race that in spite of the weather a considerable crowd remained huddled under umbrellas to watch. An up-to-date leader board was kept and Nevil Lloyd gave a model commentary.

The changing fortunes of a complex handicap race such as this and, indeed, the result itself, matter perhaps less than the enjoyment and experience gained by the competitors, and the interest to spectators and contestants alike in the feverish activity behind the pits as efforts are made to repair recalcitrant cars.



Relay afternoon at Silverstone!

There is even monetary compensation for bad "blow-ups" in this remarkable race, which makes breakage of a Bugatti crankshaft, as happened to one competitor, a less unhappy occurrence than might otherwise have been the case. Two accidents happened, but in the case of C. T. Howse his dislocated shoulder was set within 20 minutes of his car overturning, a record, we believe, for any motor race. Dudley Pool unfortunately suffered serious facial damage when his car overturned. "Enzo" Buckler was busy controlling his team of Bucklers when not driving himself, one Austin Seven team, traditionally, was feverishly building one sound car from the salvable parts of its others, so that the same vivid yellow wheels seemed to be seen on several different vehicles, and Miss Angela Brown, David Brown's daughter, drove very well and for a long spell in a DB2 Aston Martin of the A.M.O.C. team. Eason Gibson was noticed advising his son, who was controlling the Aero and Auto College M.G. and Dellow team, which for a while held the lead.

As the closing stages of a damp but thoroughly active race were reached the struggle for victory became exciting in both the main handicap and subsidiary 750 Formula scratch categories. The maximum laps completed each hour were :—

Handicap Race :

1st hour :	Allard J2 team, Healey Silverstone team								24 laps
2nd hour :	Allard J2 team								50 "
3rd hour :	"	"							76 "
4th hour :	"	"							101 "
5th hour :	"	"							127 "
6th hour :	"	"							153 "

However, on handicap this was no avail, the winning team being King's M.G.s, at 54.46 m.p.h., controlled by B. R. Arkwright and including J. H. King's H.R.G., M. D. King's TD M.G., backed up by Shore's TC M.G. Second place went to the M.G. C.C. team, third place to the Healey Various team.

In the 750 Formula scratch race the story looked like this :—

1st hour :	Southern Centre team								20 laps
2nd hour :	"	"	"	N.W. Centre "A" team					38 "
3rd hour :	"	"	"	"	"	"			59 "
4th hour :	"	"	"	"	"	"			79 "
5th hour :	Southern Centre team, N.W. Centre "A" team, Oxford Centre team								99 "
6th hour :	N.W. Centre "A" team								122 "

So at the last hour the team controlled by Ron Pilgrim and including Finlow's Nippy Austin Seven amongst the "specials," won by a narrow margin, at 50.8 m.p.h.

RELAY RECOLLECTIONS

One of the highlights of the race was the speed of A. H. Baker's Land Rover, which for a long time maintained the Surrey Sporting Motley in a strong position, lapping at 55/56 m.p.h., until slowed by clutch slip.

* * *

J. Epstein, who drove an F-type M.G. Magna in the Surrey Sporting Motley team, is the son of the famous sculptor.

* * *

Some touching scenes were noted when the pit area became congested, such as a Southern Centre 750 M.C. driver moving a marker-tub to allow his team-mate to turn directly onto the track, and the rugger-style sash passing by members of the Cresta and Soda team.

* * *

R. C. C. Palmer contrived to lap at 48.6 m.p.h. in an A40 Austin saloon.

* * *

The Lloyd's M.C. team carried their sashes clipped to their cars.

* * *

John Blacksley's XK120 Jaguar skilfully avoided a spinning car at Woodcote and drew claps from the sodden spectators—his brakes seemed to trouble him, for three times he went straight on at this corner.

* * *

P. Woozley had the 1952 Le Mans Allard with new gearbox and rear end.

* * *

J. Macklin changed a broken half-shaft and W. J. Barbet a wheel buckled at Woodcote on their Austins.

* * *

One of the cars of the Rochdale Hounds team ran out of fuel and Appleton's Buckler shed a back mudguard.

* * *

Very brave!—The way in which David Lloyd swung the fully advanced(?) engine of a borrowed 3-litre Bentley for the Neo-Vintage team.

JOWETT PRODUCTION

A sad little meeting of Press executives took place in London on September 16th, when Mr. A. F. Jopling, Chairman of Jowett Cars, Ltd., explained that as his compaay could no longer rely on a supply of bodies for the Javelin it was turning to other manufacturing interests. He hoped that after the inevitable period of preparation and tooling-up, contracting work would be available by the beginning of next year which would allow the old-established Bradford factory to operate on a modest but self-supporting basis.

This unfortunate partial-cessation of Javelin production reflects the complexity of modern car construction, for elaborate and immensely costly presses are required for stamping out the modern steel body, a far cry from the timber and alloy-panelled bodies used for the 2-cylinder Jowetts of yesteryear. The concern making Javelin bodies is now controlled by a far-larger motor manufacturer and thus a firm established as long ago as 1906 is being forced out of the industry, at all events for some considerable time to come. A significant example of Industrial Monopoly. Other small concerns beware!

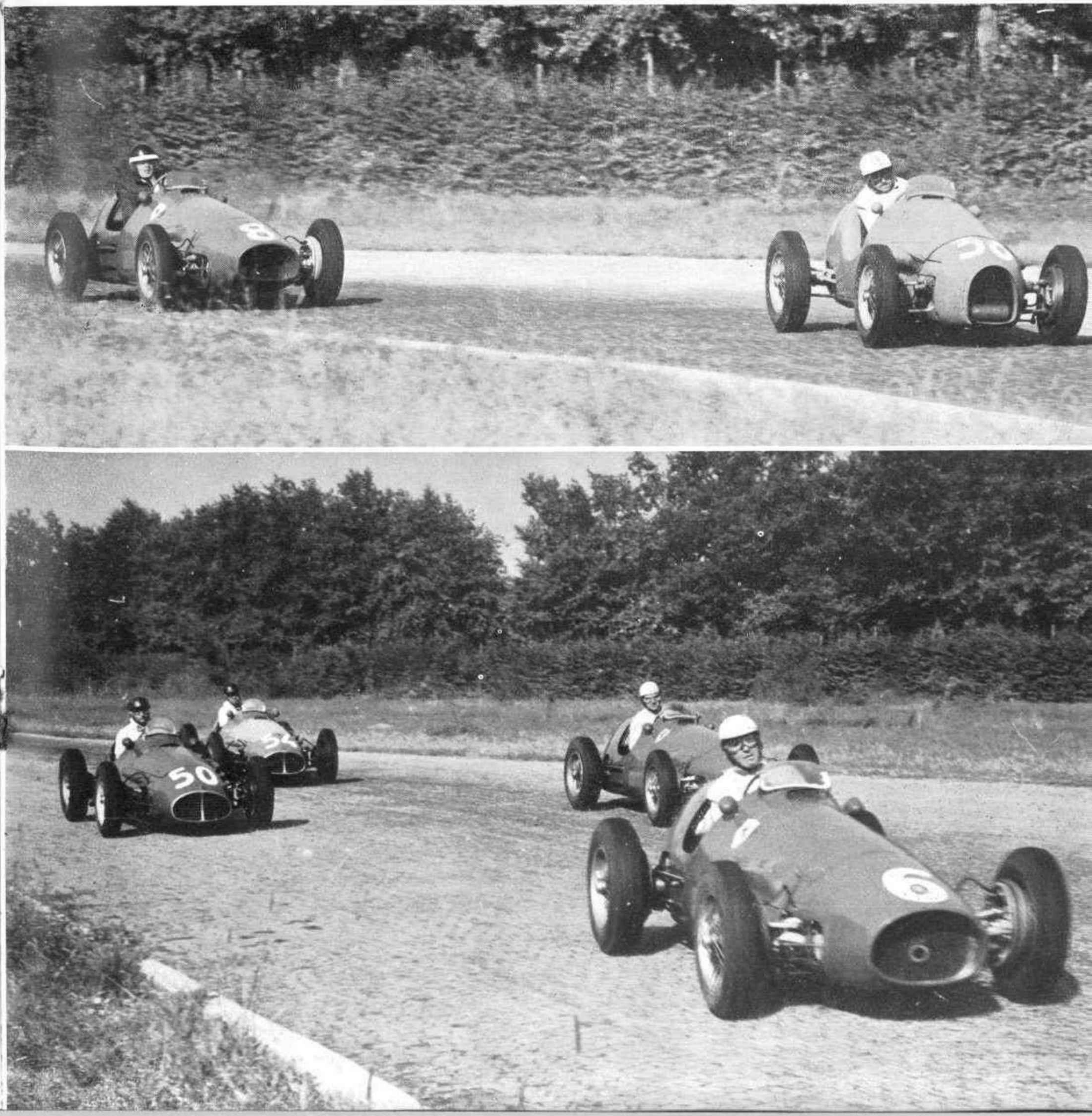
We are able to state that new spares will continue to be made, that Javelin and Jupiter models will be on show at Earls Court (where we anticipate a new "hot-stuff" version of the Jupiter), and that as Jupiter bodies are made at Bradford, supplies of this model are less affected. So far as the excellent Javelin, that smooth, roomy, economical, 1½-litre saloon, is concerned, considerable delay must be expected in obtaining any of those which may still be constructed.

PICTORIAL REVIEW

ITALIAN GRAND PRIX. BRIGHTON SPEED TRIALS. A.M.O.C. SNETTERTON AND HALF-LITRE CLUB, CRYSTAL PALACE.

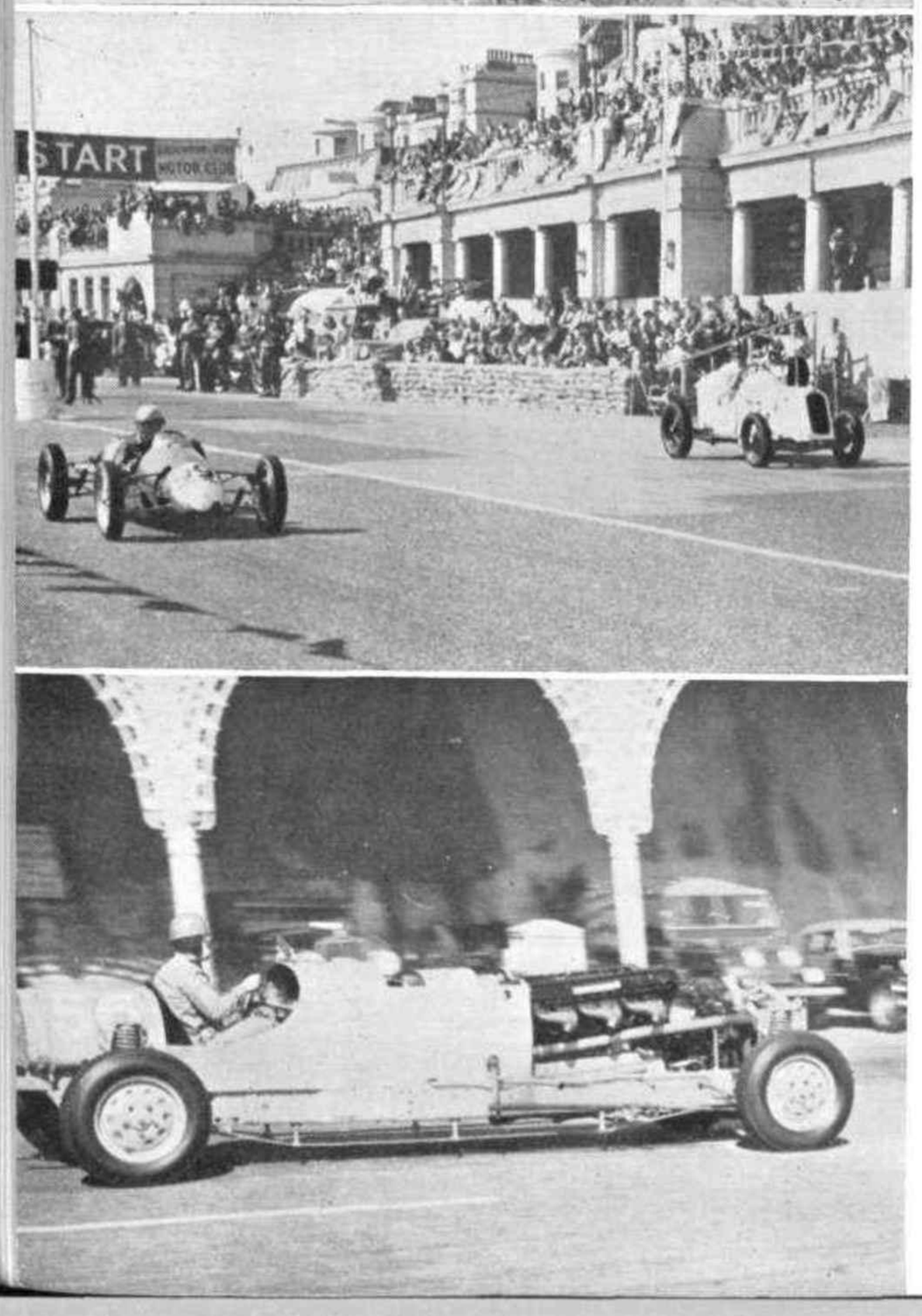
Top : TRINTIGNANT IN HIS GORDINI leads Mike Hawthorn's works Ferrari, as he did many times during the Italian Grand Prix. These two changed and re-changed their positions until the Gordini tired and dropped behind.

Bottom : QUARTET.—The four leading cars were driven by two Italians, Ascari and Farina in works Ferraris, and two Argentines, Fangio and Marimon in works Maseratis. As they lapped the slower cars they were often overtaking on either side, and still retaining their close formation. This led to many slow drivers watching the road behind more than that in front. Farina is seen leading Ascari, Fangio and Marimon onto the cobbles.







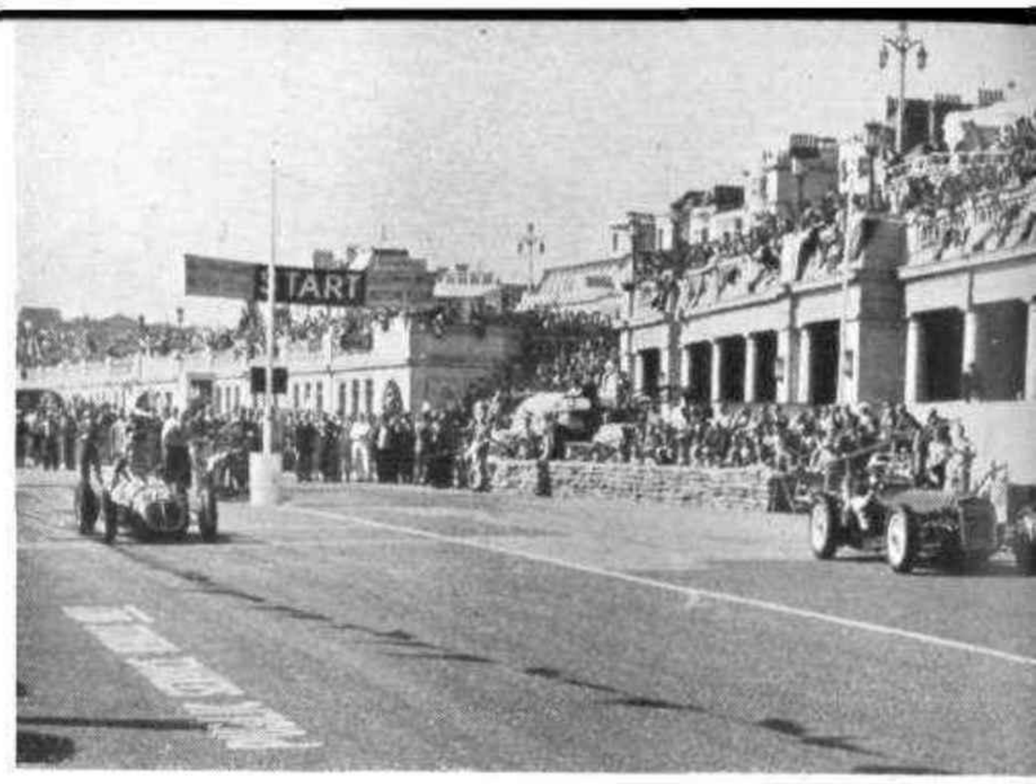


BROOKLANDS MEMORIES were around for some of us by the sight of B. W. Seaman's Riley ploughing through the rain on the occasion of the 750 M.C. Relay Race at Silverstone.

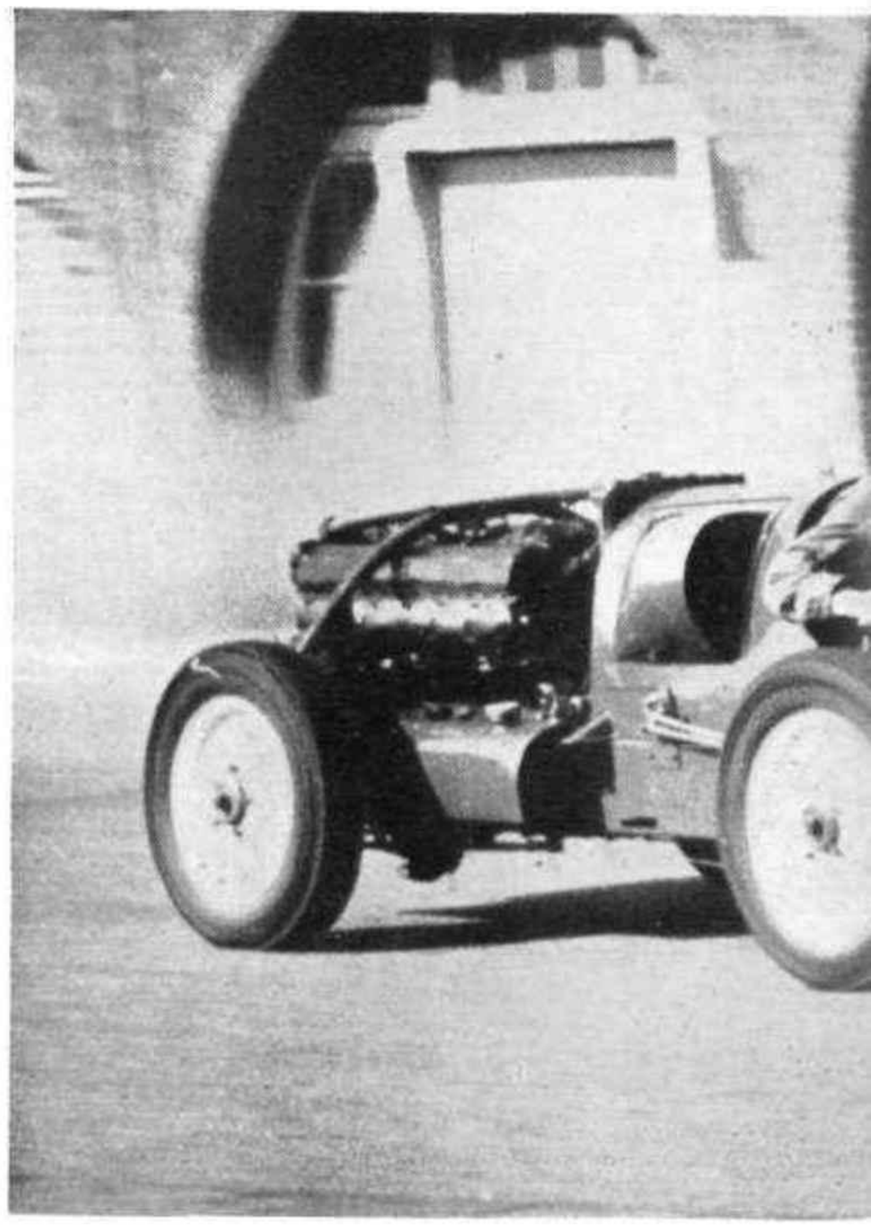
EXCITEMENT at the new corner on the 2.5-mile circuit used for the National Relay Race at Silverstone. J. Keeling's Jaguar XK120 raises the spray, while the Ford Anglia in the background has approached close to the fray.

HIGH and LOW.—An interesting comparison between G. F. Hulbert's blown 747-c.c. Austin and Francis Beart's Cooper 500, driven by S. Lewis-Evans, in the Brighton Speed Trials.

A LOT OF LITRES.—In fact, 27,000 c.c. is the capacity of the Rolls-Royce Merlin engine, around which is built F. M. Wilcock's Swandean Spitfire Special. Suffering from teething troubles, its performance did not come up to expectations at Brighton.



OFF THE MARK FIRST is R. R. C. Walker in his supercharged Delage. His opponent in this run was J. M. James in a blown Maserati.



SATISFIED.—One run by F. Lloyd-James in his Trian fastest

RARE OCCASION, though a familiar car. R. R. C. Walker in his well-known Connaught, which he only drives at sprints, this time against D. Wilkinson (E.R.A.).





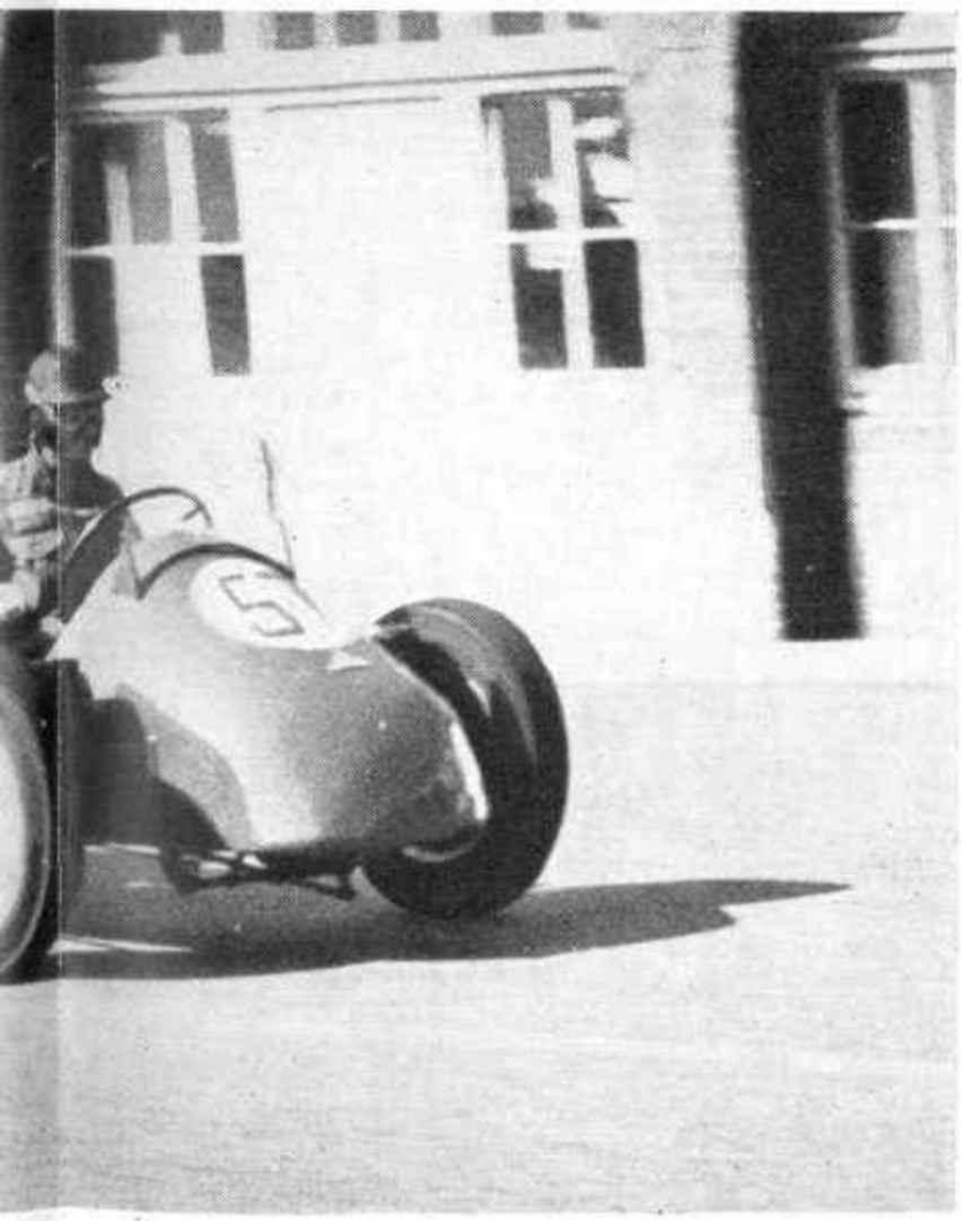
SECOND PLACE in the special handicap event for Aston Martins at the A.M.O.C. meeting at Snetterton was taken by R. Fowler in his Le Mans type.



EVASIVE ACTION.—Taken by marshals and a photographer, as G. N. Richardson (R.R.A.) spins off at the "Esses," and ploughs backwards into the rough during the A.M.O.C. meeting.



POPULAR WIN, by Ron Flockhart (D-type E.R.A.) in the Formule Libre event at Snetterton. Here he is cutting the corner coming out of the "Esses."



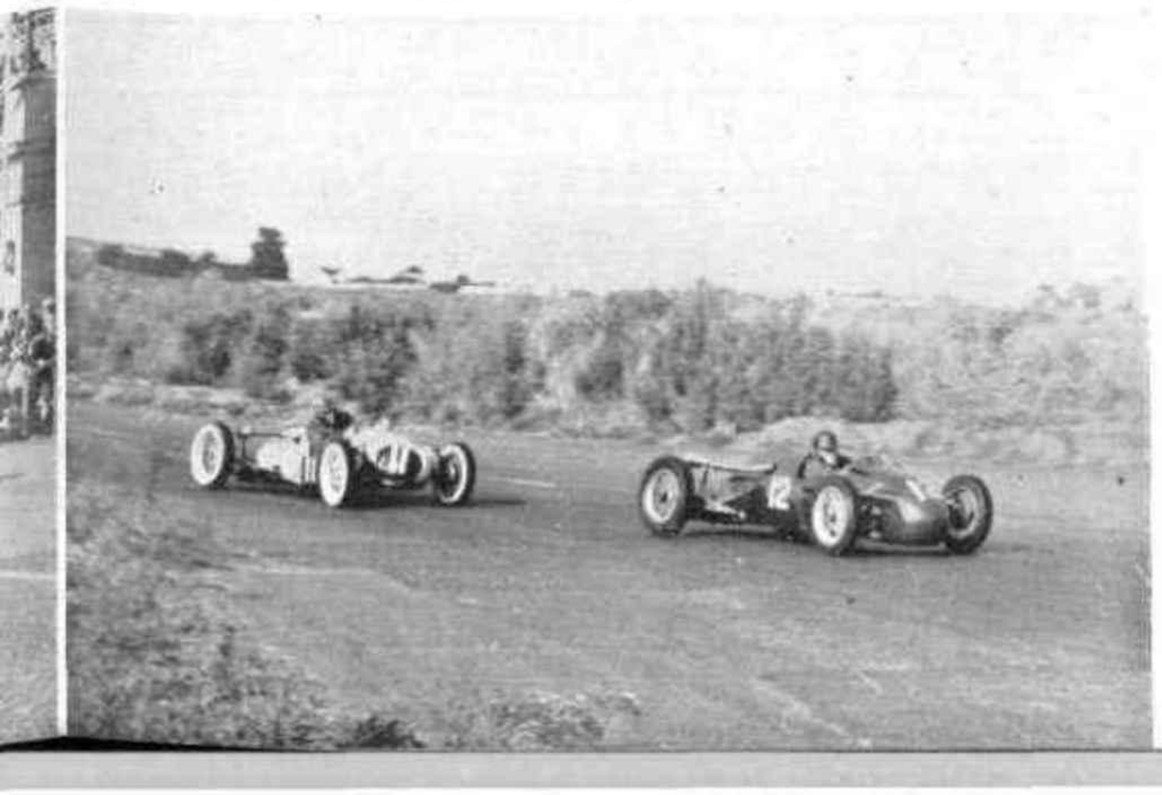
gle Flying Saucer, powered by a Rolls-Royce Kestrel, resulted in the time of the day.

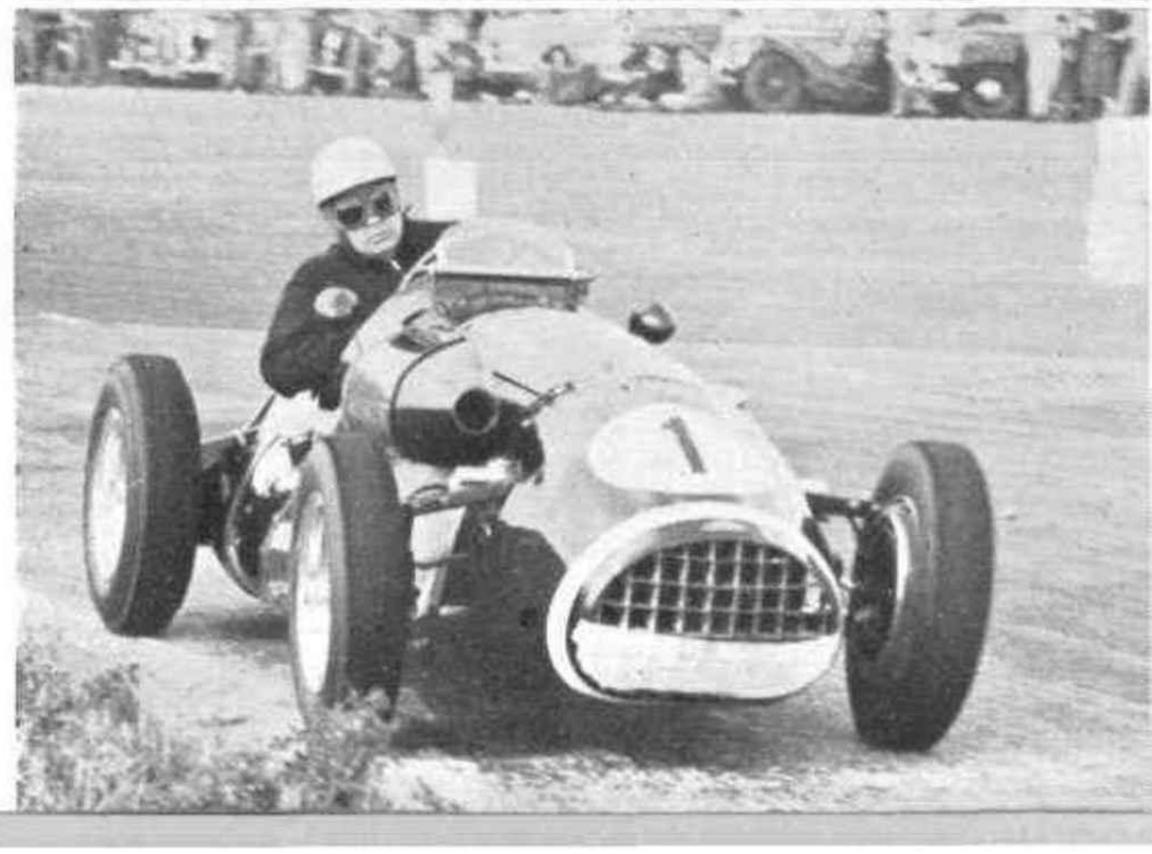
SPEEDY SPORTS CAR.—The Jaguar-engined H.W.M. driven by George Abecassis in the over-3,000-c.c. class at Snetterton, in which he returned fastest time.



CONSISTENT.—Eric Thompson, in R. R. C. Walker's Connaught in which he won the Formula II race at the A.M.O.C. meeting, adding to his successes at the East Anglian circuit.

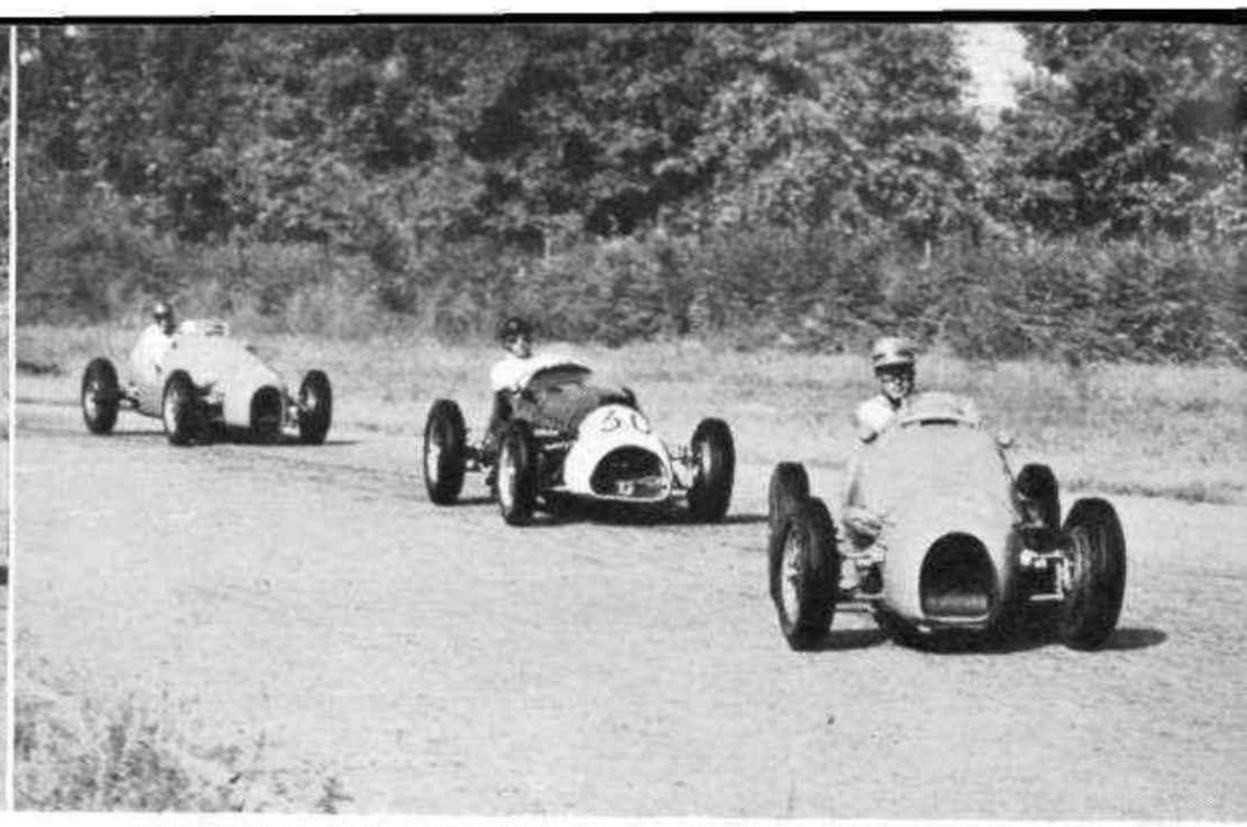
A CLOSE RACE between Les Leston (Cooper) and D. Parker (Kieft) was a feature of the 500-c.c. event at the Snetterton meeting organised by the A.M.O.C., which Parker eventually won.



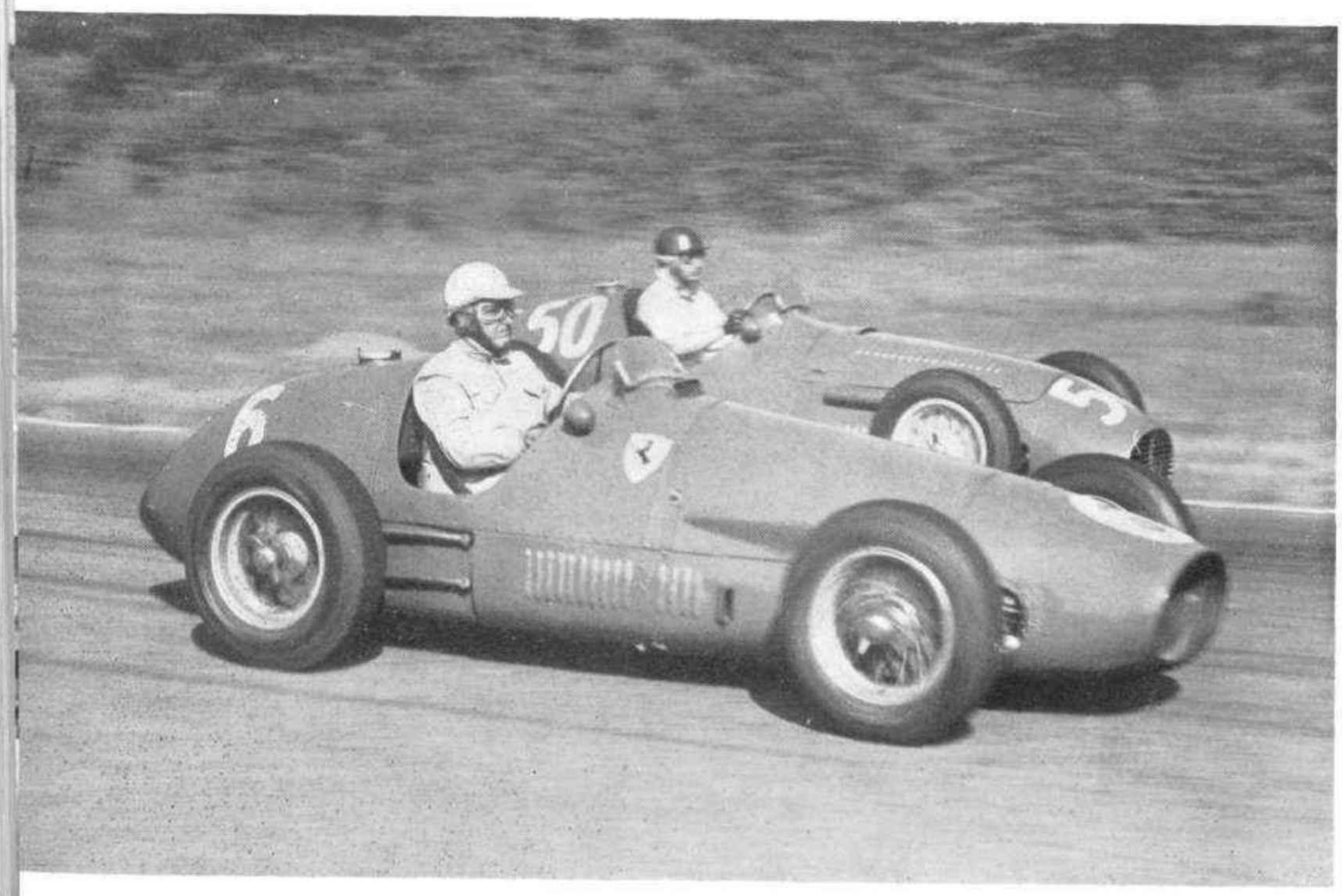




MASERATI HUSTLE.—Francisco Landi in his Maserati is being hustled through the corner by de Graffenried in his more up-to-date Maserati at Monza.



PEDESTRIAN.—Ken Wharton in his Cooper-Bristol is sandwiched between the sliding Gordini of Harry Schell and the more soberly-driven Gordini of Mieres. The Gordinis finished mechanically sound, but the Cooper-Bristol was pushed over the line by its exhausted driver, at the Autodrome, Monza.

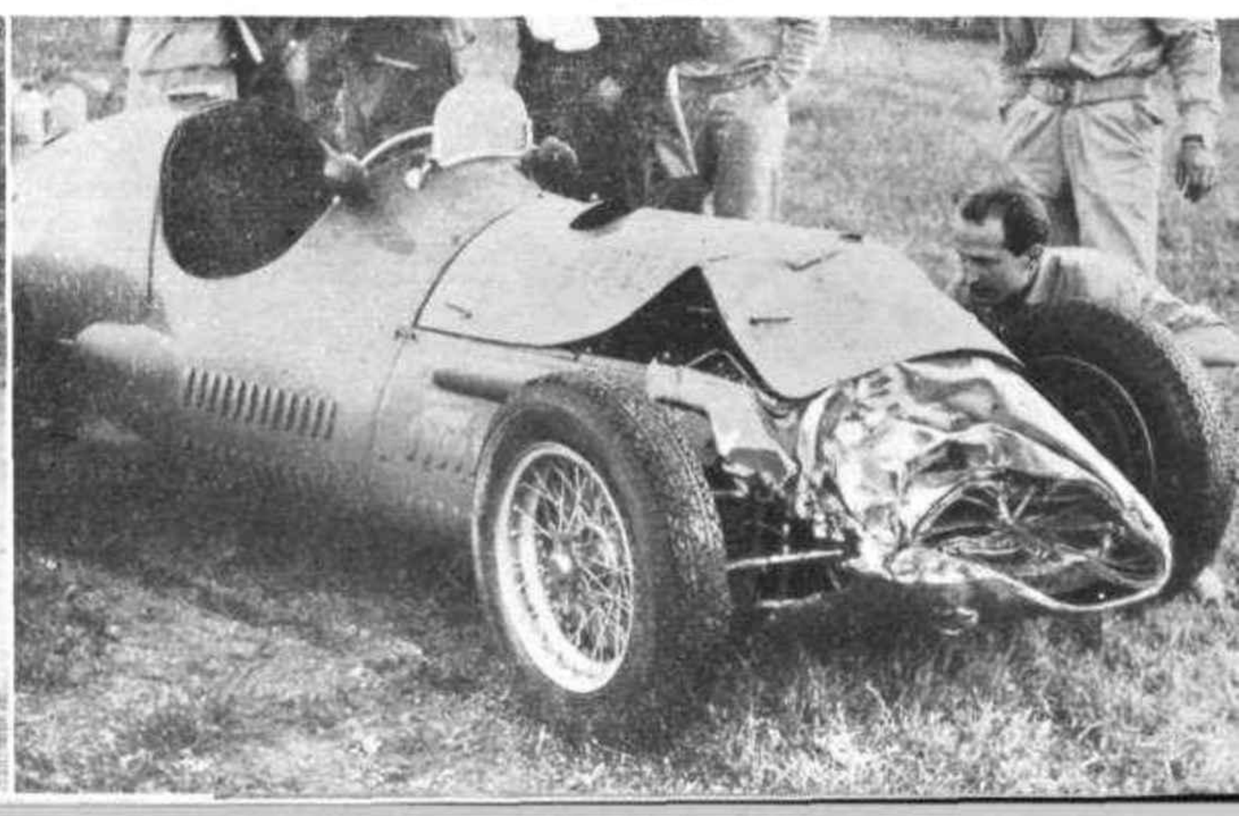


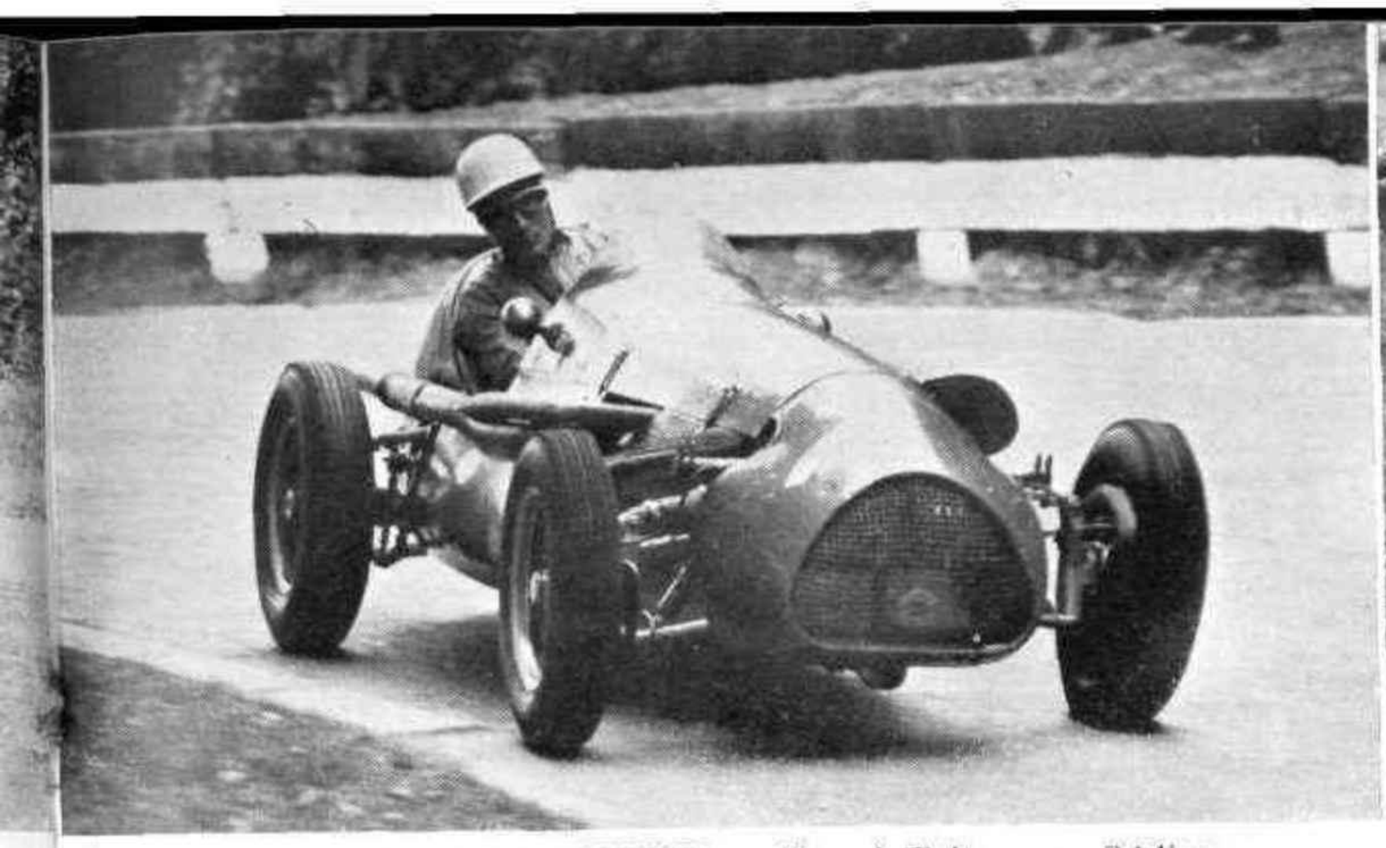
ANCHORAGE.—This is where the brake linings really count in a race. Farina in the foreground and Fangio behind race neck and neck into the corner, leaving their braking until the last possible moment. Fangio eventually won the Italian Grand Prix after the unexpected last-minute incident, when he jumped from third to first place.

LUIGI VILLORESI in his works Ferrari drove consistently well throughout the race and crossed the line in third position.

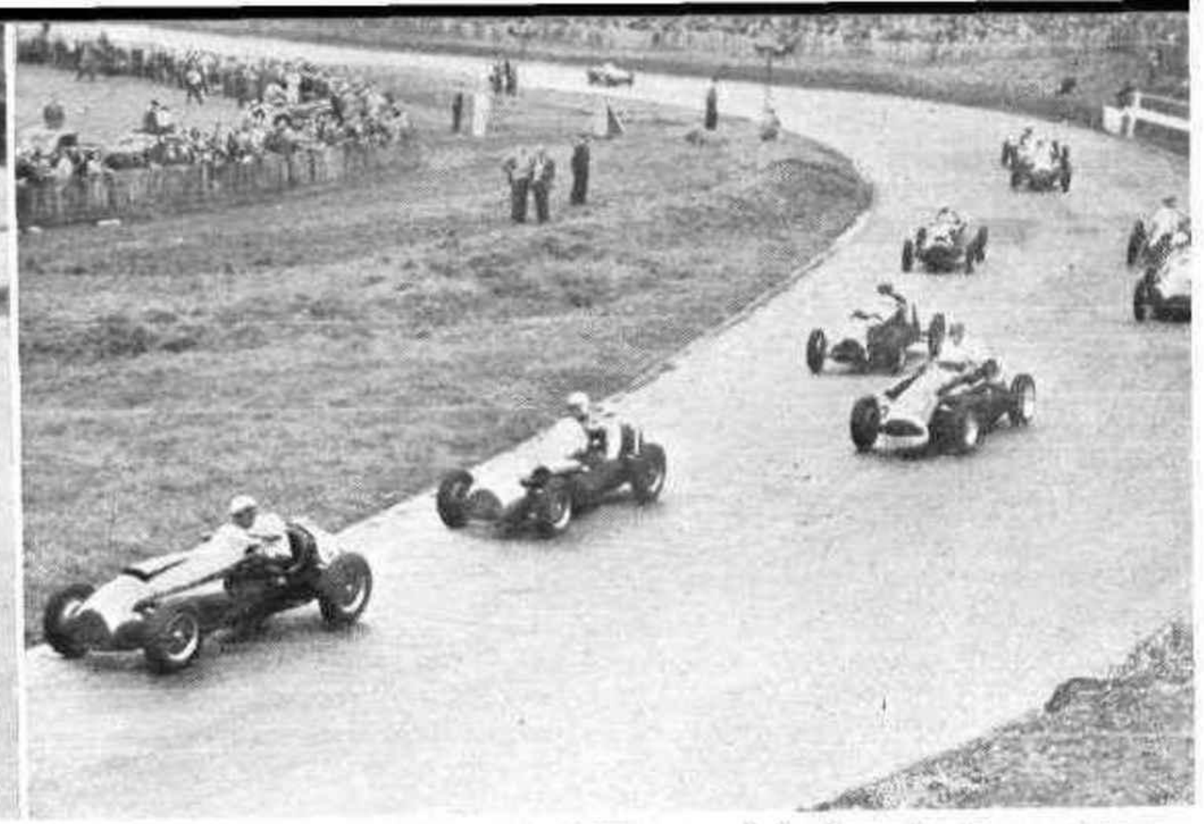
RESULT OF AN EPISODE.—The buckled nose of Marimon's Maserati indicates the force with which he must have hit the leading Ferrari's tail.





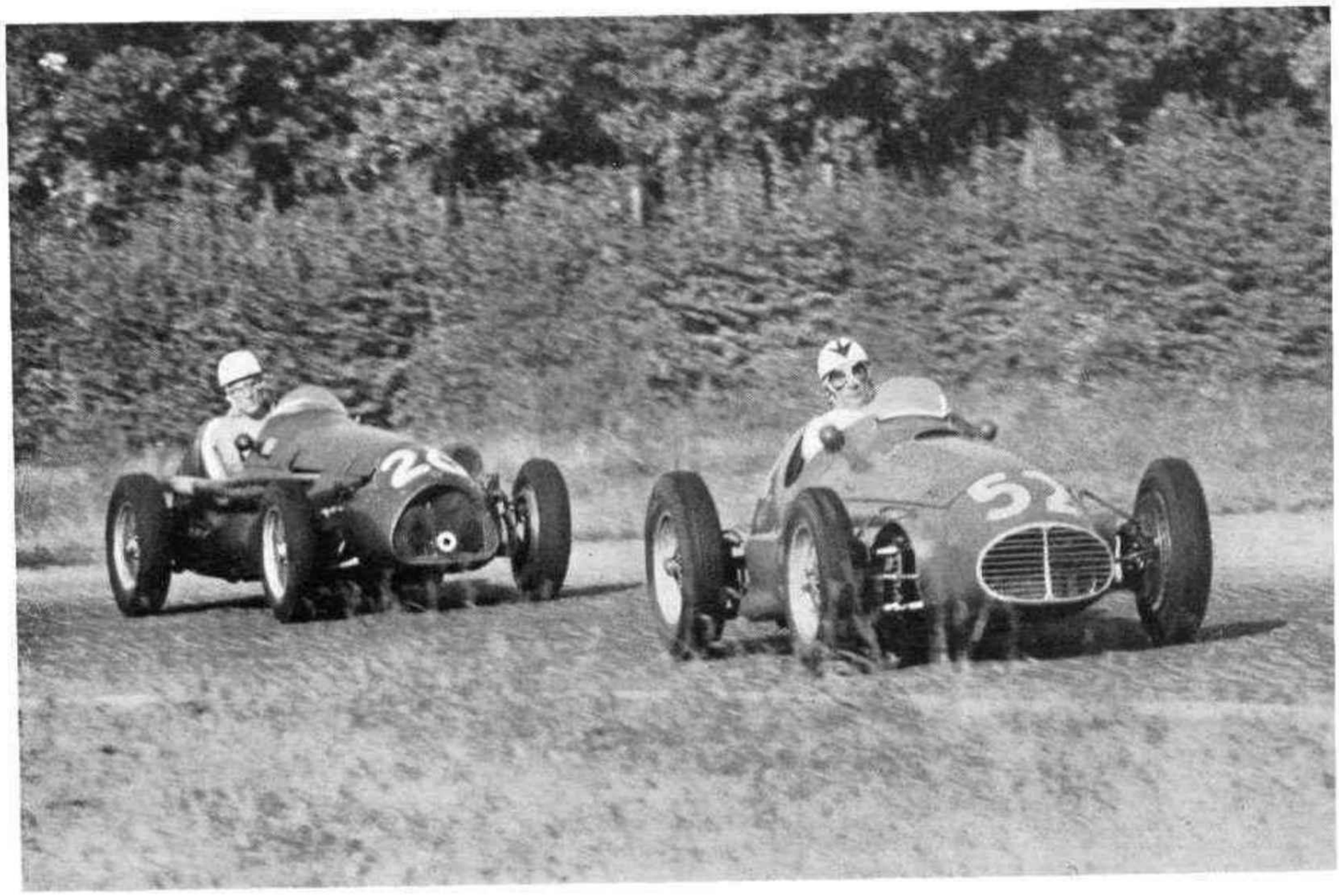


LONDON TROPHY WINNER at Crystal Palace was Stirling Moss (Cooper-Alta). The event was run as two races, and aggregate times decided the winner. Moss won both heats.



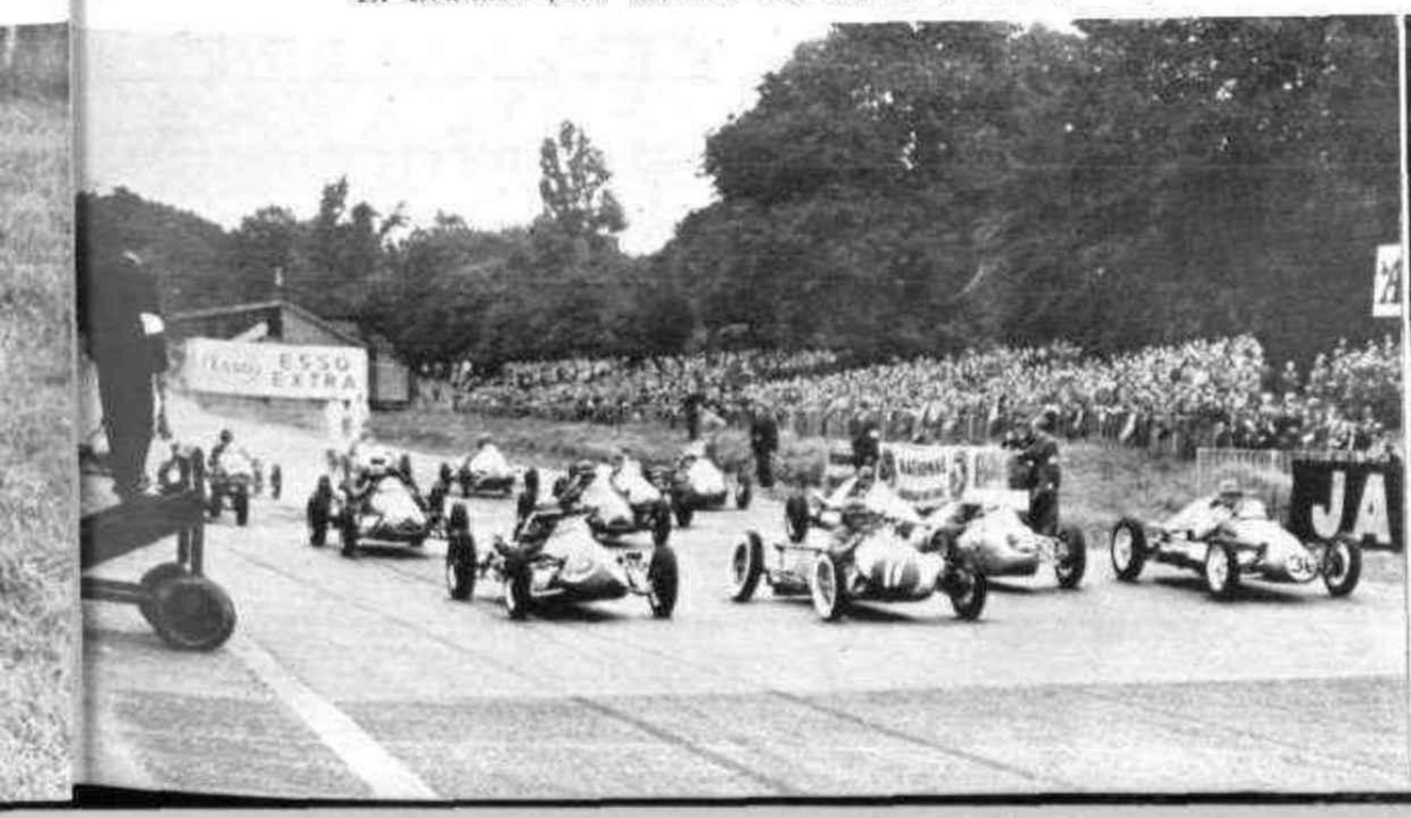
THE FIRST BEND.—The field in one of the Formula II races takes Ramp Bend, with H. Gould (Cooper-Bristol) leading, followed by Moss, and T. Rolt (Connaught).

BRITISH IMPROVEMENT.—Stirling Moss' Cooper-Alta was fast enough to hold the red-painted leaders, but could not compete with them in braking or cornering, in the Italian Grand Prix. Above, Moss is seen slipstreaming Bonetto in a works Maserati, although on one lap Bonetto was seen to slipstream Moss.



AWAY.—The flag falls and the 500s are away in heat three of the Redex Challenge Trophy Race. Leston (No. 11) gets ahead from E. Brandon (No. 15) and Bob Gerard (No. 36).

NICE-LOOKING and speedy Cooper-Bristol, driven by M. Keen, in which he beat all the other Bristol-engined cars in the Norbury Trophy race at Crystal Palace.

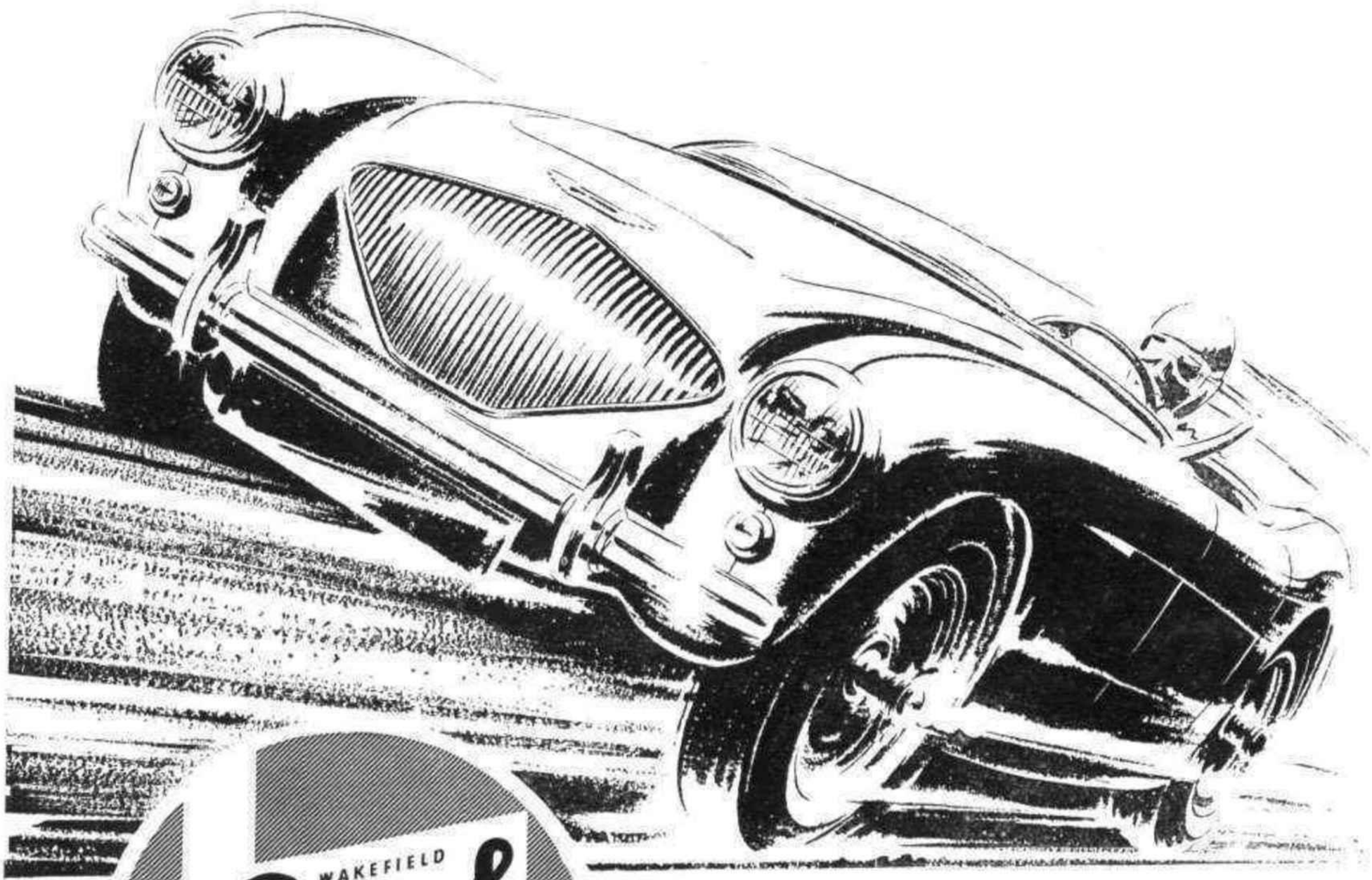




Austin Healey

at 142.6 M.P.H

CHOSE CASTROL



WAKEFIELD Castrol MOTOR OIL (PATENTED)

At Utah Donald Healey driving his Austin Healey "100" reached a speed of 142.6 m.p.h. over the measured mile. Drivers Healey, Eyston, Bennett, Cooper, Moore and Spear broke over 100 International and U.S.A. Stock Car Records using Castrol XL. *Subject to Official confirmation*

THE MASTERPIECE IN OILS

RUMBLINGS

Britain's battle-of-the-babies, referred to editorially this month, warmed up when Sir John Black released details of his new 8-h.p. Standard on September 14th, the 50th anniversary of the Standard Motor Co., Ltd. Previous to this the economy-car market was restricted to the Ford Anglia, obsolete this year, the Morris Minor and Austin A30 sharing the same 800-c.c. o.h.v. engine, and the French-conceived Renault 750.

THE NEW STANDARD EIGHT

Standard have long been interested in economy cars. Before the Kaiser " gurfuffle " their 9.5-h.p. light car was a substantial success. After the Armistice they brought out, but scarcely proceeded with, a low-built Eight and in 1927 revived flagging fortunes with a very compact, lively and well-equipped worm-drive Nine, which developed into the Big and Little Nines and subsequent staunch Tens. In 1939 the new Standard Eight arrived, with then-modern lines, a decidedly willing 1-litre engine that propelled this smart little car at 60 m.p.h., and independent front suspension. So the Canley Works are not strangers to the requirements of economy-car purchasers.

The new Eight, which is really a Nine because it is rated at 8.3 h.p. under the old R.A.C. horsepower rating, is of thoroughly sound and conventional specification. Thus it has a four-cylinder water-cooled 58 mm. by 76 mm., 803-c.c. o.h.v. engine looking like a scaled-down Vanguard unit. The valves are operated by push-rods and rockers from a chain-driven camshaft, there are 40-ton steel connecting rods, a balanced crankshaft running in three main bearings, and pump cooling, circulating seven pints of water. The sump holds seven pints of oil, which is circulated, *via* a Purolator by-pass cleaner, by a Hobourn-Eaton high-capacity oil pump. With a compression ratio of 7.25 to 1 and Solex d.d. carburetter the output is 26 b.h.p. at 4,500 r.p.m., and maximum torque of 470 lb./in. is developed at 2,800 r.p.m.

The drive goes through a 6½-in. diameter Borg and Beck clutch to a unit four-speed gearbox with ratios of 20.9, 11.9, 7.0 and 4.9 to 1, there being synchromesh on all except bottom cog. The open propeller-shaft drives a hypoid back axle. There is wishbone i.f.s. and 7-in. diameter Girling hydraulic brakes.

The body is a four-door saloon, Bonderised and dust-proofed, and the wheelbase is 7 ft. 0 in., the track 4 ft. 0½ in., and this new Standard Eight runs on 5.20–13 tyres. It has separate front seats and a divan-type back seat which folds away when required to provide extra luggage space. These seats are Tygan upholstered. The facia contains one dial, shielded from dazzle, combining the functions of speedometer, oil warning, ignition warning and fuel gauge. There is a very large (but lidless) luggage boot (it being assumed that purchasers of people's cars go about with at least nine expensive cases full of changes of wearing apparel), and a parcels-shelf under the facia. The fuel capacity is seven gallons, suggesting a range of at least 290 miles.

Altogether, this is a most attractive infant. Standards claim for it 0-50 m.p.h. in 25 seconds, a maximum speed of 62 m.p.h., and a fuel consumption ranging from 55 m.p.g. at a steady 30 m.p.h. to 40 m.p.g. at a steady 50 m.p.h. It is geared to do 13.3 m.p.h. per 1,000 r.p.m. in top gear, and when flat-out the critical piston speed of 2,500 f.p.m. has not been reached by a clear 180 r.p.m.

We give **Full Marks** to Standard for having the spare wheel in a *compartment separate from* the luggage boot, making the wings easily replaceable if damaged, providing four doors, arranging for extra luggage space by folding away the back seats and for making air-conditioning and heating, radio, openable back window, wheel nave plates, tool roll, second screen visor, second screen-wiper blade, over-riders and a roof rack optional extras. By so doing this new Standard Eight becomes, at a price of £481 7s. 6d. inclusive of purchase tax, the **lowest-priced British car with the exception of the Ford Anglia (soon to be replaced),** which was £36 cheaper. It is £23 cheaper than the less-roomy Austin A30, £93 less expensive than the Morris Minor four-door saloon.

The new Standard looks like a splendid attempt to offer a modern, brisk-performance small car at a highly competitive price. We said editorially (page 519) that we would be disappointed if it had an engine exceeding about 600 c.c. and weighed more than about 11 cwt. It actually weighs 14 cwt. ready for the road and, while acclaiming it as an excellent example of the present British conception of an economy car (we would guess the average fuel consumption to be 42/43 m.p.g.), it looks as if the 2CV Citroën will be Earls Court's only real baby.

SINGER O.C.

Twice-monthly meetings of Singer owners are now being held in Sheffield on the first and third Thursday of each month, at 8 p.m. The meeting place is: The Prince of Wales Hotel, Carterknowle Road, Sheffield, and the local organiser is John Greensmith of 30, Woodstock Road, Sheffield, 7.

All interested Singer owners, members or not, are welcome to attend.

A NEW BOOK

" Crazy Journey," by Alan Hess. (*G. T. Foulis, Ltd.*, 7, *Milford Lane, W.C.2.* 124 *pp., size* 5½ *in. by* 9 *in.* 12*s.* 6*d.*)

Hess writes a very good story and when he has such material at his disposal as his journey in an Austin A40 from the Equator to the Arctic, the result is a very enthralling adventure story. The adventure was, of course, shared by Ken Wharton and Ron Jeavons.

The buffetting the A40 had to suffer, and endured, and the almost casual way in which Hess disposes of an episode in the desert when only the merest chance saved all three of the crew from death by thirst and exhaustion, gives the reader a vivid appreciation of the journey, which was undertaken for scientific as well as publicity purposes. This is a book which all collectors of motoring literature will read with genuine pleasure before consigning it to their collector's archives.—W. B.



JOHN BLACK'S BABY.—The new 803-c.c. Standard, which will draw the proletariat at Earls Court.



ANOTHER BRITISH WINNER.—The Austin-Healey which is busy wiping up American Stock Car Records at Utah, after having achieved a speed of 142.6 *m.p.h. over the mile in specially streamlined form.*

HIGHLIGHTS OF THE VOLKSWAGEN

A Willing, Practical, Economical Saloon Which is a Pleasure to Drive

LAST year we sampled and reported on an early but reconditioned Volkswagen air-cooled, rear-engined saloon, and were very impressed by its willing performance, economy and excellent stability.

Since then VW Motors have commenced to import the post-war Volkswagen to Britain, as outlined in a leading article in last month's issue of MOTOR SPORT. Consequently, we were interested to be able to sample a 1953 de luxe version of Dr. Porsche's pre-war "people's car."

For this purpose we parked our open sports two-seater in Moon's Garage in Davies Street, where a smart, blue, de luxe, r.h.-drive Volkswagen awaited us. The rush-hour traffic was imminent, so we were somewhat disconcerted to have to be pushed up and down with no response from the engine, which was as flat as the clever disposition of its four cylinders. Then someone suggested we should buy some petrol (Oh! halcyon days when Press cars were handed over with brimming tanks!), and that got us a few yards, when we stopped plumb outside the garage's main entrance—tests of carburetter, coil and petrol pump ensued ere someone else suggested that instead of the petrol tap having been turned from "reserve" to "main" it had been turned off. Out into the press of Regent Street traffic we went, rather cross and flurried and inclined to criticise.

So in the first half-dozen miles we decided that the clutch and brake pedals are hung awkwardly, so that the feet have to be moved up off the floor to operate them, a tiring process, that the clutch is rather fierce, and that the hydraulic brakes call for a good deal of pedal pushing and sometimes squeaked slightly, although they are very sure and adequately powerful. The interior, we decided, was somewhat utilitarian by English standards, for although the de luxe VW has leather upholstery, a good roof lining, and very sensible anchorage of the cloth-edged rubber floor coverings, the single anti-dazzle visor is flimsy, there is no pocket in the passenger's door, an arm-rest on this door but not on the driver's, fixed rear windows, the speedometer has no trip and its mileometer does not read in tenths, and the only instrument is the speedometer; there is no clock. But this observation is prompted by the price of the car in this country—in those parts of Europe where it sells for the equivalent of approximately £450 it would be considered a very decently appointed car.

Certainly the comfort of the separate front seats, with their high backs and easy adjustment, calls for high praise, and the driving position and controls—the aforesaid awkward pedal location apart—are truly ideal. The small, thin-rimmed, two-spoke steering-wheel is set low, so that its rim does not impede vision through the big screen, yet it is nicely placed. The expression "the controls fall readily to hand" applies literally in the case of the Volkswagen. The central gear-lever is mere inches from the steering-wheel rim, the direction-indicator lever is operated by extending a finger of the left hand from the wheel, and a little behind the gear-lever, on what would be the propeller-shaft tunnel on a front-engined car, is the knob which controls a supply of warm air ducted into the interior from the air-cooled engine.

The gear-lever works very lightly, its mounting seeming almost frail, yet this is an altogether delightful gear-change, very quick and positive, the synchromesh on all save bottom gear, which is a feature of the de luxe VW, functioning well, although so quickly do engine revs. respond to the driver's desires, that double-declutching is the normal method of swapping cogs. Here it should be observed that the high (4.43 to 1) top gear, which promotes effortless cruising and good fuel economy, naturally calls for frequent use of the third ratio on hills or for improving acceleration or when running at under 20 m.p.h.—it is then that the quick, light, positive change up or down between these ratios is a source of pleasure to those who appreciate the finer points in a car's character. While discussing the gearbox it can be said that the lever lifts to engage reverse, which is beyond second, that a very slight whine is heard in the top and indirect ratios, and that only when wanting second in a hurry does the remoteness of the box give rise to an all but imperceptible sense of vagueness at the lever. The clutch is light and entirely positive, but calls for care in engagement.

The roadholding and cornering of the VW render it a car from which the connoisseur cannot fail to derive lasting pleasure. The all-independent torsional suspension combines extreme comfort (pitching occurs only at low speeds) over the worst surfaces, with firm, accurate cornering. The Michelins seldom protest at imitation-Ascari cornering technique. The steering (geared 2 · turns, lock to lock) is firm, light, and free from vibration or transmission of severe road-wheel movement, while it has just-adequate castor-action.



SMOOTH LINES.—The de luxe Volkswagen seen in three-quarter front view. The hangar behind it is on Blackbushe Airport and the car is standing beside a road specially widened during the war to accommodate traffic unable to use the main A30 Great West Road on account of flying activities.

The rear-engine location gives rise to an oversteer tendency, which, however, is never so excessive as to spoil the safe handling qualities at speed, although on sharp corners or in a cross-wind a little additional concentration is called for. No doubt the compact engine and its low-set mounting do much to negative pronounced oversteer. The steering lock is fairly good; the wheels rub on full lock.

A noteworthy aspect of the VW is its effortless running—it conveys a sense of lightness and well-being to the occupants and the rear-engine location adds to this effect because at most speeds it is virtually inaudible, giving, indeed, almost the effect of a freewheel both on drive and over-run. In this respect alone the VW feels more sprightly than the average conventional car of the same size, and the facility with which far larger vehicles were overtaken suggests that it is indeed so.

As this is a utility saloon, not intended to be a high-performance car, we took no performance figures. Suffice it to say that intelligent use of the gearbox provides adequate acceleration, and that over 50 m.p.h. is attainable in third speed. The speedometer will sit at 65 m.p.h. for mile upon mile, this being the happy cruising speed of a VW, but a slight downgrade sends it up to 75 m.p.h. and more. We would estimate the true maximum as about 65/66 m.p.h., with 68/69 m.p.h. available under favourable circumstances. The shape of the car is responsible for a complete absence of wind roar at all speeds, so that, coupled with the aforesaid light and easy "feel," long journies are anticipated with relish. The engine set up a somewhat unpleasant drumming in the interior, audible with the windows down, but at all other times could be forgotten—and, of course, all heat and fumes are swept away behind, while the unit is frost-proof and leak-proof. When the rear panel is raised, the Bosch coil, spring-loaded oil filler, dip-stick, etc., are rendered fully accessible, although the plugs are rather deeply buried. The Exide battery lives under the rear seat. No Castrolite was called for during our test, which extended over 400 miles. Nothing went wrong in that mileage, and the engine, which has a useful dashboard hand-throttle but no choke, started promptly from cold, although it hesitated momentarily at times when warm.

Economy is a strong feature of the VW, but we were disappointed not to achieve the consumption often claimed for these cars. However, a gallon of National Benzole took us 36 miles (per mileometer)



ENGINE IN BOOT.—We took the Volkswagen in search of old-tyme hill-climb venues. Here it is at Spread Eagle, near Shaftesbury, where, in the early-'twenties, "Archie" Frazer-Nash's V-twin G.N. "Kim" was nearly as fast as the big Vauxhall and Sunbeam cars. If we did not make this expedition in a vintage car at least our vehicle possessed air-cooled cylinders!

of decidedly rapid driving. Later we drove the car, this time supplied with a brim-full tank, more than 300 miles which embraced all manner of usage, and a good deal of starting and stopping, and the consumption of Esso came out at 35.5 m.p.g. The cistern-like tank under the front "bonnet" holds 8.8 gallons—an excellent capacity—and has a huge filler cap, which makes replenishment from can or pump extremely easy. As this "bonnet," beneath which spare wheel, jack and tool roll are carried, is locked until a knob on the left under the dash is pulled, the petrol supply is virtually thief-proof. Both front and rear "bonnets" open and shut easily, and possess secure "props."

Reverting to the interior of the VW, the fixed rear windows in what is a two-door saloon make the back compartment especially safe from the point of view of carrying young children. Entry and egress to all seats are reasonable, the rear seat amply wide enough for three normal adults, the doors trail, have flush-fitting handles, and the passenger's a lock.

The facia has a small but useful cubby-hole with metal lid, opened by a push-button, pull-out lamps, wipers and hand-throttle knobs, the speedometer incorporates oil, dynamo and direction-indicator warning lights; the starter-button is a pleasant little affair on the right of the panel, and a tiny under-facia lever puts on the speedometer and interior lights. There is a foot double-dipper switch, roof lamp which can be set to light up when the doors are opened, a useful elastic-topped pocket in the driver's door, passenger arm-rest, "pulls" for the rear-seat passengers and a sensible horn sounded by a steering-wheel button, on which is the imposing VW "castle" badge.

A fully-laden VW would require a roof-rack but behind the rear seat is a vast, lined well which can accommodate suitcases, coats, umbrellas and so on for three persons—it is handy to be able to dispose of luggage thus, where it does not obscure the view in the rather shallow mirror, yet from whence it can be hauled out by a back-seat passenger as required. The rear squab hinges forward for loading purposes, as do the backs of the front seats for egress, and this squab can be laid flat if required for the carriage of bulky objects. This luggage stowage is another of the Volkswagen's practical features and, as there is room for extra tools, an odd coat or two and so on beneath the front "bonnet," no one can accuse the "people's car" of lacking luggage space. Coat hooks are provided on the "pull" mountings. All windows have Sekurit safety glass and there are dual screen wipers.

The doors shut in "expensive" style, trapping air if the windows are closed, there are openable half-windows (released by push-buttons on their levers), and there should have been a facia ashtray, only this was missing. The body suffered from a few rattles and an annoying metallic clank near the cubby-hole. Daylight could be seen near the base of the passenger's door, which might let in dust in tropical climes. The bumpers look substantial, but the exhaust pipe is rather vulnerable.

That, then, is the de luxe English-imported VW as we found it. And it was a motor car very much to our liking. It is difficult to convey in words the sense of pleasure which the light steering, excellent controllability and ease of running combine to provide, but quite irrefutably this 65-m.p.h.-cruising, 36-m.p.g. four/five-seater saloon is an enthusiast's car. Its specification is enthralling but it is the way it runs and handles that must set the seal to many VW sales. Before you condemn it as rather high-priced (£739 4s. 2d. with purchase tax) in comparison with British cars of similar size and capacity you should sample it on the road.—W. B.

THE DE LUXE VOLKSWAGEN SALOON

Engine : Four horizontally-opposed air-cooled cylinders, 75 mm. by 64 mm. (1,131 c.c.). Push-rod o.h.v. 5.8 to 1 compression ratio ; 25 b.h.p. at 3,300 r.p.
Gear ratios : 1st, 36 to 1 ; 2nd, 1.88 to 1 ; 3rd, 1.22 to 1 (box ratios) ; top, 4.43 to 1.
Tyres : 5.60 by 15 Michelin on bolt-on disc wheels.
Weight : 14½ cwt. unladen.
Steering ratio : 2 turns lock to lock.
Fuel capacity : 8.8 gallons (with 1.1 gallons reserve). Range approximately 316 miles.
Wheelbase : 7 ft. 10½ in.
Track : Front, 4 ft. 3 in. Rear, 4 ft. 1½ in.
Overall dimensions : 13 ft. 4 $\frac{8}{10}$ in. by 5 ft. 0 $\frac{8}{10}$ in. by 5 ft. 1 in. (high).
Price : £521 (739 4s. 2d. with p.t.).

PERFORMANCE DATA

Indicated speeds on gears :

1st ...	23 m.p.h.	3rd ...	56 m.p.h.
2nd ...	41 m.p.h.	Top ...	76 m.p.h.

Concessionaires : V. W. Motors, Ltd., 7/9, St. James's Street, London, W.1.

THE SHEFFIELD & HALLAMSHIRE M.C. RALLY OF THE DAMS

(August 29th/30th)

Results :

The Regent Silver Challenge Cup (Best Performance Class 1 or 2) : P. G. Cooper (Vanguard), B.A.R.C.
The Frolich Trophy (Best Performance Opposite Class) : J. R. Hall and J. Robinson (Morris Minor), Y.S.C.C.
The Dickenson Trophy (Best S. & H.M.C. member) : W. S. Underwood and J. Taylor (Jowett Jupiter), S. & H.M.C.
The B.A.R.C. Award (Best B.A.R.C. member): P. G. Cooper (Vanguard), B.A.R.C.
The Ladies' Award : Mrs. J. R. Hall and Mrs. M. Hopkinson (Jaguar XK120), Y.S.C.C.
The Navigators' Award (Most Marks on Road Section) : M. Mayne—navigator for R. Frolich (Morris Minor), S. & H.M.C.

Class Awards :

Open Cars :
Under 1,100 c.c. : No award.
1,101—1,300 c.c. : 1st : S. E. Radbourne (M.G. TC), B.A.R.C.; 2nd : R. Haley and R. E. Halstead (M.G. TD), B.A.R.C.
1,301—2,000 c.c. : 1st : M. Gray and B. Jefferson (Sunbeam-Talbot), S. & H.M.C.
Over 2,000 c.c. : 1st : B. Clarke and D. H. Oakley (Morgan Plus Four), B.A.R.C.; 2nd : J. Rodley and B. J. Warr (Morgan Plus Four), M.G.C.C.
Closed Cars :
Under 1,100 c.c. : 1st : R. Frolich and M. Mayne (Morris Minor), S. & H.M.C.
1,101—1,300 c.c. : No award.
1,301—1,500 c.c. : 1st : G. E. Platts (Jowett Javelin), S. & H.M.C.; 2nd G. M. R. Pearson and J. Hearn (Jowett Javelin), B.A.R.C.
Over 2,000 c.c. : No award.
Specials : No award.

No competitor eligible for the following awards finished without penalty under Regulation 21 (any competitor more than 20 minutes late at a control will be deemed to have retired), therefore the following

Ex Gratia Awards

were made for outstanding performance :—
The Roseby Bowl (Best Performance, Class 3) : J. F. Dickinson (Dellow Mk. II), S. & H.M.C.
The Brindley Trophy (Best Pre-War Car) : R. Hammond (Ford Ten), B.A.R.C.
The Team Award : The Nor' Easters 1—D. Butterwick (M.G. TD), M.G.C.C.; K. M. G. Pointing and Mrs. Pointing (Wolseley Eight), M.G.C.C.

Class Awards :

Closed Cars :
1,101—1,300 c.c. : 1st : J. R. Crow and K. M. Crow (1¼-litre M.G.), M.G.C.C.
Over 2,000 c.c. : 1st : A. Pownall (Sunbeam-Talbot), M.G.C.C.; 2nd : P. Hewins and P. Ford (Vauxhall Velox), M.C.C.

Souvenir awards went to the remaining competitors who finished without penalty under Regulation 21, but were not otherwise entitled to an award.
Souvenir Awards : P. Lee (Jaguar XK120), S. & H.M.C.; H. Jacoby (Morgan Plus Four), M.G.C.C., and T. A. Marshall (M.G. TD), S. & H.M.C.

The Nurburgring 1,000 Kilometres Race

ADENAU, August 30th.

TO bring themselves in line with Italy and France in holding classic sports-car events the Germans organised a race over 44 laps of the 22-kilometre Nurburgring, the intention being to provide a gruelling race that would stand alongside the Mille Miglia and Le Mans. To anyone familiar with the Nurburgring there was no doubt at all that 1,000 kilometres was a formidable distance to cover, for both men and machines. Unfortunately, the support for this new event was not very high, but even so the entry was interesting and was divided into two groups, the first being "racing sports cars" and the second being "production sports cars," both categories having wide limits. The works Lancias were in the first group and Type C Jaguars were in the second, and all the classes were so divided, and it proved to be a very sound selection.

From the very beginning of the meeting it was clear that Lancia were taking the race seriously, arriving in their super transport, as described in last month's MOTOR SPORT, complete with four cars. These were all of the two-seater "Spyder" model, two of them being cars they used in the testing period after the German Grand Prix and the other two being new ones, very drastically modified from those described earlier. The body style was unchanged except for longer and lower radiator cowls, but mechanically there was much that was new. The V6 engines had been enlarged to 3.3 litres and the complete rear end of the car had been redesigned. The principles of the transmission were the same, with the clutch on the front of the differential/gearbox unit, but the gearbox itself was now contained in the same casting that carried the differential unit instead of being bolted on the front. This meant that the propeller-shaft entered the casing at a very low level and all the gears were below axle level, with step-up gears running up to the differential; the gear-lever for this new assembly now being mounted on the left side of the transmission tunnel with the lever cranked. The very large inboard brakes were retained, but an entirely new rear suspension was used. This was de Dion with the de Dion tube running across in front of the differential assembly, while location of the hubs was by ¾-elliptic springs, normally mounted, parallel to the axis of the car, and radius rods above, lateral location also being provided by the ¾-elliptics, the de Dion tube having no central guide. At the front the suspension was unchanged, being by trailing arms with a transverse leaf-spring mounted high above the wheel centre line, damped by long thin telescopic shock-absorbers and, of course, the inboard front brakes were still retained, with their internal sun-and-planet wheel gearing to run them at a higher speed than the road wheels, thus increasing the peripheral speed of the drums. The spare wheel and tools were carried in the tail as the regulation forbade any tools in the pits, as at Le Mans, while the battery was moved forward into the cockpit on the passenger's side. On the driver's side of the scuttle was the oil tank with an oil cooler built into the bottom. After some dilly-dallying with drivers the two new 3.3-litre cars were given to Fangio/Bonetto and Taruffi/Manzon, while Castellotti/Bracco had the earlier 3-litre model. The fourth car, another 3-litre model of the earlier type designated the B23, the new ones being B24, was used as a training car, driven by all the team drivers and altogether, including the testing earlier in the month, it covered over 150 laps of the Nurburgring without giving trouble. Using all the available practising periods the Lancia team were ready to face any opposition, but this was provided by Ferrari with Ascari/Farina in an open 4½-litre, Hawthorn/Villoresi in a 4½-litre coupé, and Maglioli/Carini with an open 3-litre four-cylinder. The first two were the Silverstone Le Mans models, while the third car was one that ran in the Monza sports-car race in June, having a four-cylinder engine that was identical in construction to the Formula II engines, except that the nose-piece of the crankcase carried a dynamo and a vertically mounted eight-plug distributor for the coil ignition, in place of the twin magnetos. The Ferrari team did not seem to show a great deal of enthusiasm for the race, arriving late for practice and doing a very small number of laps, and when the practice periods finished with Fangio making fastest lap in 10 min. 12.8 sec., Taruffi next with 10 min. 16.6 sec. and Ascari third with 10 min. 24.9 sec., the Modena concern seemed even more deflated, so that the over-2,000-c.c. class for "racing sports cars" did not hold the prospect of a fierce battle. The class in this group for cars from 1,500 c.c. to 2,000 c.c. contained Alan Brown with the Equipe Anglais Cooper-Bristol sports, aided by Jose Faroani, a friend of Marimon from the Argentine. Their practice sessions were cut short when Brown smashed in the front of the car against a tree, due to the steering becoming disconnected. No personal damage was done and much hard work got things straight in time for the race, but this lack of practice prevented them getting anywhere near the team of 2-litre Maseratis run by the factory. Two of these cars were the Mille Miglia models, while the third was of the same type, but fitted with a beautiful Vignale body. This car had recently finished second in the Pescara 12-hour race and was the latest A6G to be built, having the dual ignition six-cylinder engine with twin magnetos, while the earlier cars had twin coil sets. All three were left-hand-drive open two-seaters and the chassis were identical to the G.P. cars. One of the earlier models had been purchased by Bertoni and he shared it with Hermann Lang, while the second was run by the factory and driven by Marimon and Giletti. The Vignale-bodied car was lent to Hans Herrmann, the German "new boy," with Jack McAfee as co-driver. Lang showed his mastery of Nurburgring by making fastest lap in 10 min. 57.6 sec., some 20 sec. faster than Giletti, while Herrmann had hardly had time to get used to the new car before he handed over to McAfee who promptly wrote the front end off against a bank. Some hard hammer and lever work straightened things out in time for the start, but not so neatly as the Brown *equipe* dealt with the Cooper. Against these four were a trio of B.M.W.-engined Veritas with all-enveloping bodies, being early models. The 750 c.c.-1,500 c.c. class was perhaps the most interesting of the lot, for it contained three Kieft-M.G.s entered by the Monkey Stable, and driven by Keen/Pope, Mayers/Griffiths, and Line/Llewellyn, being the all-enveloped cars with the central driving position that had already had experience of the Nurburgring. Supporting them were Lionel Leonard and Blakeley with a Tojeiro-built Leonard-M.G. and they had opposition from Italy and Germany. The Italians producing three 1,350-c.c. Oscas driven by a mixture of Italian and German national drivers, while Borgward entered two factory cars with Bechem/Helfrich and Brudes/Hammernick, supported and, at the same time, opposed by a works Porsche, driven by Trenkel/Schluter. Thanks to some brilliant driving by Michael Keen one of the Kiefts was second fastest in the training, Bechem being fastest with the Borgward. There was a further class for "racing sports cars" up to 750 c.c. which received only two runners, a hotted-up French-owned 4cv Renault that was awfully slow and Komossa/Arnold with a very pretty little Scampolo built by Komossa that was a scale model of an open 300SL Mercédès-Benz, using 5.00 by 13 in. tyres and powered by a 750-c.c. B.M.W. motor-cycle engine.

There were five classes in the production category and the over-2,000-c.c. class contained an impressive trio of Type C Jaguars entered by Ecurie Ecosse and driven by Scott-Douglas/Sanderson, Ian Stewart/Salvadori, and Jim Stewart/Lawrence. With them were the Belgian Type C Jaguars of Laurent/Gendebien and Roosdorp/Ulmen and a normal 120 driven by two Belgian amateurs, while the only non-Coventry product in the class was a drophead coupé 2.5-litre Ferrari driven by Vignolo/Gatsonides. In the class from 1,300 c.c. to 2,000 c.c. there was only one British entry, the Le Mans Replica Frazer-Nash of Currie/Beauman, and competent handling saw it well ahead on practice times, its opposition being six 1,500-c.c. Porsches, those of Frankenberg/Ringgenberg and Metternich/Einsiedel,t he Germans, and Heuberger/Seiler, the Swiss team, being the most serious, though Kurt and Walter Zeller were going well with a 2-litre Ferrari coupé. A 1900 Alfa-Romeo saloon driven by Martignoni/Mantovani completed the class. In order to encourage the standard Porsches the class for over 750 c.c. cars was finished at 1,300 c.c. and this resulted in seven standard Porsches making up the total entry, the fastest in practice being that of Goetze/Godsey, this car being fitted with Goetze's own type of wheel that has a rubber centre piece between the hub and rim, which was claimed to assist cornering to high degree, working so as to keep the wheel in contact with the road more surely than the suspension alone. To complete the very mixed entry for this 1,000-kilometre race there were four cars in the 750-c.c. class, a 4cv Renault, a Dyna-Panhard coupé and two Gutbrod two-strokes.

In order to get the whole event into the hours of daylight the race commenced at 7.30 a.m. and a Le Mans start was used, with the cars lined up in order of capacity in the two groups. Observing at a point about two-thirds of the way round the course the start could be heard echoing across the valley as the pack raced round the swerves and down the hills on the opening lap. As they climbed the hill to the Karussel and then twisted and turned through Hohe Act, Esbach and Brunchen the scream of the 12-cylinder Ferrari drowned everything. Ascari was driving and, the other two works cars having

Essolube

first at the finish!

1,000 Kilometre Race, Nurburgring, 30th August

UNLIMITED PRODUCTION CAR RACE

1st **Ian Stewart & R. Salvadori** *Jaguar*

2nd **J. Stewart & J. Lawrence** *Jaguar*

TEAM PRIZE—JAGUARS DRIVEN BY

I. Stewart & R. Salvadori

J. Stewart & J. Lawrence

Sir J. Scott Douglas & N. Sanderson

***I. Stewart and R. Salvadori** also second on general classification*

ALL CARS ENTERED BY ECURIE ECOSSE

(all subject to official confirmation)

ALL USING Essolube MOTOR OIL

The same fine Mineral Oil
you can buy from your local garage



been withdrawn just before the start with no reason given, he was alone in keeping the Lancia team at bay. Hard on the open Ferrari's tail came Taruffi, then a gap of 25 sec. and there followed Fangio and Castellotti and a long while later came Jimmy Stewart leading the rest of the field, with Lang not far behind and Keen going at a phenomenal pace through the corners and keeping in front of two of the Maseratis. Salvadori was some way back having spun round on one corner and Sanderson was handicapped by having to drive a standard Jaguar 120, for in practice Scott-Douglas had got his feet mixed up in the pedals of the Type C and looped it over and over, damaging it so badly that it could not be repaired in time for the race, so the Ecurie Ecosse substituted the normal 120 that Douglas was using as personal transport. Next time round Ascari and Taruffi were way out on their own and the long string of cars following them were more or less in the same order, except for a few drivers who had made bad starts, but were now in their proper positions in the procession, such as Herrmann who was behind Jimmy Stewart, and Bechem who moved the Borgward forward nine places. Lang had dropped out on this lap with a broken oil pipe and two laps later Fangio had come to rest out in the wilds with a fuel pump that would not function. Taruffi overtook the Ferrari and Castellotti began to close up and it was pretty obvious that the Lancias had got the huge Ferrari at their mercy, for as they swirled through the twists and turns they appeared to be having a comfortable ride in comparison with Ascari whose motor car looked a bit of a handful. By six laps the Ferrari was running third behind the two Lancias and then there was a vast gap before anyone else appeared in sight, and when the remainder of the field did appear it was still J. Stewart leading with Salvadori not far behind; then came the Maseratis of Herrmann and Giletti and, most impressive of all, there came Keen in the Kieft-M.G. right on Giletti's tail. The Leonard-M.G. was out with a broken steering arm and two laps later the Kieft's excellent run came to an end when a rear hub centre plate broke up, Keen's cornering abilities being too much for the strength of the car. Reviewing the classes at ten laps it was seen that Ascari was back in between the two Lancias, Taruffi still leading on class and general classification, Herrmann was leading Giletti in the next class, with Brown third, having taken over from Faroani who was not going very quickly, while Carini in an Osca had taken the lead when the Kieft fell out, though the Borgward of Bechem was gaining rapidly. Among the production cars J. Stewart was still leading from Salvadori, with Gatsonides third and Sanderson fourth. Ulmen had gone into the ditch twice and retired, and Gendebien had broken a piston on his Type C. The other Belgian-owned Jaguar, the normal 120, was still going round in a wild manner a long way back. Among the 2-litre cars Currie had the Frazer-Nash well in the lead from the 2-litre Ferrari and the Porsches, and the small Porsches were still in a tight bunch, with Hoesch leading.

The race now settled down and as the laps passed by drivers changed over, cars were refuelled and the steady business of an endurance race began to assume importance. After 12 laps Farina took over in the big Ferrari, but could not make any impression on the Lancias, and other drivers either speeded up the cars or slowed them down, depending on their abilities. It was interesting to watch the effect as various teams changed drivers, some changes made no difference to the position of the car, nor the way it went through the winding section past Pflatzengarten, others came through noticeably faster or depressingly slower. The problem of choosing drivers for a long distance race is a very serious one and it is not easy to get a pair of drivers of equal calibre. At the end of lap 15 the two Lancias stopped for refuelling and change of drivers, the two cars now being comfortably ahead of the Ferrari, but when they came to restart neither car would go for both batteries had gone completely flat and it was quite impossible to turn the engines. As all spares had to be carried on the car and push-starting was forbidden both cars had to be withdrawn and the Ferrari sailed past into the lead, now with no opposition whatsoever. This was indeed a bitter blow for Lancia for they had shown clearly that they were far superior to the 4½-litre Ferrari. It appeared that the batteries had become overheated and boiled dry and while sufficient current remained to operate the ignition system, there was not enough to turn the starter. As a race the event now ceased and it was just a question of endurance and reliability, so interest now rested on the class leaders rather than the general classification. In the "racing sports class," the Ferrari was alone in its category, Marimon took over from Giletti and was way ahead of the other Maserati now being driven by McAfee, Bechem/Helfrich had command of the 1,500-c.c. class with the Borgward, leading the works Porsche and the Oscas, the remaining Kieft now being way back, driven by Mayers/Griffiths and Komossa was all alone in the baby class. Ian Stewart had taken over from Salvadori and kept the car going at the same pace which put it ahead of the other Ecosse Jaguar now with Lawrence at the wheel. Whether Currie or Beauman drove the Frazer-Nash made no difference to its commanding lead in the 2-litre class, ahead of the German-owned Ferrari and all the Porsches.

At half-distance the Ferrari of Ascari/Farina was still circulating on its own, over a lap ahead of the next car, the Maserati of Marimon/Giletti, who in turn were followed by Stewart/Salvadori and Stewart/Lawrence on the Scottish Jaguars. In fifth place was the factory Borgward of Helfrich/Bechem, followed by the Currie/Beauman Frazer-Nash, the factory Porsche and the first of the Oscas. The gruelling circuit was still causing trouble and Brown was delayed a long time out on the circuit while he put back an oil filter that had come adrift, McAfee limped into the pits with a broken oil pipe that had caused all the bearings to run and Mayers brought the Kieft in with smoke coming out of the dynamo, but sufficient battery left to continue the race. The Frazer-Nash was still running perfectly and its only rival, the 2-litre Ferrari, ran out of fuel on the far side of the course, due to a miscalculation of the fuel consumption. Refuelling went on at regular intervals, the drivers helping in some cases, while the Ecosse Jaguars had the advantage of two pressure hoses for their team, which "Wilkie" managed to get into the Jaguar filler orifice, thus doubling the flow. In the Ferrari pit Ascari was busy operating the fuel hose before taking over for his final spell at the wheel and Hawthorn was in the Frazer-Nash pit acting mechanic as his entry had been withdrawn. With ten laps to go Salvadori began to close up on Giletti, who was driving the Maserati in second place, and the Italian pit waited until the Jaguar was dangerously close and then speeded up their car and kept a safe distance in front, and rather than risk losing a class win at this late stage Salvadori was signalled to ease up and be content with third place in the general classification. The other Ecosse Type C was in the pits with the front suspension mountings broken so that the whole front end was flopping about in a most dangerous manner. Calculating that three more laps would be sufficient to qualify for second place in the class, David Murray sent Lawrence off in the car to circulate slowly and gently until Salvadori had completed the 44 laps, for the race was not finished until the leader in each class had covered the whole distance. Farina took the leading Ferrari round for the last few laps and finished the 44 laps to win the general classification with boring ease, but for second place Giletti and Salvadori were still only half a minute apart and the two pits were watching each other closely to see the instant any signal was given to speed up for a final "do or die" burst. No signal was given however, and on the 43rd lap the Maserati engine packed up, only nine kilometres from the finish and Salvadori sailed by to take second place. While this excitement was going on the Frazer-Nash, with Beauman driving, had come to rest out on the circuit with all the symptoms of a broken rear axle, but the co-driver and the mechanics went in search of the car, diagnosed the trouble as a broken A-bracket, and sent Beauman on to cover the remaining four laps as fast as possible, in spite of the rear axle flopping loosely about, as they were still leading their class. It says much for the Frazer-Nash that it covered three laps of the Nurburgring in top gear, as every time Beauman changed gear there was a risk of the axle falling off altogether, so he stayed in top.

One by one the remaining runners came in, some still going well, others limping along hoping to get home before they subsided completely. Although Ascari/Farina completed their 44 laps in under 8½ hours, it was more than two hours later before the last car was flagged in, as the regulations insisted that each class winner should complete the total distance. The three Ecosse Jaguars were greatly relieved to stop racing, for Salvadori had been going round with only the tail holding the fuel tank in place, the mountings having broken, and when he stopped he discovered his front suspension was broken up as badly as Lawrence's Type C, while the standard 120 had collapsed a wheel in the last half lap and finished by sheer luck. The Frazer-Nash had suffered no ill-effects from its flapping rear axle, but could not have gone on much longer as the propeller-shaft rubbing on a cross-member was all that was holding it in place, while the remaining Kieft was boiling and using a lot of oil. The factory Porsche and Borgward seemed quite unperturbed by 44 laps of the Nurburgring, as did the Ferrari coupé of Vignolo/Gatsonides that had not even got an oil stain on the floor carpets. Among the standard Porsches the race for the lead continued until flag fall, with only 55 sec. separating the first two after more than 10 hours of racing.

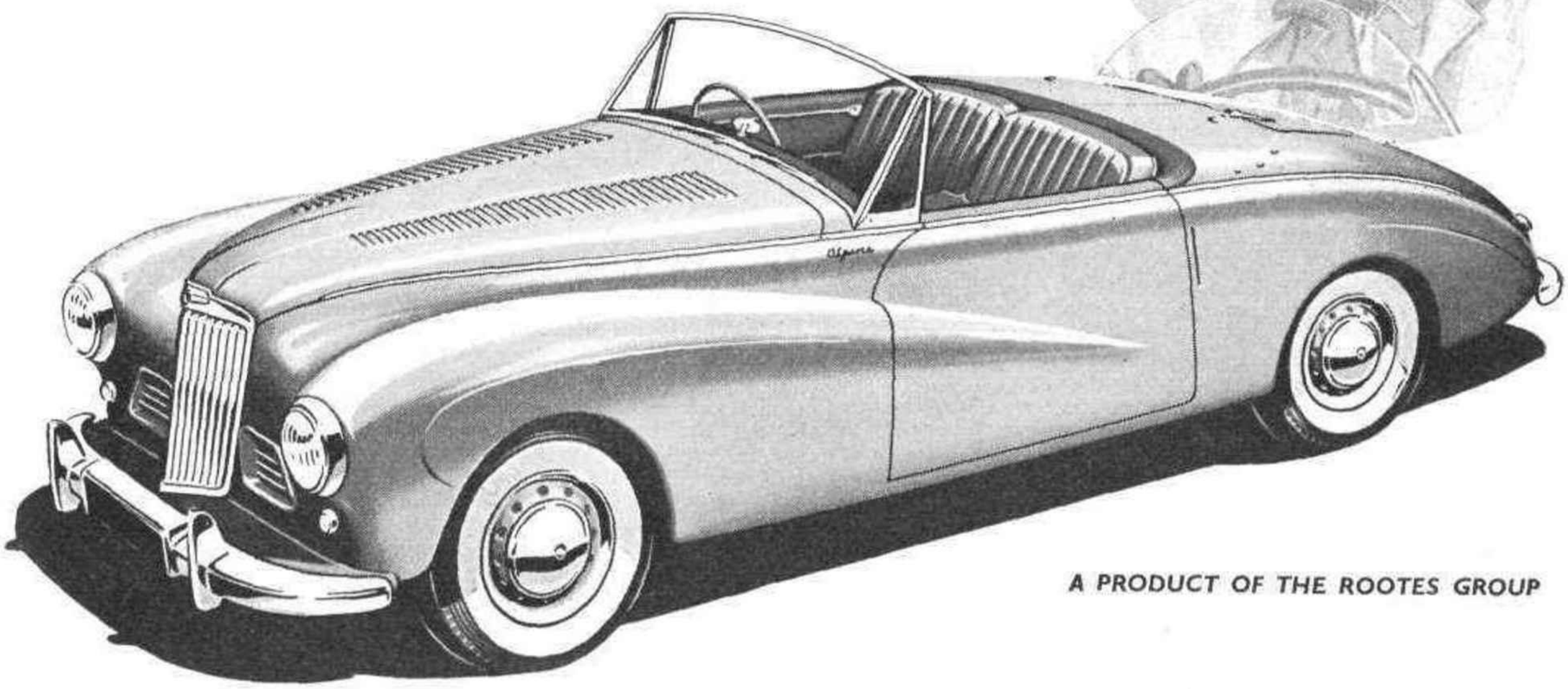
As a race the Nurburgring 1,000 kilometres was not an exciting success, but as a feat of endurance of both drivers and machines it was excellent, and many people discovered faults or weaknesses

Continued on page 525

4 WINNERS
— at the very first attempt!

The New
SUNBEAM ALPINE





A PRODUCT OF THE ROOTES GROUP

The Sunbeam Alpine 2-seater won no less than *four* Coupes des Alpes in the perilous and back-breaking International Alpine Trial this year. Miss Sheila Van Damm was also awarded the Coupe des Dames, for which no lady has qualified since 1939. This was a triumphant debut, following officially timed tests at over 120 m.p.h. Based on the highly successful Sunbeam-Talbot, this great new car, with its glorious lines, indomitable stamina, and really *terrific* performance, is the biggest motoring sensation for years. Now available on the home market—consult your dealer today.

Whitewall tyres and over-riders optional extras.



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LETTERS from READERS

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

1¼-LITRE M.G. MODS.

Sir,

I was interested in the article on the 1¼-litre M.G. saloon by "R. L.", and as I have had a somewhat similar experience, I thought he might like to know about it.

My M.G. is a 1949 "Y" type and, after 7,000 miles, I too fitted a Marshall-Nordec supercharger, and the gain in pulling power was remarkable. I ran the car for 10,000 miles farther and then took the supercharger off again for the following reasons: (1) the car needed a rebore, (2) I once had to be towed home because a cylinder head gasket blew, and (3) drumming was in evidence between 50 and 60 m.p.h. on the very optimistic speedometer. I must add that from all the information I can collect, I'm *almost* convinced that the very early rebore could not have been caused by the supercharger. If I thought I could overcome the drumming I would refit the blower again now, at 33,000 miles.

As to "R. L.'s" comments about the car, I am almost in complete agreement. The journey comfort (for the driver at least) is very good indeed, thanks to the lightness and general excellence of the steering, the seating position and the rigidity of the car over the worst of roads. I have improved the car by fitting Newton telescopic shock-absorbers and a Dunlopillo overlay to the front seats. I also have a Tapley performance meter fitted, the observation of which is full of interest. I do not agree with "R. L." about the comfort of the back seats. I think the ride at the back is bumpy. The oversteer characteristic of the car is scarcely noticeable if you only drive the one car, but I do notice it after driving my 1952 3-litre Alvis. However, the high-speed roadholding of this latter car is extraordinarily good and from this aspect the M.G. inevitably suffers by comparison. The M.G. scores heavily, however, in respect of wind noise. Incidentally, I am always somewhat surprised that one sees so little written about the 3-litre Alvis, as in my opinion it has a great many good points (and one or two bad ones!). I should like to know what other owners feel about this model.

I am, Yours, etc.,

Bristol. R. PRATTEN.

* * *

MAYFLOWER CRUSADE

Sir,

It will be a sad day for us both when a car owner no longer bothers to defend his choice: which thought prompts me to query your contributor's figures for the Mayflower's miles per gallon. He quotes 27.5 m.p.g. which brings the car near the Vanguard's figures. My 1951 model (25,000 miles) has done the last 9,000 miles on National Benzole at 33.1 m.p.g. and this includes four very fast long-distance runs with full weight.

My figure would bring your order to Volkswagen, Ford Prefect. Mayflower. I often think the latter is a much under-estimated car and feel we could take on most things over a hundred miles on our own conditions, *i.e.*, carrying one passenger, ten suitcases, and five gallons in the tank!

I am, Yours, etc.,

Wisbech. G. R. C. D. GIBSON, M.B., Ch.B.

* * *

PRAISE FOR A PRE-WAR ALVIS

Sir,

It is with great interest that I have read of the misfortunes and disappointments which have befallen so many of your readers who have invested large bags of gold in post-war cars ranging in price from £600–£6,000.

It therefore gives me satisfaction to record that my 12/70 Alvis saloon, fabricated in 1939 and purchased 16 months ago, has given no trouble whatever. The speedo records 88,000, and the engine was bored and bearings tightened (but crank not ground) over 40,000 miles ago.

Oil consumption, silence, etc., are still reasonable, and it is 20,000 miles since I de-coked the car, the signs being that further disturbance is unnecessary at present.

At least once a week the car does 150/200 miles per day on business apart from normal running.

The speedo needle can be pushed against the stop at 80 in slightly favourable conditions (your road test figure just over 78 m.p.h. max.) and 30 m.p.g. is obtainable if acceleration is sacrificed.

The Girling-Bendix brakes are fine when right, but patience in adjustment is vital to keep them right.

Although the extreme smoothness and silence of the post-war car of equivalent quality are to a certain extent missing at this mileage, there are innumerable compensations which make such a purchase agreeable—not the least of which is the price.

Finally, the service given by its firm is excellent. I have no connection with the company.

I am, Yours, etc.,

Linby, Notts. "12/70."

* * *

FACTS

Sir,

With reference to your race report of the Goodwood Nine-Hour Race in September issue of MOTOR SPORT, I wish to take you to task over the following gross inaccuracies concerning my car and myself.

Admittedly you put a question mark after your first statement which read thus "Then an open fuel filler (?)"

For your information, the filler cap was not open and the spare tyre was completely alight in the boot of the car, possibly caused by a non-airtight filler cap. The statement which caused me the greatest amount of concern was this: "and later he touched the *chicane* wall and buckled a rear wheel." That is complete drivel. I can only assume that your reporter must have a terrific imagination.

I was called into the pits after I had resumed by the Chief Scrutineer who ordered the back wheels, which had oversize tyres fitted and had been slightly touching the body, to be changed to the normal size tyres.

I sincerely trust that you will rectify the damage caused by your misinterpretation of the facts.

I am, Yours, etc.,

London, W.12. CLIFF DAVIS.

[We gladly publish Mr. Davis' letter to rectify the damage he alleges has been done. We can only say that when reporting a nine-hour motor race all the incidents cannot be observed at close quarters and as spare tyres carried in the boots of racing cars in close proximity to highly inflammable fuel do not usually catch alight, it was more logical to assume that possibly the fuel filler sprang open and let some fuel onto the exhaust system. As Mr. Davis agrees, we did not state a fact, only a supposition.

We still think the Tojeiro touched the inside wall of the *chicane* on one lap and if this happened shortly before the car was called in to have the rear wheels changed because they were too big and were touching the body (again an unusual occurrence in racing), is it such a crime for a distant observer to assume a buckled wheel was receiving attention and the other wheel being changed at the same time to avoid a later stop?—ED.]

* * *

CORRECTION

Sir,

From your report on the Swiss Grand Prix one gets the impression that Rosier's Ferrari touched my H.W.M. through a fault of his own, and was promptly deflected into the bushes as a consequence.

In all fairness to this driver, I would like to emphasise that he had to brake rather hard in order to avoid another competitor, and that I, who was coming up fast behind, could not avoid touching his car, taking Rosier unawares.

Further, your contributor found it odd that Ascari should have started with number 46, while he was down on the programme as number 22. The explanation of this oddity actually came from the loudspeakers, which said that Ascari did not like his number 22 and as a consequence asked the organisers to be given another number. "Ascari being such an important man," said the announcer, "the organisers agreed to his request."

I am, Yours, etc.,

PAUL FRERE.

Brussels.

* * *

POLITICAL

Sir,

In last month's MOTOR SPORT I read with surprise and see with wonder not unmixed with a certain disgust the in fact hysterical and. if I may observe, sycophantic German reporting and rather unnecessary stressing of that unpleasant language and (in my experience) quite alien trend shown by the emphasis laid upon Teutonic things and Germanic ideas.

Have we nothing English to put forward? . . . have we forgotten

the fact that these alien men whom you "boost" so loudly developed their machinery by means of huge Government finances and a (to my mind) most undesirable ambition to conquer the world? . . . have you no pride in British things and our British language? . . . why have we to be sold a pro-German issue of your very (otherwise) good journal? . . . Britain can show clean hands in the world: Can we not exclude the unclean from our publications?

I am, Yours, etc.,

Weybridge. J. GRANVILLE GRENFELL, M.S.A.E. (Late R.N.A.S., 1914/18)

[It is indeed true that even if you can please most of the customers most of the time, you cannot please all the customers all the time. This correspondent cannot be one of our serious readers, because he addressed his letter to another office altogether, and it had to be forwarded on to us.

In publishing an article on German cars we are in line with other English motoring journals and we do claim that we were not biased in favour of the so-called "unclean" vehicles, which we tried to compare on a price and (when known) a performance basis with equivalent British products.—ED.]

* * *

THE TYPE 212 INTER FERRARI

Sir,

Mr. Crossley's article on the above car contains one or two technical inaccuracies and inconsistencies which it seems desirable to put right.

The second paragraph refers to the rear suspension as being by "normal ½-elliptics" but the table of data on page 462 says that "½-elliptic springs" are used. The latter statement is quite incorrect and the former is not strictly correct. The current Type (or Tipo as you prefer to call it) 212 has a single ½-elliptic rear spring and two radius rods at each side. Earlier examples use two such springs on either side without radius rods. My own Type 212 is of the earlier pattern.

The engine is *not* provided with twin camshafts above each bank of cylinders. There is one camshaft, and rockers, per bank. Your contributor seems to have been led astray by the not very clear instruction book of the maker. Incidentally, I was interested to learn that choke is not required when starting, even in winter. This has not been my experience in this country, although the car is a good starter provided everything is as it should be.

The table to which I have referred quotes a brake-horsepower figure of 120 at 6,500 r.p.m. This should read 170. One has not to be a Pomeroy to know that 120/125 m.p.h. could not be reached by such a car on 120 b.h.p. In any case the latter figure could hardly be attained on the valve timing you quote immediately below the b.h.p. figure. Admittedly, these data are taken from Ferrari's handbook but I am surprised that you have not noticed their obvious incorrectness. The inlet valve closes 55 deg. after *bottom* (not top) dead centre and the inlet valve 60 deg. before *bottom* (not top) dead centre. The other two figures you quote are correct. The valves, in other words, are open for 255 deg. and not 75 deg., as your figures state.

On the interesting matter of performance, the figures you quote are the maker's ones for the higher 9/42 axle ratio. With the 8/40 ratio they are: 34, 55, 76, 106 and 116 m.p.h. at 6,500 r.p.m. in the respective gears. The gear ratios you quote do not convey the full story without giving the axle ratio.

I am, Yours, etc.,

London, S.W. G. R. HUTCHINSON.

LONDON RALLY (Sept. 11th/12th)

Results:

Wick Challenge Trophy: J. H. Ray (2,088-c.c. Morgan).
Norwester Challenge Trophy: R. P. N. Stark (2,275-c.c. Vauxhall).
Juniper Challenge Trophy: W. A. Scott Brown (1,476-c.c. M.G.).
Dent Challenge Trophy: A. S. Lusty (1,250-c.c. M.G.).
Raymond Way Challenge Trophy: B. D. S. Ginn (1,486-c.c. Jowett Javelin).

Class Prizes: Open cars, 1,301-2,000 c.c.: J. C. Broadhead (1,971-c.c. Frazer-Nash). **Closed cars, up to 1,300 c.c.:** R. E. Stokes (1,172-c.c. Ford). **Coupe des Dames Challenge Trophy:** Mrs. A. Hall (3,442-c.c. Jaguar). **Committee Trophy:** J. T. Spare (2,088-c.c. Morgan). **Members' Trophy:** A. H. Greig (1,300-c.c. M.G.). **Team Prize:** T. A. M. Pigott (1,250-c.c. M.G.), J. I. Bremner (1,346-c.c. Lancia), A. H. Greig (1,300-c.c. M.G.). **Runners-up Team Prize:** D. H. Perring (2,267-c.c. Sunbeam-Talbot), G. R. Newbery (1,200-c.c. Austin), J. H. Huntridge (1,200-c.c. Austin). **North-Point Award** (Wick Trophy navigator): J. C. Dixon. **Llundain Challenge Trophy** (Juniper Trophy navigator): M. Hilton. **Mixed Crew Challenge Cup:** K. W. Monk (2,267-c.c. Sunbeam-Talbot). **Novices' Awards: Open cars: Up to 1,300 c.c.:** C. R. Cowlin (1,250-c.c. M.G.) **1,301-2,000 c.c.:** T. A. G. Wright (1,486-c.c. Jowett. **Over 2,000 c.c.:** R. Cockle (2,267-c.c. Sunbeam-Talbot). **Closed cars: Up to 1,300 c.c.:** B. Day (1,200-c.c. Austin). **1,301-2,000 c.c.:** L. R. Cawley (1,911-c.c. Citroën). **Over 2,000 c.c.:** K. W. Monk (2,267-c.c Sunbeam-Talbot). **Specials:** F. Defty (918-c.c. Morris).

STOP PRESS—

THE FERRARI "BOMBSHELL"

by the Continental Correspondent

THE big question of the past few weeks has been the truth behind the statement issued by Ferrari that his cars will not officially compete any more. At the time of writing he is adhering to that statement, giving the Modena race a miss, and yet the drivers and organisation do not give any appearance of being perturbed by this announcement. Briefly the reason behind this withdrawal can be put down to one of finance, for it is well known that the Ferrari team live by their racing, which is just one reason why they have been competing in every possible event for the past few years. During that time the Ferrari team have had a virtual monopoly in the racing field and could ask as much as £1,000 per car for starting money, and expect to get it, for without them there would be no race. Similarly, they could reasonably expect to pick up another £1,000 in prize money, plus unknown thousands of lire in bonuses from Pirelli, Englebert, Shell, Weber, Mondial, and so on, for advertising their successes. In addition to this the amount of racing equipment they received from accessory firms without having actually to pay the bill must have been enormous. A set of carburetters for one of the 4½-litre cars would cost £150, while it was quite normal to see them unload £2,000-worth of tyres and wheels at a race meeting, for which no doubt the bill was conveniently overlooked. While Ferrari was collecting a lot of money for his racing he was also spending a lot, for a team of top-line drivers and as many as fifteen mechanics at each meeting had to be paid for in cash. While he was enjoying a monopoly this system was self-supporting, but, looking ahead, with Mercédès-Benz, Alfa-Romeo, Lancia and Maserati joining in the fun, Enzo could no doubt see the ending of his years of ease. While he was alone the accessory firms could afford to overlook his bills, but with four or five firms in the game they would probably be forced to suggest that their gifts would have to stop, added to which organisers would not have any more money to give away and starting and prize money would have to be shared. Indication of this was given at the recent Monza meeting, when Maserati started to demand the same price as Ferrari, pointing out that without the Maserati team the race would not attract the public. In the coming years this equalling out is going to result in everyone having to be content with less, rather than more, and the big firms will be able to stand the strain, for a firm like Alfa-Romeo or Lancia can afford to put aside a vast sum of money at the beginning of the season into which the racing department can dip their hands when they are running short. Ferrari, with his minute output of saleable cars, has no such kitty to fall back on, so the whole matter can be boiled down to the simple one that he is looking for financial backing. It has been pointed out that since the war he has done more than any Italian firm to keep the name of the Italian car industry at the top, and through his successes, Fiat, Lancia and Alfa-Romeo have been able to enjoy increased sales, and that the Government have been able to benefit accordingly from the exports, so that it is time someone helped him. Much as the Government would like to help, it is not in their power to make him a gift of untold money, but *via* the clubs he may receive indirect help. At Monza he collected 7,000,000 lire for starting two new models in the race, and a further 10,000,000 for having the first new car to finish. So far no definite offers of help have been made, but it is quite likely that some wealthy Italian family will finance Ferrari racing next year.

Profiting by the proposed withdrawal, Mercédès-Benz team chief Neubauer was busy at Monza discussing prospects with the Ferrari drivers, but it is most unlikely that the whole Ferrari organisation will wind up. Those readers who can recall the early 1930s will remember that in 1932 the Alfa-Romeo team of 2.6-litre cars were supreme in Grand Prix racing and then, during the ensuing winter, Alfas coolly announced that they would not race any more. Many people rushed to Milan to try and buy the Monopostos, but in 1933 the complete team of cars were racing again under the banner of the "Rampant Horse," for Enzo Ferrari took over the whole of the Alfa-Romeo racing activities, the factory still supplying the cars and spares and doing the development work. It is more than likely that 1954 will see the same result to this withdrawal by Enzo Ferrari, with some other young and enthusiastic Italian taking over the running of the team.

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S.S.100. Beautiful condition. Superb renovation job just been completed. Finished in polychromatic-blue. New fawn upholstery and carpets. New tyres, chrome twin-tones, etc. A snip at £435. Write : Foster, Fairfield, Doncaster Road, Thrybergh, Rotherham. [6793

ROLLS-ROYCE, 1923, 21.6 H.P., in good order, being broken up for spares. Major Brian Johnson-Ferguson, Fairyknowe, Eaglesfield, Dumfriesshire. [6794

BEADED-EDGE TYRE. 31 by 445 Avon "Comfort," new, perfect. Clarke, Lauderdale, Barnstaple. [6795

TWO-SEATER SPECIAL on 1935 Singer II. New crankshaft, mains, big-ends, battery, i.f.s., tyres. Body not complete, cracked water jacket. Offers. Catherwood, 204, Selly Park Road, Birmingham, 29. [6802

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1950 FORD TEN SPECIAL. Professionally built. Many modifications. Very potent. Sports/racing 2-seater body. All-weather equipment. £385. Near Liverpool. Particulars, photographs. Box No. K804, MOTOR SPORT, 15, City Road, E.C.1. [6804

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AVON STANDARD SPECIAL. Engine, chrome and tyres excellent. Resprayed. Six-cylinder, 15.9 h.p. Freewheel. Delightful to handle. Emigrating. £120. "Routh," Charlwood Lane, Horley, Surrey. Tel.: Horley 1096 (evenings). [6797

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ARNOT BLOWER, carburetter and fittings. Used on M.G. TC, almost new. £35. M. F. Shaw, "Merrion," 82, Beccles Drive, Barking, Essex. [6799

ALVIS, 1936, sports tourer; 14-h.p. Firebird engine. One previous owner. 36,000 miles. Engine, upholstery, excellent; recellulosed. Offers. Tel.: 60013. 29, Kendrick Road, Reading. [6800

2-LITRE A.C. engine, £8. A90 parts, 4,000 miles : differential carrier, 4.125, £4; propeller-shaft, £4; steering gear, £3. Offers considered. Johnson, 23, Brandwood Road, Birmingham, 14. [6806

1934 28-H.P. STRAIGHT-EIGHT RENAULT sports saloon. Defective engine removed. Suitable diesel conversion; 3.7 : 1 axle ratio. Excellent tyres, coachwork, lights, etc. £20 with engine. Tel.: Wimbledon 6723. [6807

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CROSSLEY TEN, 1932, breaking for spares. Pre-selector box, £12. Gibson, 12, Link Road, Sale, Cheshire. [6812

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BENTLEY 4½-LITRE V.D.P. tourer, 1929. 2,000 careful miles since £127 engine overhaul, bills shown. Tyres excellent, new tonneau and hood envelope. Serviceable weather equipment. Chrome good. Genuine reason sale. £375, o.n.o. Tel.: Great Crosby (Liverpool) 3198. [6839

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M.G SPARES : Wheels, two 16-in. (slightly used), £4 10s. each; three 19-in. (slightly used), £3 each; c.w. & p. differential and housing complete (slightly used), £7 10s. L-type parts : bonnet, £5; pair front wings, £5; pair rear wings, £3; pair shock-absorbers 7s. 6d.; 6-Amal carburetter layout, complete with manifold and throttle linkage, suitable for Magnette (new). Apply : 23, Coventry Road, Coleshill, Warwickshire. [6867

1938 CITROEN 12.8, f.w.d. Good condition. Sell/exchange 8/10 saloon. Abercrombie, Broadway, Silver End, Witham, Essex. [6872

ALVIS 12/50, 1931, tourer with dickey. Good mechanical condition and appearance. Fast, reliable. £75. Lordon, 35, Amherst Road, W.13. Tel.: Perivale 7387. [6873

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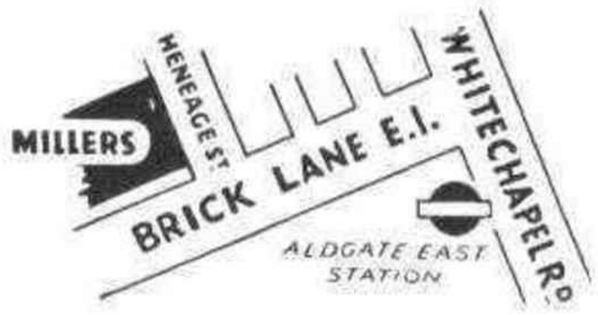
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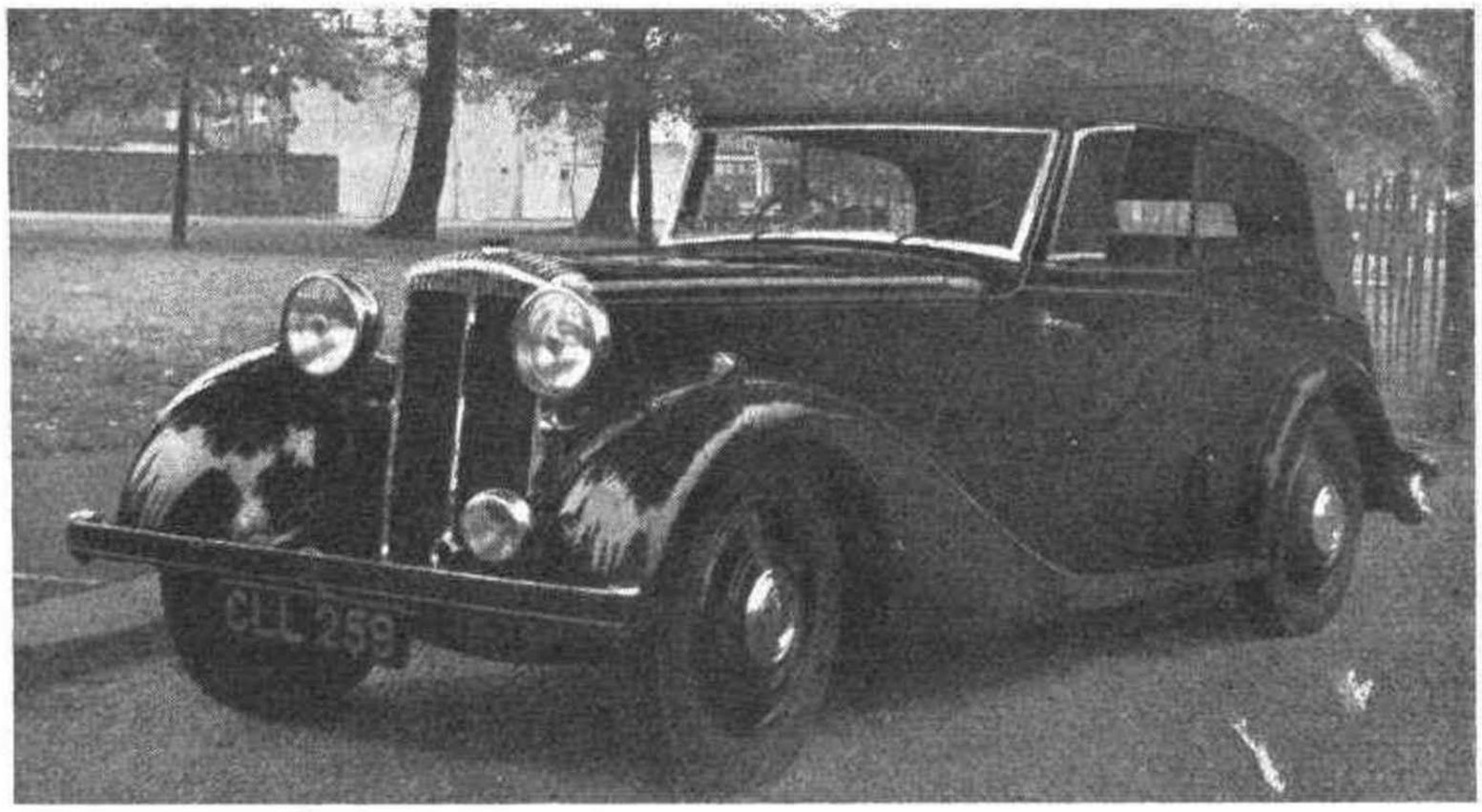


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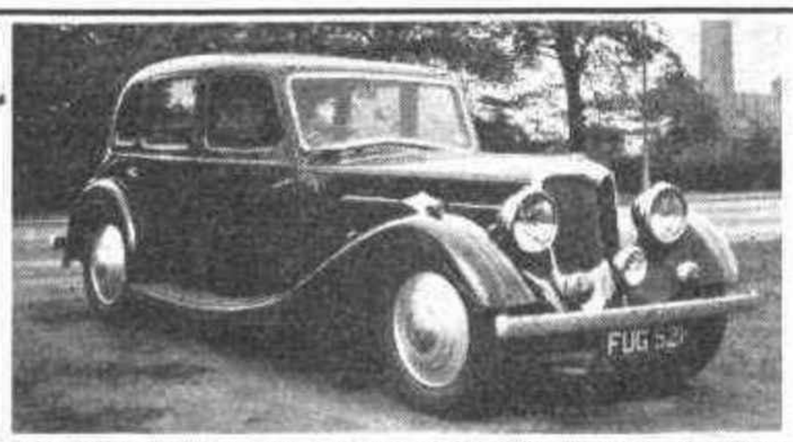
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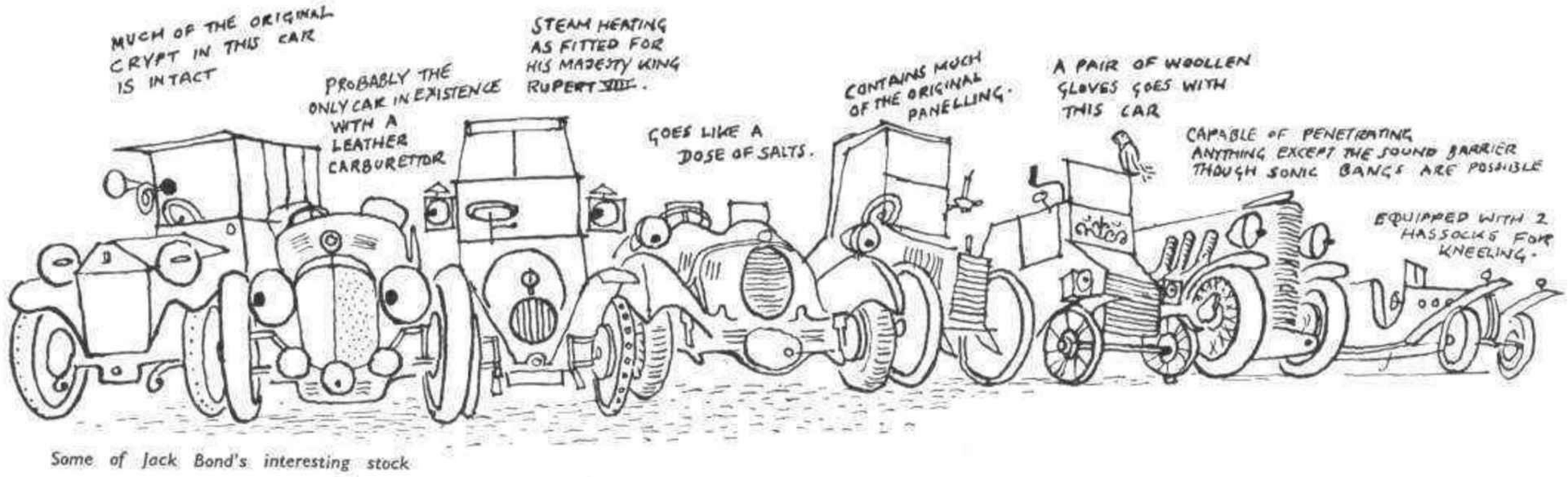
RILEY, 1937, KESTREL SPRITE 12/4, preselector. Black cellulose, hide interior, original roof lining. All new tyres this week. Twin mellowtone Lucas horns, twin passlights, 5-in. rev.-counter and speedo. No faults or snags to declare. I will take **£275** and she is cheapest Kestrel Sprite on offer in country.

Sensible Exchanges with Rileys will be entertained on any of above. Also H.P. can be arranged if desired.



RILEY BIG FOUR BLUE FLASH 1938 close-coupled saloon. Four light. Synchromesh and overdrive. This car cost £750 last year and close on £400 spent, mostly with Messrs. Rileys, this year, when new engine and post-war 16-in. wheels were fitted. Interior maroon hide. Original roof cloth. No faults of any description to declare. I will accept **£355.**

13, TICKHILL ROAD, BALBY, DONCASTER. **Telephone: 53901**



Some of Jack Bond's interesting stock

Vintage Autos

A.C. 2-litre, 1936, sportsman saloon. Excellent mechanically and good tyres. Complete with spare engine **£185**

ALVIS Speed Twenty sportsman saloon ... **£145**

ALVIS Speed Twenty tourer, in exceptional spot-on condition. Paintwork, interior, hood, side-curtains, tonneau, tyres—all in first-class condition ... **£285**

ALVIS 12-h.p. Firefly 4-seater tourer. This roomy and economical (29-m.p.g.) car is in really spot-on condition. The engine has just been rebuilt and the clutch relined. The hood, side-curtains, paintwork, etc., are all in first-class condition. **£250**

ALVIS 12/50, rebuilt with racy 2-seater coachwork Fold-flat screen, aero-screen, etc. **£100**

ALFA-ROMEO 17/50 supercharged 2-seater. Recently extensively overhauled and now being tuned *in our works* **£285**

ALFA-ROMEO 1,500-c.c. supercharged Grand Sport fitted with Zagato type 2-seater coachwork. Recent complete Thompson Taylor overhaul. Fitted many mods. First registered 1950 ... ... **£325**

ASTON MARTIN 1½ International 4-seater tourer. *Very clean and above average condition* **£225**

AUSTIN TEN, 1934, 2/4-seater roadster. Very reliable and clean and in tip-top mechanical condition **£130**

BENTLEY 1936 sportsman saloon. This car was reputedly built to Wolf Barnato's specification. The chassis is 4½ and has a Speed Six engine bored out to 8 litres. The coachwork is very attractive and the interior is practically unmarked. The acceleration is sensational and a top speed of over 100 m.p.h. has been claimed by a previous owner **£295**

BENTLEY Speed Six. This car has just been completely stripped and rebuilt with very attractive 2-seater coachwork. New body, seats, instruments, tyres, lamps, engine, etc., and this car is being offered for about half of the cost of the rebuild ... **£385**

BENTLEY, 1930, 4-litre sportsman saloon. Fast, comfortable and reliable **£150**

DELAGE D6, 1934, foursome D.H. coupe ... **£145**

ESSEX 20-h.p., 1922, 4-seater tourer. This car was sent over from America to race at Brooklands and was quite successful in its day. The first **£21**

HILLMAN Twenty, 1938, 4-door D.H. coupe. Fast, reliable and economical—23 m.p.g. **£165**

LAGONDA 2-litre, 1931, supercharged 4-seater tourer. This Lag. has covered only 5,000 miles since it was completely stripped and rebuilt. Fitted h.c. pistons, new hood, side-curtains, tonneau cover, carpets, etc. 25 m.p.g. **£235**

LANCIA Lambda sportsman saloon by H. J. Mulliner. In excellent all-round condition and fitted with spacious rear seat **£150**

LANCIA Lambda short-chassis, 1932, sportsman saloon. One owner until last year and clutch now being relined **£165**

LANCIA Lambda short-chassis 4-seater tourer. *Just completely overhauled* and the work carried out consists of rebuilt wheels with new tyres, brake drums skimmed and relined, new races on back axle and all wheels, new vertical drive races, timing wheels, shaft bearings, water pump, dynamo, etc. New hood, tonneau cover **£235**

(**Another as above,** one owner and 50,000 miles only.)

MERCEDES 25-h.p. Manheim coupe. This very fast and attractive low-built D.H. coupe is now being resprayed in ivory and black and new hood fitted. Excellent tyres, etc. **£225**

MERCEDES, 1938, 540K Nuremburg cabriolet. This car has not been used since 1939 and the total mileage is believed only 41,000. Having been laid up so many years it requires a new hood and respray. One owner **£456**

MERCEDES, 1936, 2-litre D.H. coupe. Just resprayed. Fitted new batteries, etc. ... **£250**

M.G. 2.6, 1939, foursome D.H. coupe. Now being sprayed ivory and a new hood fitted. Fitted disc wheels and many extras **£350**

M.G. K-type Magnette, 1934, *4-seater tourer. Now* being resprayed Alfa-red **£175**

MINERVA 30-h.p. open boat-decked 4-seater tourer. This is the famous ex-Baker Minerva which reputedly won more out of circuit races at Brooklands than any other car. Bill Burton, my Works Manager, was personal manager to this car all its life at Brooklands and he can supply full history, etc. The engine has just been rebuilt and five new tyres fitted, and all parts are nickel plated. This historic racing car is being sold with enough spares to fill a lorry **£225**

MORRIS-COWLEY, 1930, fixed-head coupe. Quite clean and an excellent runner ... ... **First £35**

ROLLS P.I 4-seater tourer. This superb carriage was custom-built and registered in 1937 *with open* Continental 4-seater coachwork by Gurney Nutting. It is fitted with rear passenger windscreen and disappearing hood. This is without a doubt one of the most magnificent touring Rolls in existence and is in beautiful condition **£325**

ROLLS P.I, fitted with beautiful 1931 sedanca de ville coachwork. The engine and chassis are reputed to have done only 50,000 miles since new ... **£285**

ROLLS Twenty, 1930. Fitted with wind-down division and disappearing occasional seats. In excellent mechanical condition, fitted chrome radiator and disc wheels, etc. **£165**

ROLLS 20/25, 1930, O/D. saloon by Hooper. Good tyres, etc. **£225**

ROLLS 20/25, 1936, sedanca de ville by Gurney Nutting. £500 Rolls overhaul **£750**

ROLLS 25/30, 1937/8, owner-driver sedanca de ville by Barker. £550 has just been spent on this car at J. Barkers **£775**

TALBOT 90 Special 2-seater. *This very potent car* was rebuilt in 1948 by Noel Hills and raced by the late Bobby Baird. It has won many races, including the Leinster Trophy and the Bray Trophy, and has had considerable success in Germany, where it was overhauled by B.M.W. at Munich and maintained by them throughout its stay. The compression ratio is 9.4 : 1 and has been timed at 128.41 m.p.h. This *is suitable for everyday use and will give 16* m.p.g. in town and 23 m.p.g. in the country **£325**

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185 ELMERS END ROAD, BECKENHAM. BEC 2521

1934 ALVIS 12-h.p. Firefly sports saloon **£95**
1934 ALVIS Silver Eagle *sports saloon* **£95**
1927 AUSTIN Seven tourer, in mint condition **£55**
1940 AUSTIN Seven (registered) Nippy 2-seater, now being resprayed **£165**
1928 BENTLEY 3-litre saloon **£145**
1937 HILLMAN Ten tourer **£75**
1935 HUMBER Sixteen saloon **£135**
1937 JAGUAR 2½ saloon **£200**
1930 LEA-FRANCIS 2-seater tourer, fitted Ford engine **£85**
1929 MARQUETTE D.H. coupe ... **£45**
1933 M.G. Magna 4-seater tourer ... **£145**
1926 RENAULT 8-h.p. 2-seater **£35**
1934 SINGER Nine coupe **£145**
1935 TALBOT 75 saloon **£45**
1933 TALBOT 65 14-h.p. saloon ... **£45**
1934 CHRYSLER 20-h.p. saloon ... **£50**

And many others.

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FOR SALE—*continued*

ENTHUSIAST'S OPPORTUNITY. Austin Seven, 1930. Complete chassis. Mechanically sound. Two tyres as new. Only needs body. Nothing mechanical or electrical to buy. £17, or offer, delivery arranged. Also doors, windscreen, etc., for 1936 Austin Seven van. 17, Ivy Road, Leyton, E.17. [6905

LAGONDA—£99 19s. 11d.—drophead coupé with dickey, 3-litre, 1932. Somewhat neglected last *eighteen months, but running well. No offers.* 20, Belwell Lane, Sutton Coldfield. Tel.: Four Oaks 164. [6906

DISMANTLING FOR SPARES. Austin Seven (most years), Austin 12/4 and 12/6, Alvis 12/50, Ford Eight, Morris Eight, Morris Isis, Standard Twelve, Singer Nine, Wolseley Hornet. Hudson. Rectory Road, Upton-on-Severn. Tel.: 281. [6907

AUSTIN SPECIAL. Reg. 1950; i.f.s. Bronze head. Oil coil. New tyres. Instruments. Dynamo. £90. Sims. Tel.: Tadworth 2005 (Surrey). [6908

BUGATTI, Type 43, 2.3-litre supercharged 2/4-seater. Ex-Bachelier car; in first-class condition. Price £350, or exchange for Type 37A or 35C. Box No. K909, MOTOR SPORT, 15, City Road, E.C.1. [6909

1933 ALVIS FIREFLY saloon. Mechanically and bodily very good; reliable, economical. £135. Tel.: Derwent 5441, after 7 p.m. [6911

£65. GENUINE 30 M.P.G. Will run for ever. Austin Light 12.6 saloon, 1932. 104, St. Leonard's Road, S.W.14. Tel.: PRO 1850. [6912

ROLLS-ROYCE PHANTOM III. Very smart, 4-light sports saloon. Reg. 1937. Offers or exchange smaller car. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [6913

1936 24-H.P. AUTOVIA saloon, V8 push-rod engine, Scintilla Vertex ignition, preselector gearbox, steering-column gear-change, central lubrication system. P.100 headlamps. Finished in grey. Good condition. Offers. G. W. Goodall, 55, South Street, Epsom. Tel.: 9563. [6937

BENTLEY 4½-LITRE, original Bentley green. "Beetleback." All previous history and owners known. Seven tyres, two brand new. New hood and sidescreens. A really lovely and admired car in excellent condition. Fully insured to July, 1954. Could be garaged free Sussex indefinitely. Reason for sale, younger generation slightly bored. Preferably no dealers. Price £365. Box No. K938, MOTOR SPORT, 15, City Road, E.C.1. [6938

FOR VETERAN and vintage enthusiasts: 1908 6-cylinder Vulcan landaulette; 1922 30-h.p. Minerva limousine. Offers. Also 935 by 135 covers and sundry oil and acetylene lamps. Box No. K939, MOTOR SPORT, 15, City Road, E.C.1. [6939

1934 RILEY 12-H.P. MENTONE saloon. Body good, *just resprayed. £100 spent on mechanical overhaul.* £135. Garbutt, 69, Lansdowne Road, Bournemouth. [6940

£95—1929 LAGONDA 3-LITRE, 4-seater tourer. Aero-screens. No hood. Four new tyres and battery. Body (B.R.G.), chassis, electrics and engine in good order. Photos and details from J. Kiddy, "Holmfield," Chapel Lane, Thorpe, Norwich, Norfolk. [6941

ULSTER AUSTIN. Perfect. Fast. Latest modifications. Hood. £165. Tiedeman, 46a, Station Road, North Harrow. [6942

ALVIS FIREFLY 12-H.P. sports saloon, 1934, outstanding condition throughout. £190. Photograph, full history available. Homestead, College Lane, Hassocks, Sussex. Tel.: Hurstpierpoint 3382. [6944

LANCIA APRILIA, 1937, standard saloon. 80 m.p.h., 31 m.p.g. Recently new: water pump, battery, starter motor, Hardy-Spicers, hub bearings, tyres (two). Very reliable and attractive car. £365, o.n.o. Box No. K945, MOTOR SPORT, 15, City Road, E.C.1. [6945

500-C.C. ENGINES, 4-cylinder, o.h.c.: Ariel, £3; 4F, £5; Matchless V4-600, £5. Ford V8 complete, £8 10s. Robins, Frederick Place, Yeovil. [6946

RILEY MERLIN, 1936, for sale. Owner in Services but may be seen Ashtead, Surrey. Box No. K947, MOTOR SPORT, 15, City Road, E.C.1. [6947

SINGER NINE, LE MANS SPEED model, 1935, running-in later reconditioned engine. Body excellent. Many extras. £185. Box No. K948, MOTOR SPORT, 15, City Road, E.C.1. [6948

DEREK DAVIS wishes to dispose of his successful and well-known ex-works N-type Magnette, 1,287 c.c. supercharged, specially built for Cecil Kimber. Used only for sprints. Engine just completely overhauled. Lucas flowed head. E.N.V. Type 75 gearbox. Spare head and valves. Sports/racing body. R.A.C./A.A. inspection invited. Nothing has been spared to keep this car in 100 per cent. condition. All bills available. Full history to genuine inquirers. Class record ¼-mile Tewin, 16.6 sec. Standing kilo., 33.83 sec. Over 20 awards, including 15 firsts in present owner's hands. Has never been run without being placed. Together with specially constructed trailer, fitted spares compartment, and 1939 Humber Super Snipe utility recently completely overhauled. £970 or near offer for the three. 7, Princes Square, Hove. [6950

FOR SALE—*continued*

BREAKING 1926 DAIMLER 16-H.P. Chilton, 55, Mount Avenue, Worksop. Tel.: 2074. [6949

BENTLEY FRONT AND REAR WINGS, £6. B.T.H. magneto, rebuilt, 6-cylinder, clockwise, £6. Linton, St. Davids, Hatfield Heath, Bishop's Stortford. Tel.: Hatfield Heath 303. [6951

APPLETON JOWETT SPECIAL. Chassis completely rebuilt, engine brought up to Jupiter specification with close-ratio 4-speed gearbox. Car fitted with professionally built all-enveloping aluminium body, new lighting equipment and instruments, new Jupiter wheels. An excellent opportunity for an enthusiast who requires a car suitable for normal road use and sports-car events. Complete with the exception of painting. Can be inspected at any time. £450. Appleton, 99, Goldhawk Road, W.12. Tel.: SHE 2243. [6952

SIZAIRE BERWICK, 1922, 4½-LITRE, 2/3-seater and dickey. Good tyres and spares. Block lined by Laystalls last year and body recellulosed. Engine, transmission and electrics perfectly sound. Battery and hood as new. This car in beautiful and unspoiled condition throughout. Offers or exchange for Lagonda 2-litre or similar. Langston, Kempley, near Dymock, Glos. [6954

TALBOT 95, 1934, saloon, being dismantled. Hampshire area. All parts. Engine 3,000 since reconditioning. Series/parallel switch radiator, hubs, wheels, tyres, doors, windows, etc. Reasonable offers accepted. Wanted: Back axle and prop.-shaft Talbot 75. Box No. K955, MOTOR SPORT, 15, City Road, E.C.1. [6955

CAMBRIDGE ENGINEERING, the Austin Seven specialists, offer: Austin Seven Cozette supercharger; Arnott supercharger, suitable 10 h.p.; several Ulster Austin blown crankcases and timing cases; 1937/39 dropped Girling-type front axle unit, complete less spring, unused since reconditioning; pair new 6-in. rev.-counter and speedometer instruments for Austin; new sports body shells; dropped axle sets; sports manifolds; alloy cylinder heads; 15 and 16-in. offset wheels; modified braking systems for early and late models. Exchange reconditioned radiator blocks, dynamos, starters, engines, crankshafts, cylinder blocks. Large inlet valves for standard and Nippy engines. Cylinder blocks modified to order. Large stocks of all replacement spare parts. Repairs are undertaken in limited numbers, all work being personally supervised by L. M. Williams. S.A.E. for lists of all conversion parts. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [6956

VAUXHALL 14/40, 1924, 2-seater and dickey. One owner to 16,500 miles in 1950. Myself, 16,771 to 30,400, genuine, since. Was carefully stored 16 years. Original paint and hood needs renewing, and one or two small items would make her absolutely as she left the factory. Upholstery nearly perfect. All instruments work. £145, o.n.o. Details, Osborne, Longacres, Hordle, Lymington. [6957

BENTLEY 4½-LITRE tourer. Recent engine overhaul by Bentley expert. Body, upholstery, hood, etc., excellent. Mechanite finned brake drums. Last owner 17 years. An outstanding and original 4½. Selling for domestic reasons only. £375. Archbell, Woodland Drive, Pledwick, Wakefield. [6959

1937 ROESCH TALBOT 105 SPEED saloon, in daily use. Kent. £95. Consider exchange smaller vehicle. Box No. K960, MOTOR SPORT, 15, City Road, E.C.1. [6960

H.E. SIX, 1929, short-chassis tourer. Recent overhaul and rebore to 2,500 c.c. *Five new tyres.* £195. BM/GNLW, London, W.C.1. [6961

VINTAGE RARITY: 1923 Autocrat coupé. One of the two remaining examples. 11.9-h.p. Dorman engine. Mechanically sound throughout. Now undergoing overhaul. All handbooks. Licensed and insured. £40. Box No. K962, MOTOR SPORT, 15, City Road, E.C.1. [6962

FIRST £35. Last desperate reduction. 1928 A.C. 2-litre 2-seater. Responsive, robust, reliable, rapid, rough. Fountaine, 14, De Panys Avenue, Bedford. Tel.: Silsoe 305 (day). [6963

1949 LEA-FRANCIS sports 2-seater 14-h.p. Twin o.h.c. engine, 1,767 c.c., oil coil, twin carbs. Over 90 m.p.h. Aluminium coachwork. Finished polychromatic blue. New hood, tonneau, sidescreens. Taxed year. Many extras. £550. Allen, 87, Gainsborough Avenue, Maghull, Liverpool. Tel.: Maghull 1529. [6964

HANDBOOKS.—M.G., all models, 31s. 3d.; "Midgets," 15s. 6d.; Lanchester, 17s. 6d.; Chrysler, De Soto, Dodge, Plymouth, 14s.; Chevrolet, Duesenberg, American Ford, T Ford, 10s. 6d.; *Alvis, Armstrong, Fiat, Hillman, Jaguar, Morgan,* Renault, Riley, Rover, Singer, Talbot, 8s. 9d.; Cord, A Ford, Reo, Stanley, Volkswagen, 7s.; Austin, Ford, Jowett, Morris, Opel, Standard, Triumph, Vauxhall, Wolseley, 5s. 3d. Enquiries, stamp please. Catalogue 450 motoring books, 6d. Postal business only. Vivian Gray, Hurstpierpoint, Sussex. [6965

1929 HILLMAN 12.8 drophead coupé. *Excellent original condition.* £60. Exchange Riley. 3, Oakland Road, Bristol, 6. 6975

FOR SALE—*continued*

1915 FORD MODEL T. Excellent condition. Seen London. Offers around £150 to include large number spares and complete 1915 spare engine. Full details. Box No. K967, MOTOR SPORT, 15, City Road, E.C.1. [6967

ALVIS FOURTEEN saloon, 1935; 27 m.p.g. Perfect mechanically. Very clean. £160. Exchange for 12 or 14-h.p. open car. Alvis only. 69, Central Avenue, Hounslow, Middlesex. [6968

FRAZER-NASH. *Completely rebuilt.* New tuned Anzani. Silentbloc suspension. New springs, brakes, electrics. Marchal lamps. £200. Lovell, "Ghinda," Littlewick, Horsell, Woking. [6969

MERCEDES-BENZ, 1928, 32-h.p. cabriolet. Blower. 100 m.p.h. plus. Ziess lamps. Whole car in near perfect condition. Offers near £200. S.A.E. A. Buffery, 15, Cranley Place, South Kensington, S.W.7. [6970

M-TYPE M.G. Good condition, also spare engine, axles, wheels, etc. Wolseley Hornet camshaft and gearbox. Austin Seven, 1928. Many spares. 1927 Humber magneto, M.G. slab tank. Offers. R. Wright, 39, Newtown, Bradford-on-Avon, Wilts. [6971

BUCKLER FORD Special. Buckler radiator. High compression head. Windtones. Two new spares. Good road tyres, steering, axles, gearbox, battery, brakes, shockers. All brand new. Many spares. Bench seat. Dellow cowled. Rear of body needs completing. Taxed. Photos on request. Best over £170. 63, Oldstead Road, Bromley, Kent. Tel.: HIT 1504, after six. [6972

BROOKLANDS RILEY. Excellent. New big-ends, tyres, transmission. Showpiece engine. Rewired, dynamo overhauled. Late property well-known racing motorist. Owner joining chain-gang. Chalcraft, Longlands, Henley-on-Thames. [6974

1938 M.G. 2-LITRE saloon. Beautiful condition. £265. 339, Alexandra Avenue, Harrow, Middlesex. Tel.: Pinner 6679. [6977

PB M.G. *£165 or small saloon and cash.* 7, West Dean, Salisbury. [6978

1934 3-LITRE LAGONDA saloon. Good order. Quick sale. £95. Seen anywhere. Hunter, 64, Danesmoor Crescent, Darlington. [6979

ALVIS FIREFLY 12-h.p. saloon, 1934. In daily use. Excellent condition. Bills over £170. Selling at loss. Domestic reasons. Offers. Box No. K980, MOTOR SPORT, 15, City Road, E.C.1. [6980

1937 OPEL 24-H.P. D.H.C. Reconditioned suspensions still guaranteed. Reground crank, new oil pump, battery, hood, tyres, brakes. £160. Maywood, 169, Alexandra Road, Peterborough. [6981

1930 AUSTRIAN STEYR. Engine and chassis perfect. Sports body. No refinements. £50, o.n.o. *Hiscock, Heybridge Basin, Essex.* [6982

LAGONDA 3-LITRE, 1933, saloon. Black. Excellent condition mechanically. Body perfect. Cycle-type wings. £235. 10, Gordon Terrace, Idle, Bradford. [6983

FRAZER-NASH B.M.W. Type 34 cabriolet, 1937. New rings and bearings recently fitted, clutch overhauled. Very good condition throughout. £275, o.n.o., or exchange larger car. Willcocks, Mayfield, Sussex. Tel.: 91. [6985

£120, O.N.O. Riley 12/4 Falcon, 1935. Good mechanically, body fair. Box No. K986, MOTOR SPORT, 15, City Road, E.C.1. [6986

SUNBEAM 23.8-h.p. saloon, 1934. Sun roof, rechromed, new radiator block, wheels re-enamelled, new Zenith carburetter. Mechanically perfect and a fine looking car. £140, o.n.o. Askwith, 56, Howards Lane, Putney, S.W.15. Tel.: PUT 7000. [6987

1938 JAGUAR 3½-litre S.S.100 engine just completely rebuilt; crank ground and balanced, new Hartford shock-absorbers; latest type S.U. carburetters. Coachwork and chrome first class. This is not just another S.S., but undoubtedly the finest in the country. £525, o.n.o. Freedman, Hyde Park Mansions, W.2. Tel.: PAD 9476. [6988

M.G. PA 2-seater. Immaculate appearance. Tyres, battery, engine perfect. All-weather equipment. £200. 18, Roxburgh Avenue, Upminster, Essex. [6989

HOTCHKISS "PARIS-NICE" drophead, 1937. Maintained Hotchkiss of Paris. Recently overhauled, brakes relined, resprayed, new loose covers and carpets. Perfect. £400, o.n.o. Exchange considered. Osborn, 30, Cambridge Court, Hyde Park, W.2. Tel.: Paddington 5823. [6992

RILEY.—Pair Rotex headlamps, £3. Oil gauge, 10s. Scintilla magneto (4-cylinder), £5. Box No. K993, MOTOR SPORT, 15, City Road, E.C.1. [6993

SUNBEAM DAWN, 12.8-h.p., 1935, 4-light saloon. New bearings engine 4 months ago. Good condition. Sunbeam register No. 418W. £130, o.n.o. "Abington," Dartford Road, Farningham, Kent. Tel.: Farningham 3317. [6994

ALVIS, 1935, SPEED TWENTY saloon. Excellent mechanically. £120. Tel.: Sanderstead 1368 (evenings). [7006

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offers from a varied stock of individual sports and Rolls-Royce carriages

ROLLS-BENTLEY (1936), Ch. No. B 109 FC, close-coupled sports drophead coupe by Gurney-Nutting. Particulars of a recent and very comprehensive mechanical rebuild are fully available but somewhat too detailed to publish, the engine not yet having been "run-in." At the time of going to press this particular 3½ is undergoing recellulose, rechrome, in our shops. A number of additions, including radio, heater, etc., are fitted. We offer this Bentley as an outstanding example of the marque in every respect.

£685

ROLLS-ROYCE (1934) 20/25 Sportsman's close-coupled saloon by Messrs. Windover, with boot. At present undergoing top and bottom decarbonisation and recellulose. Available mid-October. Further details upon request.

£525

ROLLS-ROYCE REPLICA (1940), 21.6, 4-door drophead by Southern. Further details upon request.

£625

MERCEDES-BENZ, Model K500, Ch. No. 113629, supercharged foursome drophead coupe by Messrs. Windover. Rebuilt from scratch at a cost of over £1,100 and re-registered May, 1949. Immaculately cellulosed in scarlet and black, and in literally faultless condition, it having been maintained absolutely regardless of any monetary consideration, the opportunity is now presented to acquire this incomparable and unique sports carriage at a figure completely disproportionate to its actual value and at a fraction of its original cost.

£525

ROLLS-ROYCE (1937) PHANTOM III, Ch. No. 3 BT 115, enclosed Brougham-de-ville limousine, with f/f. occasionals and disappearing division, by Messrs. Hooper. Two owners from delivery, 70,000 miles. All R.-R. modifications complete to immediate post-war and with complete R.-R. history. A most imposing and magnificent example of British craftsmanship at its unapproachable zenith, and one of the most exquisitely conditioned examples of the marque that we have yet been privileged to acquire.

£1,250

ROLLS-ROYCE (1931) 20/25, Ch. No. GDP 80, with distinctive 1938 all-metal town and country 4-door brake coachwork by H. J. Mulliner. A fully reconditioned 1934 engine unit was fitted last year and the chassis is in excellent condition throughout. This is a well-appointed 5-seater dual-purpose Rolls of considerable elegance built by one of the premier R.-R. coachbuilders and, as such, should not be confused with the so-called "shooting-brake" or "utility." R.-R. specialist serviced this month.

£475

SUNBEAM-TALBOT (1939/40) 3-LITRE, 21 H.P., with extremely attractive individual drophead coachwork by H. J. Mulliner, and in quite exceptional condition throughout. A marque at which the "cognoscenti" may be inclined to sneer but for exterior design and interior condition this particular 3-litre compares more than favourably with carriages for which three times this figure is demanded.

£350

FIAT 500 (1939) Topolino. Completely rebuilt by enthusiast with many mods. Economical and reliable. Taken in part-exchange in September. Fully serviced. Warranted in the usual manner.

£225

WE ARE NOW IN A POSITION TO OFFER, UNDER THE AUSPICES OF MR. LOUIS OUR NOTED ROLLS-ROYCE WORKS MANAGER, AN ENGINE EXCHANGE SERVICE ON TWENTY AND TWENTY-FIVE MODELS, AND ON THE 3½-LITRE BENTLEY CHASSIS. THIS GENTLEMAN WILL BE PLEASED TO ASSIST ANY GENUINE ENTHUSIAST REQUIRING INFORMATION AT ANY TIME QUITE GRATIS, AND WILL ESTIMATE ENTIRELY WITHOUT OBLIGATION.

WE URGENTLY REQUIRE ROLLS-ROYCES OF ALL TYPES, AND MR. SIMMONS WILL ATTEND PERSONALLY ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT

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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*

1949 HEALEY 2-seater. Aluminium body, mudguards, windscreen. Reconditioned Ford V8 engine, gearbox, all accessories; 12 ft. of 2½-in. diameter flexible exhaust pipe. Four J2 M.G. brake drums. Any reasonable offer secures. Dale Hotel, Allendale, Northumberland. [7171

1921 AC 4-SEATER 11.7-h.p. bull-nosed tourer. Immaculate, original condition. 5, Queen Anne's Gardens, Enfield. Tel.: LAB 1275. [6990

1927 MORRIS OXFORD coupé. Completely overhauled. £50 spent. Sell £40. Tel.: FLA 1540. [6991

CROWN WHEEL AND PINION. New but slightly rusty for 1936 Alvis Firebird. Also other new bits. What offers? Box No. K008, MOTOR SPORT, 15, City Road, E.C.1. [7008

VETERAN CAR ENGINE. White & Poppe 2-cylinder, w.-c., s.v., 80 by 90. Mechanically as new. £7 10s., o.n.o. Home Farm, Ravensden, Bedford. [7172

BENTLEY RED LABEL, short chassis, Speed model, in very original condition. Van den Plas. Engine rebuilt 7,000 miles ago, wheels respoked and sprayed, new batteries. Tonneau cover and hood. Reasonable offer accepted. Box No. K173, MOTOR SPORT, 15, City Road, E.C.1. [7173

£100 OR OFFER: Triumph Monte Carlo, 1939, 1½-litre 4-seater sports. Two carburetters, telecontrols. Good tyres. £50 spent. Photographs available. J. C. Hill, 1, St. Mary Abbots Court, W.14. Tel.: WES 3130. [7174

TC M.G., 1948. Recellulosed red. Reconditioned unit, 500 miles. £450. Bugatti Type 38, mechanically good, bodywork fair, £125. Talbot 105, mechanically sound, bodywork fair, £90. Aston Martin International, reconditioned unit, well shod, £200. Wrangaton Motor Eng. Co., South Brent. Tel.: 2201. [7175

TALBOT 105, registered Sept., 1937. Four new remould tyres, one new cover and tube for spare wheel. New battery. All wheels stove enamelled and respoked, etc. £145. Inquiries to S. A. Green, Dudley Turner & Vincent Ltd., 19, Buckingham Street, W.C.2. Tel.: Trafalgar 4444. [7176

1936 MORGAN 3-WHEELER. Clutch and Matchless engine rebuilt 1,200 miles ago. New chain. Recently repainted black. 42 m.p.g. Offers. Smales, 6, Birch Grove, Prestwich, Manchester. [7178

FOR SALE—*continued*

ROVER SPEED FOURTEEN saloon. Grey. Fast, comfortable motor car with excellent performance. Cellulose, coach and interior work in beautiful condition. Engine, chassis, etc., all perfect, resultant of ownership by garage proprietor last four years. Sell around £275, exchange good Red Label Bentley. Gough, The Bungalow, 12, Ferndale, Tunbridge Wells. Tel.: 341 (daytime). [7177

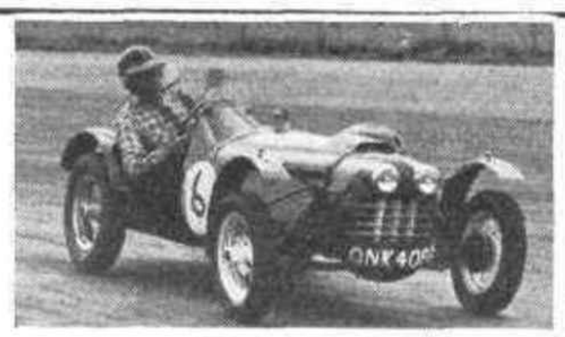
ALFA-ROMEO 1,750 unsupercharged D.H. coupé by Young. Pretty little car in good condition. Bargain at £230. Box No. K223, MOTOR SPORT, 15, City Road, E.C.1. [7223

1931 RILEY MONACO. Good tyres, new shockers; useful hack. £30, or break for spares. 63, Churchill Terrace, Chingford, E.4. [7224

ROLLS-ROYCE P.II Continental sports saloon by Mulliner, in first-class condition. £675, or near offer. 18, Coach & Horses Yard, Old Burlington Street, W.1. Tel.: Regent 0671. [7225

RILEY FALCON, 1937, 12-H.P., preselector. Many new parts. £155. Tel.: Dow, SLO 8342, after 7 p.m. [7226

FIBREGLASS BODY SHELLS for Ford Eight and Ten Specials. £70. Individual shells built to order. S.A.E., details. Peel Engineering Co., I.O.M. [7227



LOTUS IIIB

Sister car to Austin Lotus. Fitted highly-tuned 1,099-c.c. Ford Ten engine; c/r. 4-speed box; Lockheed 2LS brakes; weight 8 cwt. Terrific performance and superlative roadholding—Ibsley fastest 1,100 lap; Trengwainton 2nd f.t.d., etc. 70 m.p.h. in third. Complete with many useful spares. **£425**

79, Crossbrook St., Cheshunt, Herts.

FOR SALE—*continued*

33 by 7 CROWN-WHEELS for Ford 8/10; axle-shafts, springs, parts for all popular sports cars. Vintage parts and brake linings. Winter equipment—stop and tail lamp sets. Wonderful "Marchal" spotlamps and headlamp conversion sets. Return-of-post service. Ferguson Brothers, Stapleton, Darlington. [7228

NA MAGNETTE 4-seater tourer, 1936. Generally sound, tyres good; rapid, reliable. Sell around £220; swap good Speed Twenty, Firebird, etc. 4, Oaklands Avenue, West Wickham, Kent. Tel.: Springpark 1202. [7229

SMALL SPORTS 2-SEATER, must be sold or exchanged for modern saloon. Health reason. Box No. K230, MOTOR SPORT, 15, City Road, E.C.1. [7230

SINGER 1½-LITRE, MK. II, 2-seater, sports. New body. Fitted 4 ft. 4 in. axles. Engine and whole car rebuilt and re-registered 1952. Fitted new c.w. & p. Total car mileage 6,000. £200. Woodcock Inn, Littleborough, Lancs. [7233

1929 ARMSTRONG-SIDDELEY 14-H.P. tourer for sale. Good mechanical condition. Brakes just relined, four good tyres, new dyanmo. Bodywork good, hood waterproof. Petrol and oil consumption moderate, no radiator leaks. Comfortable, steady and reliable car. Owner going abroad. £65. Tel.: Flaxman 5214. [7234

M.G. J2 ENGINE, complete, guaranteed sound, £27 10s. J2 block, crank, rods, pistons, serviceable, £8. J4 E.N.V. c.r. crash gearbox, £8. Set of 12-in. Lockheeds, fit M.G., Hornet, etc., £10. Hornet Special gearbox and remote control, £7 10s. 4.88 : 1 ratio complete for K M.G., Hornet Special, etc., perfect condition, £8 10s. 42-mm. hub assemblies for M.G., Hornet, etc., each £2. Pair 42-mm. hubs and 1¼-in. halfshafts, each £2 10s. M-type M.G. block and pistons, recently rebored, £5. Miscellaneous engine parts for M.G. F, M, J, etc. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. [7236A

RILEY MERLIN crank and rods and rear main bush, original size; offers. 1934 9-h.p. long pinion, 8 by 44 ratio, as new, £8. Early-type short pinion, 8 by 42 ratio, £7. All spares for Mk. II 1928-9 9-h.p. model. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. [7236B

THE FAMILY MAN'S sports car—Morris Cunard Special 10/6 sports tourer, full 4-seater. Twin S.U.s. Very reliable. Photograph. £125 or near. "Whitethorns," Beehive Lane, Chelmsford. [7237

FOR SALE—*continued*

FRAZER-NASH B.M.W. TYPE 45 saloon. Hydraulic brakes, tailored seat covers, recellulosed, etc., this year. Probably the best example this model in the country. £325 or 1939 Type 321 saloon. £425. Yates, Breightmet Leather Works, Bolton. Tel. : 1069. [7089

2-LITRE TRIUMPH DOLOMITE, 1939, coupé. Specimen car, any trial. Maintained regardlessly. Newnhams, all bills, looks magnificent ; new tyres, hood. Impeccable mechanical condition. Extras. For effortless high speed cruising you must see this at £270. Sansom, 12, Rosedene Avenue, Streatham. Tel. : 1223. [7090

ALVIS SPEED TWENTY sports saloon. Thoroughly good throughout. £155. Box No. K091, MOTOR SPORT, 15, City Road, E.C.1. [7091

ROLLS-ROYCE 20/22-h.p., 1929, Hooper close-coupled coupé. £255, o.n.o. Box No. K094, MOTOR SPORT, 15, City Road, E.C.1. [7094

HISPANO SUIZA SEDANCA DE VILLE 37.2 8-seater. Cream and black aluminium body with rear boot. Beautiful condition, interesting history. £500. Would consider shooting brake and cash. 201, Darlaston Road, Wednesbury, Staffs. [7095

CONTINENTAL SPORTS SALOON DELAGE D8, 1932. In superb original condition throughout. New tyres and battery. The performance, handling and appearance of this model command respect everywhere. £145, or exchange Bentley, M.G. or W.H.Y. 17, Winston Gardens, Ash Road, Headingley, Leeds, 6. [7097

FRAZER-NASH B.M.W., 1937, Type 34 (1½-litre). Very good mechanical condition. Ideal for conversion to sports car. £105, o.n.o. 732, Bath Road, Cranford, Middlesex. Tel. : HAY 0899. [7099

1924 BENTLEY 3-LITRE RED LABEL fitted 1926 engine 4-seater open tourer. Bodywork by Vanden Plas. Approximately two years ago this car, registration number DD 5498, was completely overhauled by Mr. Lawrence of Southgate Motors. At the same time bodywork was repaired and resprayed British racing green. Five new Michelin tyres fitted. Marchal headlamps. Luggage lockers available for fitting on both running boards. Price £250, o.n.o. Tel. : KNI 1123. [7100

1938 MORRIS EIGHT Series II 4-seater tourer. Cream. Immaculate. £175. "Sunray," Manor Road, Lancing, Sussex. [7102

2-LITRE LAGONDA, 1933, 4-seater tourer. Immaculate P100s, new tonneau. Chrome and coachwork excellent. Recent photos ; 65 m.p.h. all day at 26 m.p.g. £275. Barnes, 36, Tollards Road, Countess Wear, Exeter. [7104

1947 350 MANX and 1948 500 Manx Nortons. Used for racing only. In first-class condition. £130 and £140, respectively. Smith, 22, Hartopp Road, Four Oaks, Warwickshire. [7105

BENTLEY 3-LITRE RED LABEL, 9 ft. 9½ in. First class throughout. Any inspection welcome. Genuine reason for selling. Ingram, 21, Chaddesley Road, Kidderminster. [7106

FRAZER-NASH, 1929, AC 2-litre engine, chassis. Body completely rebuilt. All moving parts renewed. Engine reconditioned by Laystalls. Rewired, reupholstered, four new tyres. Good hood and tonneau. Not used since overhaul. £325. Hope, Felsberg, Grange Hill, West Kirby, Cheshire. [7107

RACING TENDER. Grey 3-tonner, 1938. Excellent condition. Ramps. Partitioned-off living quarters, berths for two with mattresses, connecting doors cab to rear. £150. Hope, Felsberg, Grange Hill, West Kirby, Cheshire. [7108

BENTLEY, 1928 4½-LITRE. Engine and chassis good but open body unsuitable present owner's babies' requirements. £275. Also two new India, one new Dunlop, two used Blue Riband and one used Dunlop, covers and tubes, all 5.25 by 21. Offers. Tel. : SPE 2798. [7109

LAST CHANCE, before breaking up, Mulliner sports saloon body ex 8-litre Bentley. Offers. Also 15-ft. Carvel sailing dinghy by Burgoine, spare mast and sails. £70. Hewett, Warneford, Hampton Wick. [7110

M.G. P-TYPE. New axle beam, also M-type. Hornet special gearbox, crank, odd spares. Write : J. P. S., 56a, Norman Road, Birmingham, 31. [7111

BENTLEY 4¼-LITRE, 1937, Park Ward saloon. Condition excellent. £870. Pryce, Coach and Horses, South Perrott, Beaminster, Dorset. [7112

A.C., 1937, 2-LITRE sports drophead coupé. New cylinder head, crankshaft, etc. ; 7:1 compression ratio. Receipts for over £300. New tyres, oil coil, wind horns, spotlamp, etc. £195. Westwood, Ilchester Road, Yeovil, Somerset. Tel. : Yeovil 2101. [7114

M.G. J2 CRANKSHAFT, £6 10s. ; cylinder block, £3 ; gearbox, £5 10s. ; cylinder head, complete, £5 10s. ; dynamo, £5 ; windscreen, £4 ; 12v. wiper, £1 ; half-shafts and hubs, £4 10s. each ; front hubs, 15s. ; complete diff. assembly, £5. Box No. K115, MOTOR SPORT, 15, City Road, E.C.1. [7115

AUSTIN SEVEN Special formula car. XK120 type body ; 4-speed box, 2-seater, large boot. Full weather equipment. £165. Photo. Norris, Tel. : Bushey Heath 1942. [7118

FOR SALE—*continued*

FORD V8 SPECIALS, 1933, V8 coupé. Good order, rewired, poor hood. Bargain. £50. 1934 V8 coupé. Running order, rear of body mutilated, no hood, make good special. £35. V8 chassis for specials, complete with axles, wheels and steering. £15 each. V8 engines, 22-h.p., 30-h.p., Mercury. £10 each without accessories, or £20 with all accessories. Lincoln Zephyr V12 engine with all accessories. £30. Hydraulic brakes, 11-in. less drums. £10 set. All other V8 spares for special builders. "Saunders Garage" (the Ford V8 specialists), 3, Anerley Street, Battersea, S.W.11. Tel. : Macaulay 2594. [7116

ALVIS 1932 SILVER EAGLE drophead. Shabby body. Engine overhauled. Good chassis, etc. Drophead good. Offers around £120, or exchange smaller. Box No. K117, MOTOR SPORT, 15, City Road, E.C.1. [7117

RILEY NINE ENGINE, £8 10s, Redwing axle complete. Lowe, May Lane, Hollywood, Birmingham. [7119

1937 RILEY 12/4 KESTREL SPRITE saloon. Attractive streamlined body in exceptional condition. Crossflow head, Scintilla, windtones, spotlight. Wireless. Fast. Taxed December. £375. Riley specialists : spares, repairs. Wesbell Motors, Balfour Road. Tel. : Hounslow 9359. [7121

FORD TEN 4-door de luxe saloon. Latest type chain drive engine, piston S-absorbers, new battery, all good tyres. Very fast, 1936 model. £125. Also 2 cwt. Austin Seven parts. £5. D. Nicholls, 58, Melville Court, Goldhawk Road, London, W.12. [7122

MORRIS EIGHT 2-seater, 1938. New hood, carpets, etc. Resprayed. Mechanically sound. Bought Buckler. £175, o.n.o. Allsager, 23, Wood Road, Worth, Manchester, 16. Tel. : CEN 2301. [7123

RILEY NINE SPARES. Two B.T.H. magnetos, 1932 crankcase, camshafts, timing gears and case, con.-rods, etc. All good condition. Offers to : 188, Great West Road, Hounslow, Middlesex. [7125

1935 M.G. NA open 4-seater. Complete engine overhaul. £160. Also 200 *Autocars*, 55 *Motor Sports*, 70 *Autosports*, 50 others from 1949. £4 10s. Offers. Phorson, 25, Chatsworth Street, Sunderland. [7126

1936 12.9 F.W.D. CITROEN ENGINE for sale. Good condition. £20. Haworth, St. Martin's Rectory, Battenhall Avenue, Worcester. [7127

MANUALS. Daimler 16/20, 1931 ; Humber Snipe, 1932 ; Sunbeam Twenty, 1929 ; Citroen Ten, 1934, spares catalogue. £1 each. 119, Kensington Avenue, Watford. [7128

ALVIS SEVENTEEN sports saloon, 1936. £200, or exchange for tourer. Five ace discs (20 inch). £4. 64, Birstwith Road, Harrogate. [7129

AUSTIN SEVEN Special, 47 m.p.g., 1938, rebuilt 1952. Two-bearing engine, Cambridge modifications. Lockheed 2LS, hydraulics, Fiat body. £225. Dyer, Compton, Winchester. [7130

HORNET SPECIAL. Dismantling 1933 model. All parts available, engine reconditioned. Also 1933 S.S.16. Immaculate. £90. Barry, 26, Hengaston Street, Bristol, 3. [7131

LEA-FRANCIS 10/22, 1925, tourer. Completely overhauled. Excellent condition ; 35 m.p.g. £75, o.n.o. Selwood, 66, Denton Road, Twickenham, Middlesex. Tel. : POP 6890. [7132

LANCIA DILAMBDA saloon, Weymann. Black. Exceptional condition throughout. £175. By appointment. 12, Weymouth Mews, W.1. Tel. : LAN 1991. [7133

RILEY KESTREL NINE, 1934. Manual box, twin S.U. Scintilla. £195. Oakman, 148, Arthur Road, Windsor. [7134

M.G. NA MAGNETTE. Rebuild. Tyres, hood, engine, radio, windtones 100 per cent. condition. Respray. £185. Take motor-cycle part exchange, or what have you ? 15, Britannia Avenue, Luton. [7135

CITROEN BIG FIFTEEN, 1938. Black, cream. Clutch, drive, gearbox overhauled. Body entirely sound. Wilson, "Woodlands," Gildersome, near Leeds. Tel. : Morley 1268. [7136

ALVIS S/E, 1936, sports saloon. Clean, fast, reliable. £200, o.n.o. Kingsley, 2, Franklin Road, Harrogate. Tel. : 3471. [7137

RILEY 1½-LITRE MERLIN saloon, 1936. 100 per cent. reliable with good performance. New tyres, batteries and wings. First-class engine and gearbox. Usual Riley body condition, fair only. First offer £95 secures. Rodwell, 20, Drapers Road, Enfield, Middlesex. Tel. : Enfield 4389. [7138

HEALEY DUNCAN SALOON, 1948. Perfectly maintained. 32,000 miles. £750. Will consider exchange less potent car. Cash either way. Doctor's orders. Walker, 90, Bressey Grove, London, E.18. [7139

AUSTIN SEVEN TRIALS SPECIAL. In excellent condition. £90. Photos and details. Burnell, 9, Hudson Place, Leeds, 9, Yorks. [7141

TALBOT 75, 1937. Good condition, new batteries, rewired, new clutch, tyres, etc. Offers around £175. Deyes, 69, Rokeby Park, Hull. [7146

FOR SALE—*continued*

RILEY NINE MERLIN saloon, 1937. Enthusiast maintained. Reconditioned engine being installed. £285. 1936 Morris Eight 4-seater sports. Nearest £85. 2, Oakwood Avenue, Walkden, Manchester. Tel. : Walkden 2840. [7143

RILEY NINE (ASCOT). Very good condition. £195, or offers. 1933 Riley 15/6. Partly dismantled. Offers. 158, Clifton Road, Shefford, Bedfordshire. [7144

1947 HEALEY DUNCAN 2-seater. Excellent mechanically, body shabby. £425. 1937 Railton Fairmile drophead. Very good condition. Spare engine. £210. Healey Elliot wanted. 5, Edgar Rise, Peas Hill Road, Nottingham. [7147

NIPPY, Green, brown upholstery. Beautiful condition throughout. Details : 221, Broadway, Handsworth, Birmingham. [7148

LAGONDA ! 1931, 2-litre, low chassis, speed model. Excellent mechanical condition. Recellulosed. Offers. Box No. K149, MOTOR SPORT, 15, City Road, E.C.1. [7149

JOHNSON'S FOR ROLLS-ROYCE. Rolls, 1936, 30-h.p. saloon. £650. Rolls, 1935, P II, sports, Sedanca. £350. Rolls, 1930, 25-h.p., family saloon. £250. Rolls, 1931, 25-h.p. limousine. £225. Rolls 20-h.p., brake van type. £75. Taxed and insured. Spares, new bodies, drophead, limousine, etc. 26, Egerton Road, Fallowfield, Manchester, 14. Tel. : Rusholme 3009. [7150

1934 RILEY NINE KESTREL. Engine and pre-selector overhauled. £125. 30, Aberdare Road, Northampton. [7151

MORGAN, 1932 SUPER SPORTS. Rebuilt 1953. Resleeved, new valves, guides, springs, tyres, front suspension, soft springs, Newton dampers, chrome pipes. Bills for £60. £110. Cridland, 36, Lyndhurst Avenue, Pinner, Middlesex. Tel. : Pinner 2346. [7152

RILEY NINE MONACO. Recent overhaul. Engine, transmission, battery and tyres in very good condition. New upholstery. £60. Any evening. Dawes, 8, Kingston Road, New Malden, Surrey. [7153

M.G. NA MAGNETTE FOR SALE. Good condition. 11, Gloucester Place, Folkestone, Kent. [7154

1930 RILEY MONACO. Runs well. Good electrics. Body fair, insured. Offers. Taylor, 56, Forest Road, Kew. [7155

BENTLEY 3-LITRE. This superb and well-known car is offered for sale at £350. The many details supplied on request. Hopton, 22, Moss Lane, Sale, Cheshire. Tel. : Sale 1991. [7156

MITCHELL SPECIAL, 1951, sports 4-seater. Fitted Riley 2½-litre engine. Also 1953 2-seater special. Modified Minx engine, supercharger available, both new tyres. 7, Chatelherault Avenue, Cambuslang, Glasgow. Tel. : 977. [7157

1930 LEA-FRANCIS HYPER 12/60 saloon. Well tyred and in good order. £70. Gill, Hendra-Barton, Truro, Cornwall. Tel. : Truro 2964. [7159

SINGER LE MANS. Front, rear axles, springs, chassis, brakes, 18-in. k.o. wheels. Riley Nine. Reconditioned engine. Dismantled. New starter, steering column, radiator. 168, Churchill Road, Bordesley Green, Birmingham, 9. [7160

ALVIS SPEED TWENTY-FIVE CHARLESWORTH saloon, 1938. Owner's joy regretfully offered for sale at 295 guineas. 67, Westgate, Hale, Cheshire. [7161

TRIALS 2-seater Ford engined. 9½ cwt. Full road equipment. Photos. Webber, 148, Bridge Road, Chessington, Surrey. [7163

GRAND CLEAROUT : 1935 Riley Nine Kestrel. Excellent tyres, battery, beautiful roadholding and general performance. Perfect mechanically. £125. 1931 M.G. 18/80. Excellent hood, tyres, new batteries, but has clutch slip. £65. 1926 Austin Seven tourer. Very rough, non-runner. £10. Also one or two engine spares, tyres, etc. Tel. : Perivale 1861, after 8 p.m. [7164

B.S.A. SCOUT, Series 4, 4-seater. Excellent condition. £165. Merriman, Hare Street, Buntingford, Herts. Tel. : Buntingford 55. [7165

A.C. 1936 FOURSOME drophead coupé. Black with new maroon hood. Three new tyres. One previous owner. First class throughout. £225. Tel. : Croydon 5231. [7166

BROOKLANDS RILEY. Prototype, ex Parry-Thomas Railton. Now converted for road use. First reg. 1937. New battery, dynamo, new instruments. Four good tyres. Full history TOSC. 231. £190. Schlachter, 10, Wallingford Avenue, London, W.10. [7167

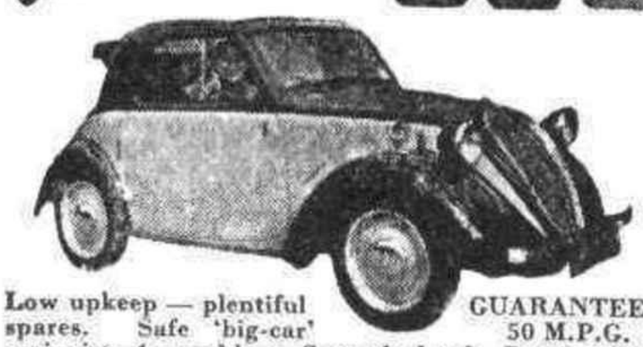
LAGONDA 2-LITRE low-chassis speed model. Unblown. Excellent condition throughout. Very economical and fast. Good reason for sale. Any reasonable offer considered. 39, Southfield Park, North Harrow. [7168

M.G. 18/80 SALOON. Excellent condition and performance. Available October. £120, o.n.o. Ralph. Tel. : Bookham 3252. [7169

ROLLS-ROYCE 21-h.p., 1928, Parkward limousine. Good tyres, sound body. Taxed December. £125. Six Hills Garage, Six Hills, near Melton Mowbray, Leics. [7170

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1948 Healey Duncan. Red, red upholstery. 26,000 miles. Very high performance **£500**

1950 M.G. TD 2-seater. Cream ... **£550**

1949 M.G. TC 2-seater. Black. Beige leather. 18,000 miles **£495**

1949 M.G. TC 2-seater. Red. One owner. This car has been driven by the owner only since new and has been very carefully maintained. Unmarked **£475**

1934 M.G. 12-h.p. Magnette coupe, fixed head. Green, with maroon upholstery **£130**

1947 Morgan 4/4 4-seater sports in blue cellulose. Black leather. Excellent performance **£350**

1948 Triumph roadster. Silver. Blue leather, maroon hood. Immaculate condition **£475**

1936 Talbot 110 saloon. Black and primrose. Black unpleated leather upholstery. 3½-litre **£225**

1936 Talbot 105 saloon. Silver. 3-litre. Excellent history, exceptional condition **£260**

1935 Lancia Augusta saloon. Grey **£130**

1935 Lagonda Rapier saloon. Blue **£165**

1933 Delage 8-cylinder, 30-h.p., stark sports/racing 2-seater. Excellent tyres. Fast **£95**

1940 329 B.M.W. cabriolet 4-seater. Black, grey, with red hide. Enthusiast-maintained **£250**

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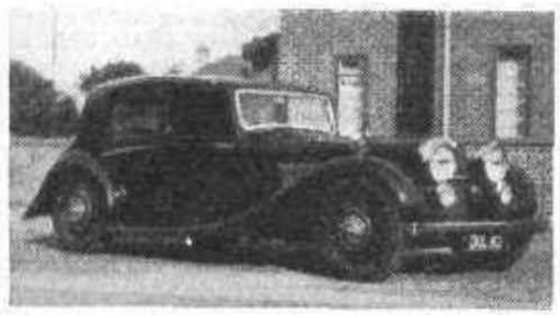
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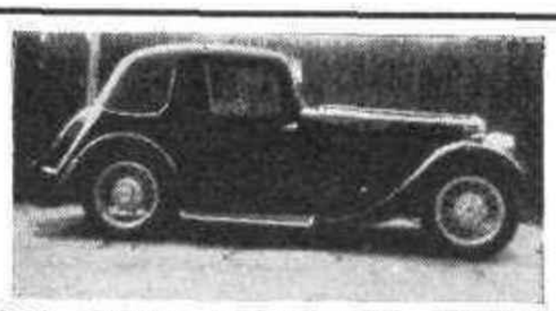
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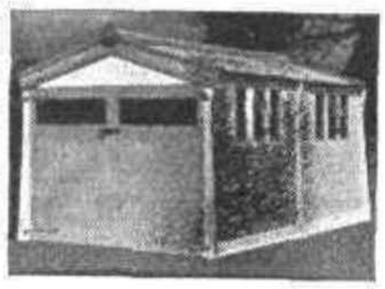
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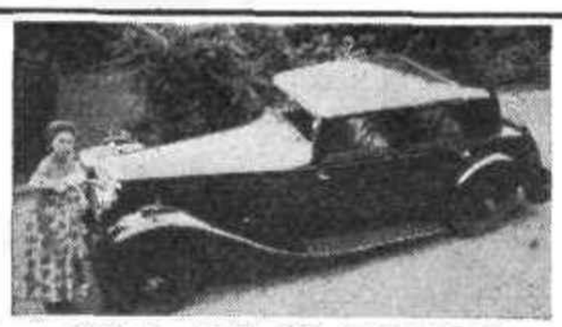
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RENAULT 12-h.p., 1931, saloon. Good running order. £35. Also 1931 Morris Minor tourer. £40. Would exchange for vintage car any h.p. Carpenter, Well Nigh, Woodmansterne Lane, Banstead. [6894

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1935 LAGONDA 3½-litre 4-seater Vanden Plas tourer. In very good condition. Engine overhauled, *gearbox reconditioned, new P100 lights,* new hood and sidescreens, new tyres, resprayed. £180, or exchange. Wych Engineering Co., Station Garage Droitwich. Tel. : 3378 ; Upton Snodsbury 204. [6901

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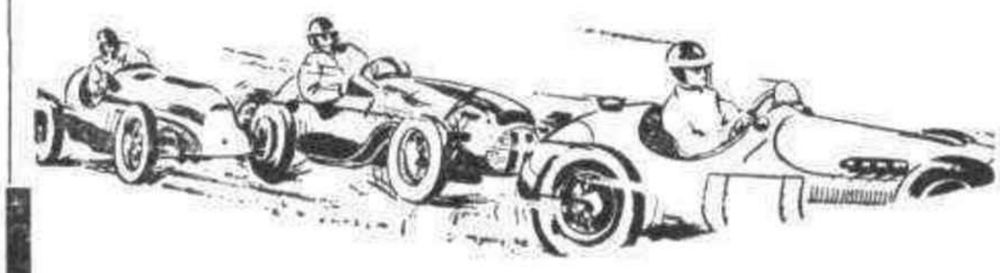
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1925 RED LABEL BENTLEY, in very good condition throughout. Space required. Any reasonable offer accepted. Box No. K204, MOTOR SPORT, 15, City Road, E.C.1. [7204

SPARES AVAILABLE (apart from new M.G. parts) for: Alvis 12/50; Firefly, 20 h.p.; Armstrong Seventeen; Bentley 3-litre; Daimler Fifteen; Essex Eighteen; Ford V8; Invicta 1½-litre; Jaguar 3½-litre; Lagonda 16/80, 3-litre, 4½-litre, LG45; M.G. M, J, P, N, K and 2-litre; Pontiac 34-h.p.; 1935 Pierce Arrow; Riley Nine, 12/6, 14/6; Rolls-Royce Twenty, Phantom I; Sunbeam Twenty-one; Talbot Eighteen. Performance Cars, Windmill Garage, Great West Road, Brentford, Middlesex. Tel.: Ealing 8841 (3 lines). [7207

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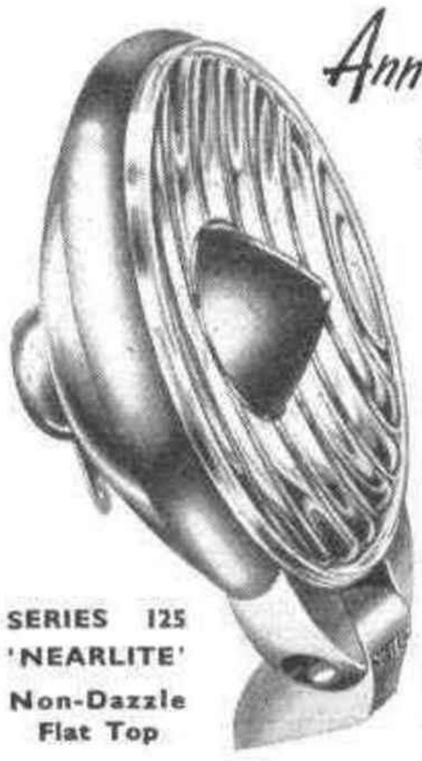
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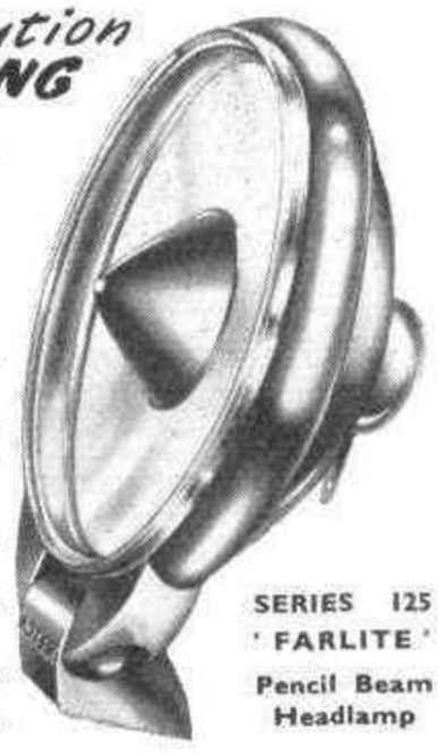
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RILEY 12/6 LYNX for sale. New hood, good tyres. Many extras. Fast, economical, good acceleration. One of the best looking examples of this model in existence. £200. Apply: Lawrence House, South St., Wincanton, Somerset. Tel.: Wincanton 3298. [7028

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1937 LAGONDA L.G. 45 tourer. This car is in magnificent condition. British racing green. Chrome like new. Hood and screens new. Leather unmarked. In excellent mechanical order; 18-20 m.p.g. Fitted with radio and heater. £395. Exchange considered or terms. 201, New Road. Tel.: Portsmouth 73395. [7024

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SINGER EIGHT tourer. Ford Eight engine. J.A.P. 1,000 c.c., s.v. Austin Seven 4.9 axle, chassis, front spring, tank, carb., wheels, crankcase, head silencer, gearbox, steering wheel and column, instruments, starter. Any reasonable offers. Les Payne, One Crown, Watford, Herts. [7030

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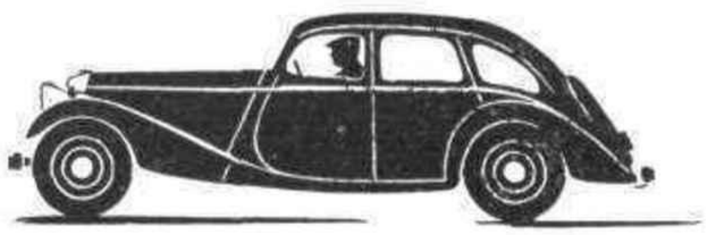
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1940 MORRIS EIGHT chassis. Boxed. Braced. Steering lowered. New Minor rad., blower. Domesticity overtakes me. £45, o.n.o. Glendon, Hall Lane, Willington, Derby. [7038

IF YOU WANT A CAR with a coupé body like a Delahaye, suspension like a DB2 and a Ford V8 engine, all for £250, tel.: Horley 877. [7035

£28—FORD "A" F.H.C. £180, Alvis saloon Speed Twenty, 1936. Both above average. Oliver, 13, Rock Road, Peterborough. [7036

NASH COUPE 26.4-h.p. Excellent condition. Interesting old car. Photos. £75. Pettingell, Bradford Peverell, Dorset. [7039

ALVIS 12/60. Secondhand spares. Head, carbs., twin S.U.s, and Solex downdraught, manifolds; thirty other items. List sent. Dann, Bromswold House, Axbridge, Somerset. [7041

LAGONDA RAPIER, 1935, twin-o.h.c. 10-h.p. 4-seater sports tourer. Superior overall condition. Fast and utterly reliable. Resprayed B.R.G., April. Just completed 2,000 miles Continental tour. £195, o.n.o. Wanted—post-war 2-seater. 3, Chapel Cotts, Oaks Road, Stanwell, Staines, Middlesex. Tel.: Ashford 2996. [7042

BUCKLER, 1952. New components. Many spares, including supercharger, racing camshaft. Light, attractive bodywork, with boot. £450. Lt. Scarf, Eastney Barracks, Portsmouth. [7043

M.G. SPORTS TOURER (export model) 1¼-litre, 2-door, 4-seater. Cream-red hide. Unusual car. Excellent condition. £575. Bank House, Longridge, Lancs. Tel.: 2242. [7045

FIAT 1,100, 508C saloon, 1939. £150 overhaul 1,000 miles ago. New set oversize tyres. Very fast. Top condition throughout. £350. Box No. K046, MOTOR SPORT, 15, City Road, E.C.1. [7046

D.K.W. CABRIOLET, 1938. Body shabby. Mechanically excellent. £110, o.n.o. Bensted-Smith, 94, Ebury Street, S.W.1. Tel.: Sloane 1067. [7047

S.S. II SALOON. Primrose hide upholstery. Nice throughout. £100. Tel.: Wanstead 0314, after 7. [7048

BENTLEY 3-LITRE saloon, 1925. Total mileage 29,000. Car is absolutely original, in perfect and unbelievable condition. Five new rebuilt wheels and tyres, repainted. £250, o.n.o. Clarkson, The Chase, Halstead, Essex. [7049

AUSTIN NIPPY, 1937. Good throughout. Body, wings very clean. New screens. £125, or exchange small saloon. Smitheman, Calcutts House, Jackfield, Salop. Tel.: Ironbridge 2373. [7051

FOR SALE—*continued*

M.G. J2 2-seater. Recent complete engine overhaul. "Cromard" liners. Lockheed brakes, armoured wiring, "Vynide" hood, new battery. Many extras. Voltage control, "Fram" filter, Marchal foglamp. £185, o.n.o. Calvert, 29, Tavistock Avenue, St. Albans. [7050

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12V. LUCAS DYNAMO and rev.-counter drive (M.G.), Wipermotor, coil, Rotax headlamps, 120 m.p.h. speedo. Pair 600-16 competition tyres, Austin wheels. Standard Flying Twelve. Rebuilt rear springs. Benington, The Twitten, Crowborough, Sussex. [7055

1935 PA M.G. 8-h.p. 4-seater. Resprayed, rebored, c/s ground, new battery. £120. Tel.: Paddock Wood 144. [7056

AUSTIN SEVEN Special; 800 miles since complete mechanical overhaul and fitting of 2-seater sports body. Superb condition throughout. £90, o.n.o. Tel.: Wallington 9105. [7058

1930 HYPER LEA-FRANCIS. Fixed-head coupé; 5,000 miles since professionally rebuilt. Excellent throughout. £200, o.n.o. Tel.: High Wycombe 1377. [7059

RILEY 12/4 FALCON, 1936. Sound condition, very reliable. Taxed. £110, o.n.o. Write: Thornton, c/o 73, Seymour Street, London, W.2, or 5, North Street, Rugby. [7060

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AUSTIN NIPPY. Excellent condition. Over £65 spent on complete mechanical overhaul in last two months. £125. Tel.: Claygate 2453. [7065

ASTON INTERNATIONAL 4-seater tourer. Bevel axle, reinforced rods, new hood, etc. £195, o.n.o. Glebe Cottage, Kidmore End, Reading. [7066

1912 MORS. Partially rebuilt; body stripped. 1925 Rover Nine. Rough. 1925 501 Fiat. Exceptional condition. 1927 30/98. Excellent condition. Box No. K067, MOTOR SPORT, 15, City Road, E.C.1. [7067

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6½-LITRE BENTLEY Barker coupé 2/4-seater. Mechanically sound. Paintwork needs attention. Tyres and lights good. Nearest £200. Also Austin Seven. Body dismantled, engine and steering overhauled. All parts available. £20, o.n.o. Cooney, The Brick Hill, Valley End, Chobham, Surrey. [7071

M.G., 1938, 1½-LITRE tourer. Radio, windhorns, big headlamps. Good bodywork, tyres, hood, tonneau cover. Very well maintained. A delight to drive. £270, o.n.o. Mellor, 161, Burton's Road, Hampton Hill, Middlesex. Tel.: Molesey 1055. [7072

£255, OR NEAR OFFER. 1938/39 model d.h.c. 3½ Jaguar. This car is in outstanding condition throughout; has been carefully maintained. Two new tyres, battery. Telecontrols. Uses practically no oil. Will do genuine 24 m.p.g. on long run. Would consider exchange T M.G. or similar. 1, Norman Court, Hampton, Middlesex. [7073

BALLOT 2-LITRE 2/4-seater. Faultless mechanical condition. Everything overhauled, including recent Laystall engine overhaul. Good body, hood and tyres. Price includes almost complete second car dismantled for spares. £145. Harvey, "Cumbrae," Ditton Hill, Surbiton. [7074

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£60!! 16-H.P. WOLSELEY tourer, 1921. Perfect. £68 just spent. Thwaites, The College, Winchester. [7077

£85. M-TYPE M.G. Very good condition. Re-upholstered, resprayed. Bargain. Evenings, 41, Greystoke Avenue, Pinner. [7079

BUCKLER TUBULAR FRAME. Constructed for sports coupé using Vauxhall suspension and parts, track 4 ft., wheelbase 90/96 in. Unused frame only £40. Arnell, 4, Tattenham Way, Tadworth, Surrey. [7080

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M.G. PA 8-h.p., 1934, 4-seater. Original, economical. Attractive little car. £110, o.n.o. Consider exchange 8-h.p. saloon. Reasonable. Write: D. Hurst, 24, Whalley Street, Peterborough, Northants. [7082

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AUSTIN SEVEN SPARES, 1922-38. Large stocks. New and secondhand. Triumph spares, 1934-40. Most parts available. Price, Three Shires, Bearwood, Birmingham. [7085

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ALVIS 12/50 SALOON. Excellent condition. At present being fitted reconditioned engine. £75. Hoffman & Buttle, Canal Road, Bradford. Tel.: 31289. [7098

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ROLLS-ROYCE 21.6, 1927. Fitted oak and aluminium brake body in spotless condition. Mechanically excellent; 20 m.p.g. New Dunlops. Taxed and comprehensive insurance to January, 1954. £350, or would exchange Rolls Twenty tourer or drophead similar condition, or good 2-litre Lagonda. Hamilton House, Tarvin, Cheshire. Tel.: Tarvin 357. [7213

ALLARD : Pair aluminium heads (Ford); two Solex carburetters and manifold. Riley Sixteen spares, including e.w. & p. Offers. Kingsway Motors, Hoylake. [7216

TALBOT 105, 1934. Gearbox overhauled (£90). Excellent mechanical condition. £150. Tel.: GRI 1379. [7218

TRIUMPH DOLOMITE 1½-LITRE sports saloon, 1938. Genuine. 35,000 miles. Two owners, immaculate condition. £310. 23, Molesey Drive, Cheam, Surrey. Tel.: Derwent 7450. [7219

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INSTRUCTION MANUAL for 1933 Lanchester Ten de luxe saloon. Need is urgent. Price no object short of fantastic. Mr. Mulliner, 243, Dickenson Road, Manchester, 13. [6850

MORRIS MINOR, 1950 onwards, fitted with more powerful engine than standard, required in good condition. Priestley, 284a, Ecclesall Road South, Sheffield, 11. [6853

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GOOD USED RACING EQUIPMENT for Morris Minor, Ford Prefect, Austin A40, etc. Must be reasonable. Write, details : R. Hilton, 2101 W. 4th Ave., Vancouver, 9, B.C. [6871

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SPEED TWENTY-FIVE or 4.3 Alvis or V12 Lagonda engine. Clinkard, Bradfield, Essex. [6878

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HIGH-PERFORMANCE SPORTS CAR required. Up to £500 offered for perfect specimen. Box No. K900, MOTOR SPORT, 15, City Road, E.C.1. [6900

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TRIUMPH ROADSTER wanted. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [6914

ALVIS 12/50, 60 or Silver Eagle sports. 2-litre Lagonda or 12/40 Lea-Francis considered. Good general condition. Photographs returned. Details and price to : Baillie, 37, Beltane Street, Glasgow. [6923

LAGONDA 4½ tourer, pre-1938, or 4½ Bentley McKenzie or Bentley 4-seater rebuild. Must be good. Box No. K958, MOTOR SPORT, 15, City Road, E.C.1. [6958

CITROEN or Rover, 1936-39. Condition and absolute minimum price to : 58, Lebanon Court, Twickenham. Tel.: Popesgrove 3691 (extn. 58). [6953

WANTED—*continued*

UP TO £100 offered for production sports car or "special." Not more than 1½-litre and preferably Riley. Box No. K966, MOTOR SPORT, 15, City Road, E.C.1. [6966

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1,750 ALFA. Gunn, 11, The Mall, Park Street, St. Albans, Tel. : Park Street 3170. [6999

M.G. 1½-LITRE VA saloon. Details to : Oxford, 21, St. Andrew's Road, Bedford. [7003

ENGINEER REQUIRES sports car, preferably M.G. or SUN/TAL, needing attention. 130, Ealing Village, London, W.5. Tel. : Perivale 2019. [7005

BADLY BENT Morris Oxford, 49/50 model, suitable for rebuild or conversion to brake. S. H. Wyatt, Ltd., Bank Street, Cheadle, Staffs. [7013

RILEY NINE open 2/4-seater (manual box)—prepared to renovate—must be runner—photographs returned. Up to £100. Bond, 1, High Street, Margate. [7022

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FORD SPECIAL 2-seater open or closed with or suitable for bench seat comfortably above floor level. Good price offered. Lomax, Elizabeth House, Havant, Hants. [7075

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ALVIS 12/50 OR 60 4-seater. "Sunray," Manor Road, Lancing, Sussex. [7103

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APRILIA SALOON BODY and front suspension unit. Lowe, May Lane, Hollywood, Birmingham. [7120

ALVIS SPEED TWENTY, 1933/1935, fair condition. Price, photograph, details. Box No. K124, MOTOR SPORT, 15, City Road, E.C.1. [7124

DROPHEAD BODY for V8, A90 or similar. Weeks, Potacre Street, Torrington, Devon. [7140

SUNBEAM-TALBOT saloon or coupé body for 1937 Talbot Ten chassis. Little Paddocks, Warren Close, Esher, Surrey. [7142

2-SEATER M.G., Buckler, Lotus, Austin, Ford. Good condition. Reasonable. Photo appreciated Faramus, 71, Linden Gardens, Bayswater. [7158

ARMSTRONG-SIDDELEY ERA-type preselector gearbox, condition immaterial if repairable. Connaught Engineering, Send, Surrey. [7206

SUPERCHARGER for Morris Minor. Good condition essential. Write Box No. K026, MOTOR SPORT, 15, City Road, E.C.1. [7026

M.G. TC ENGINE and gearbox wanted. Full particulars to Box No. K232, MOTOR SPORT, 15, City Road, E.C.1. [7232

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CLEAN SWAP—Packard 120 Club sedan. Two previous owners. Reputed to have been laid up most of its life; condition in keeping with speedo. reading, 40,000 miles. Excellent tyres, leather upholstery; individual front seats. Marchal Aerlux lamps. In exchange for 4-seater sports, h.p. immaterial but condition must be comparable. Photos exchanged. Seen Scotland. Box No. K801, MOTOR SPORT, 15, City Road, E.C.1. [6801

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VERY NICE ALVIS FIREFLY TWELVE sports saloon for fast open 4-seater. Cash adjustment. Hixon, 88, Miller Road, Bedford. [7004

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