Vol. XXVIII. No. 12 ONE SHILLING AND SIXPENCE December, 1952

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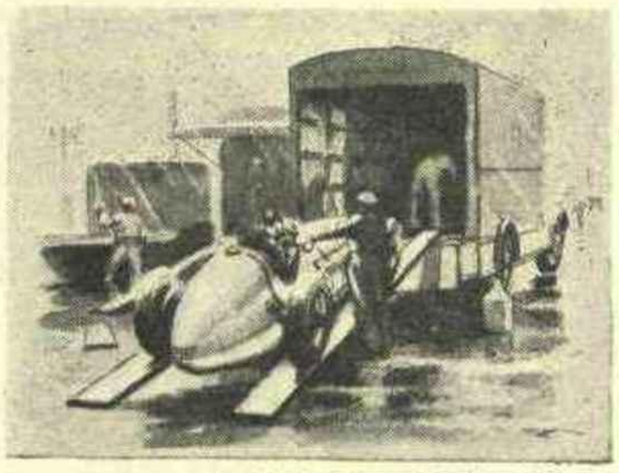
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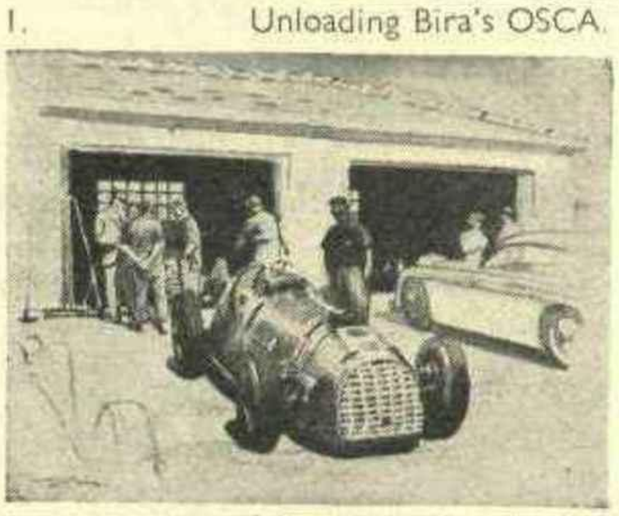
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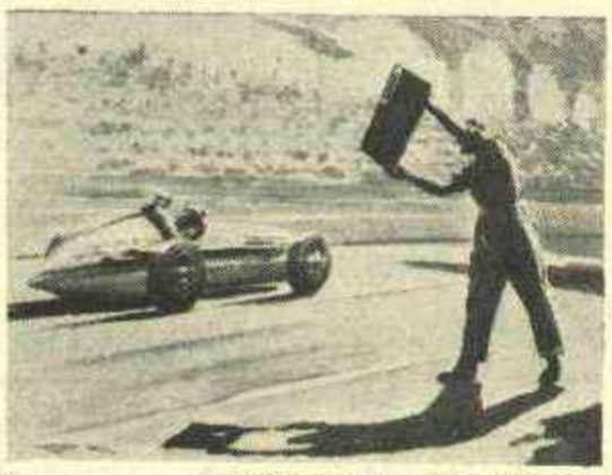
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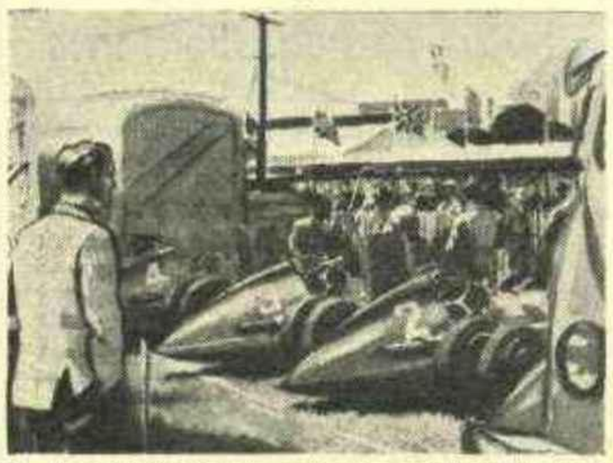
1. Unloading Bira's OSCA.



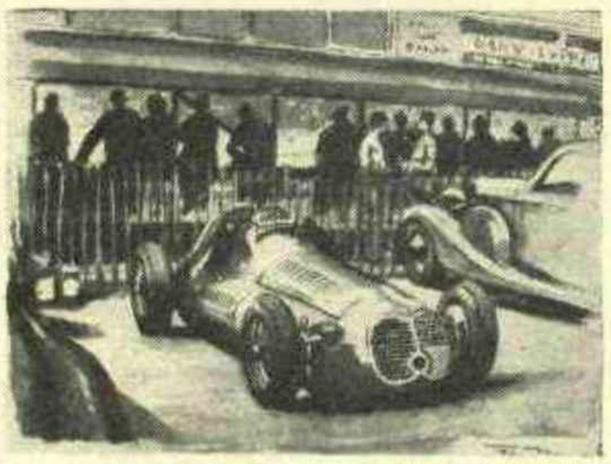
2. 4½-litre Ferrari at Monza.



3. Pit Signal for Alfa-Romeo.



4. The Alfa-Romeo Team at Silverstone.



5. 4 CL Maserati in the Pits.

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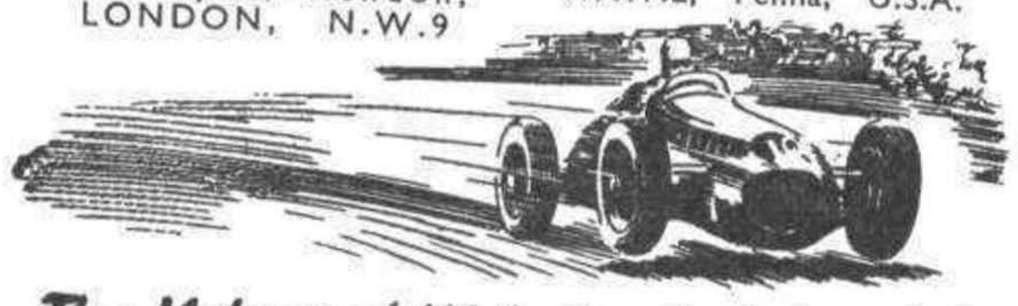
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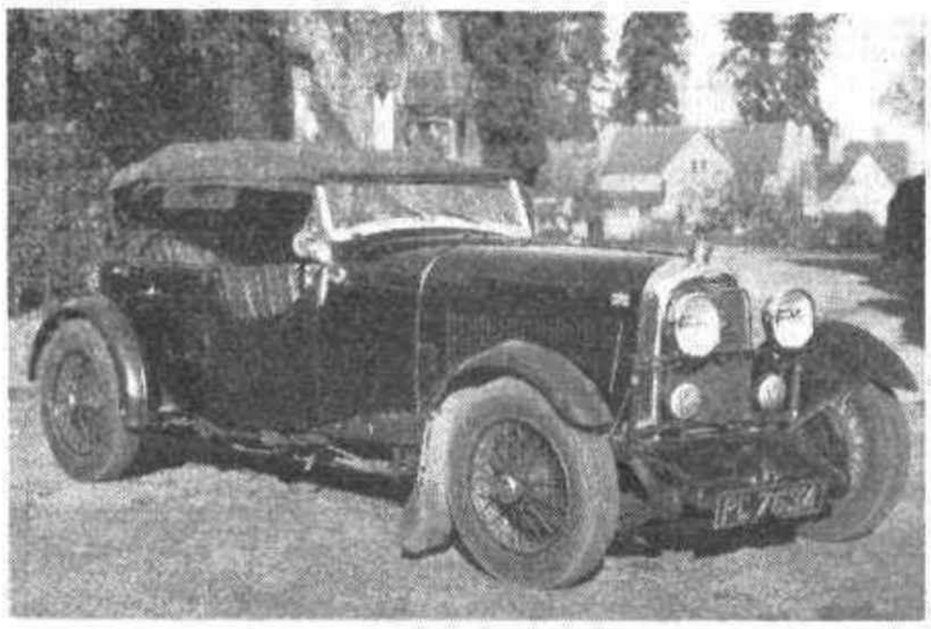


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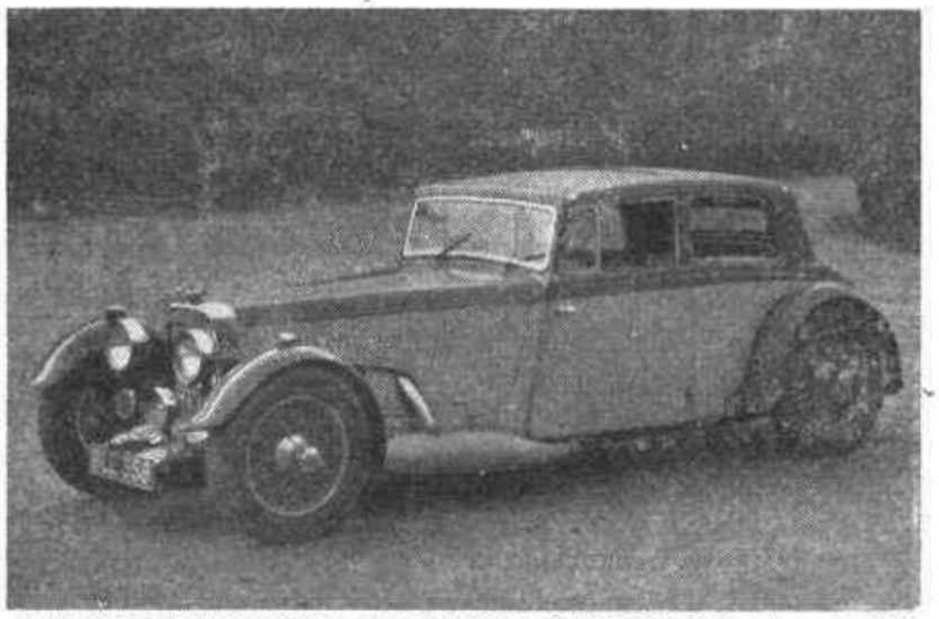
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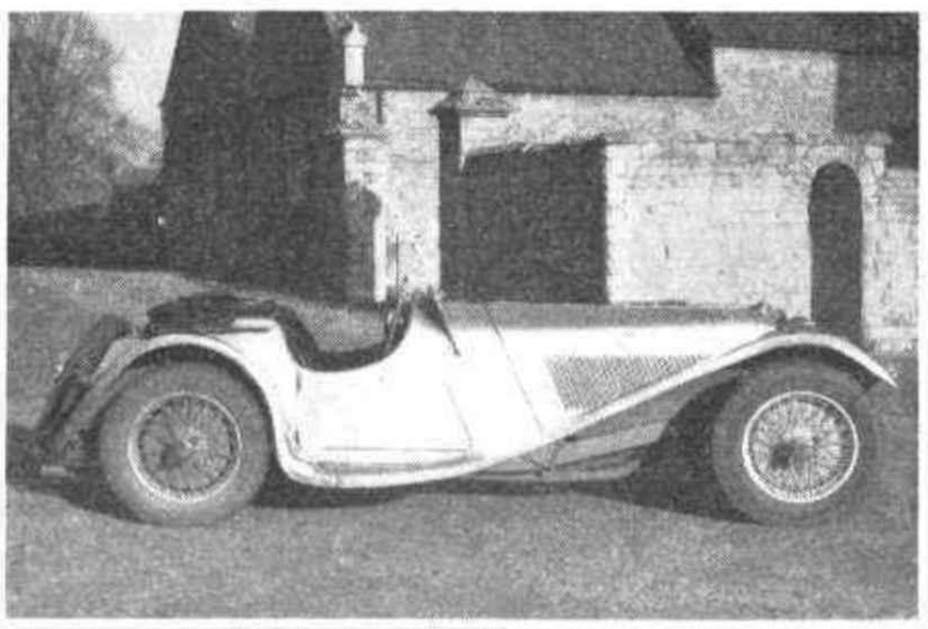
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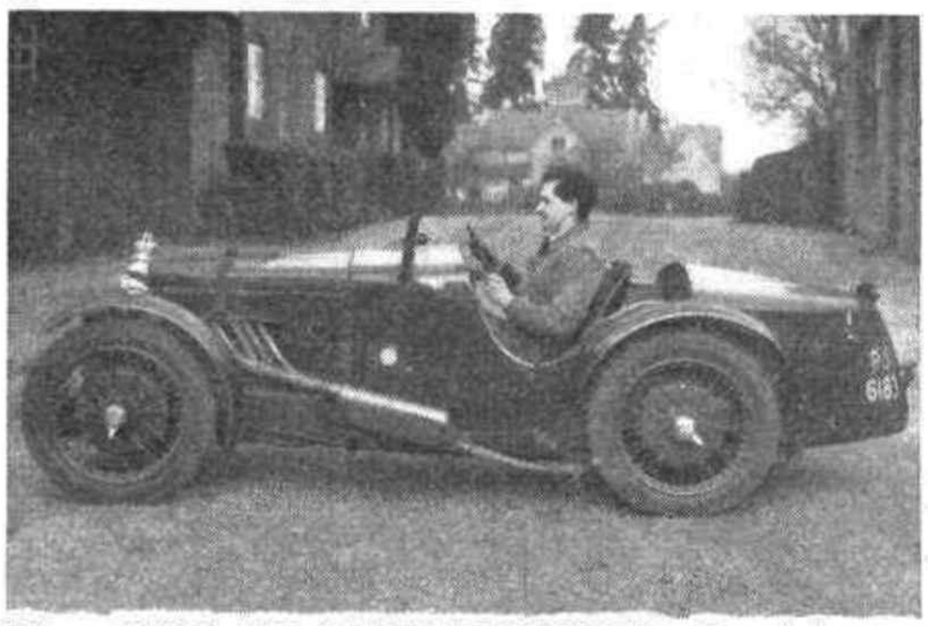


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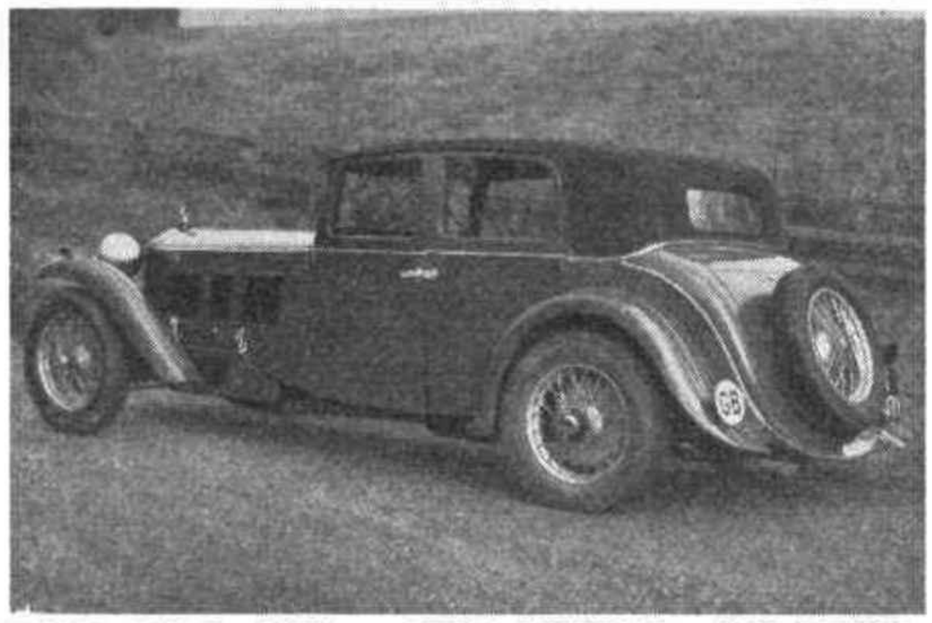


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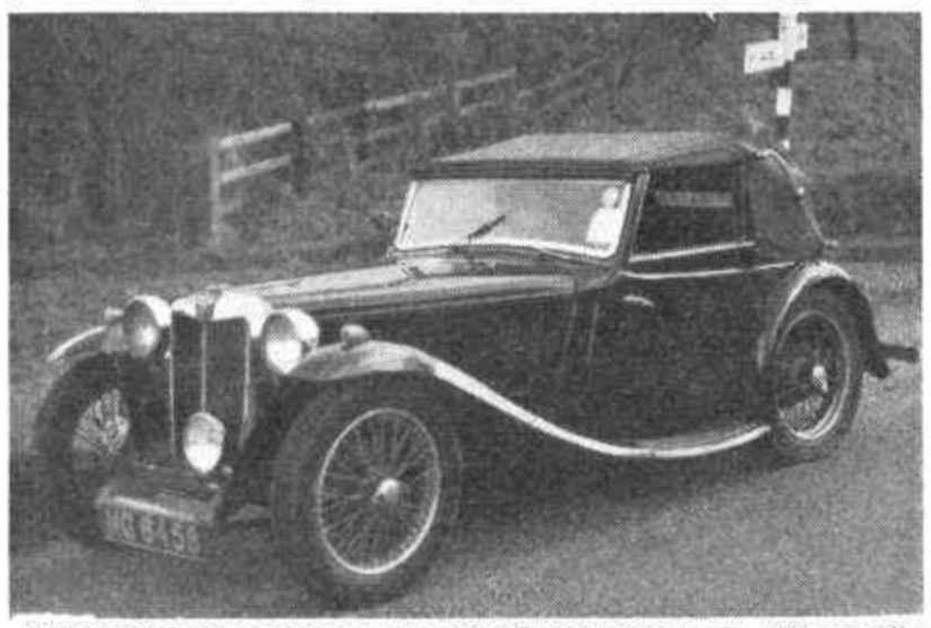
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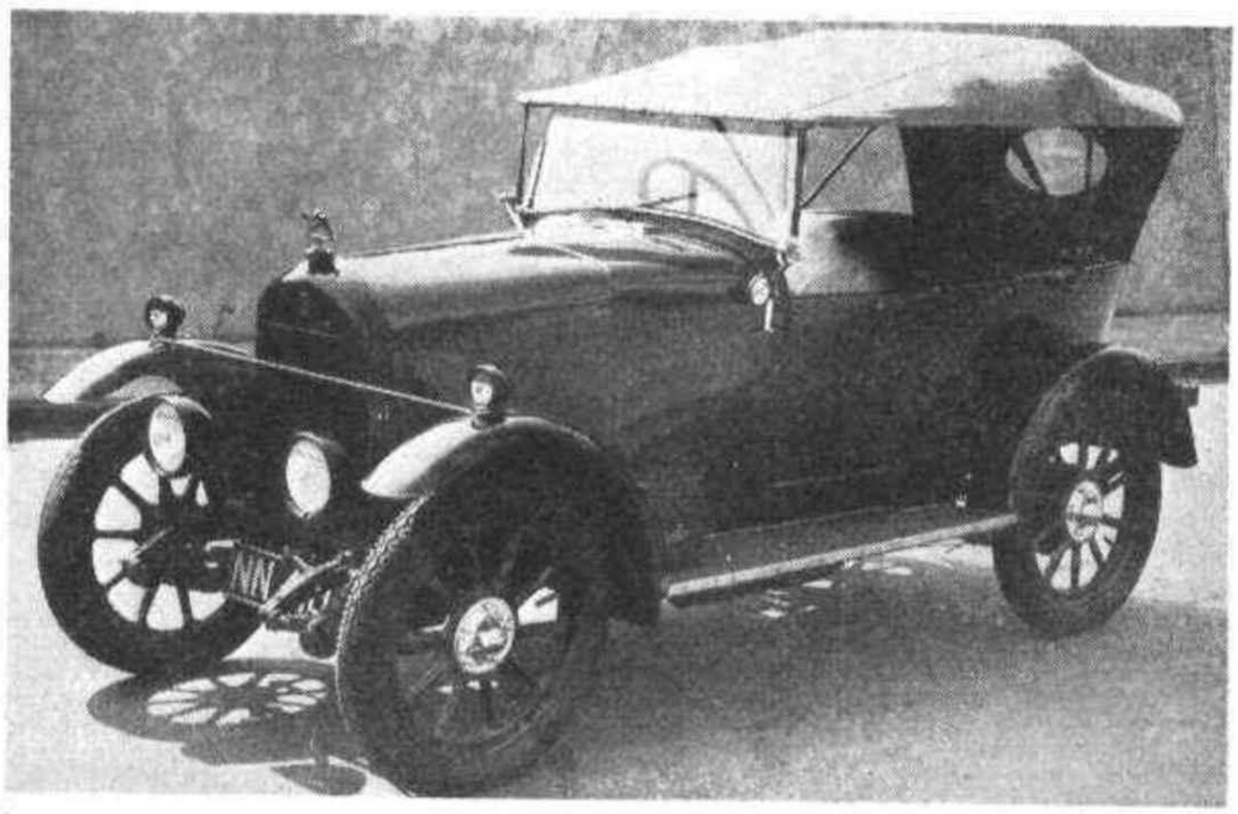
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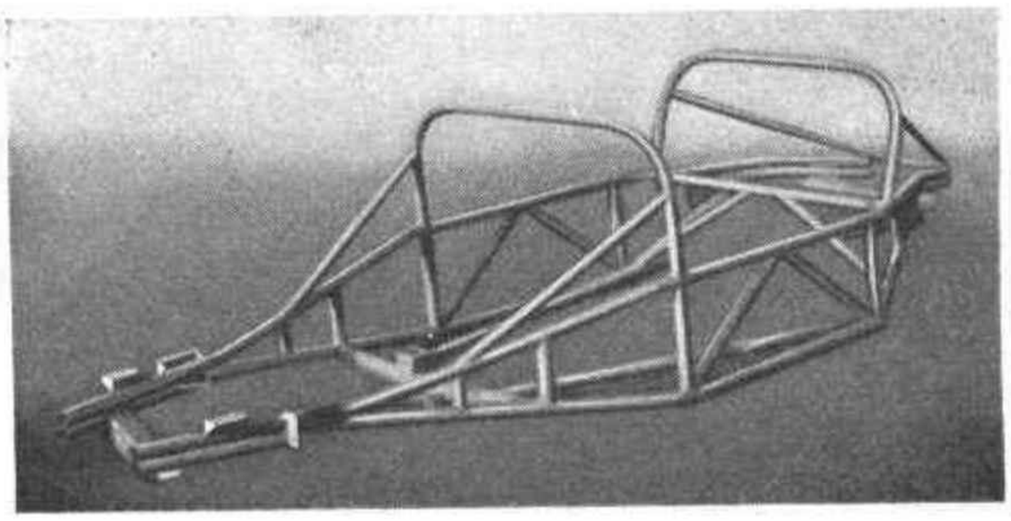
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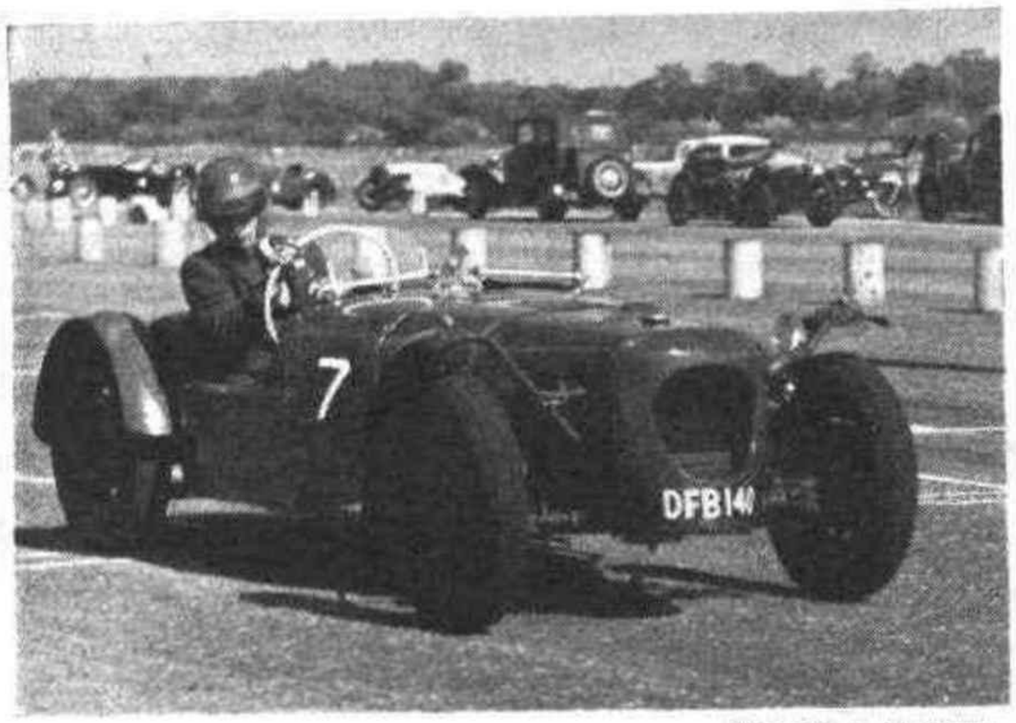


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★ 1st	Specials Class, M.G.C.C. Weston Rally (Mr. P. M. Appleton)	Oct. 10th
★ 3rd	1,500-c.c. Racing Class, Altcar Sprint (Mr. H. Porteous)	Oct. 4th
★ 2nd	1,300-c.c. Altcar Sprint (Mr. W. Goodwin)	Oct. 4th
★ 1st	1,300-c.c. Altcar Sprint (Mr. H. Porteous)	Oct. 4th
★ 1st	751-1,100 c.c., Bo'ness (Mr. N. Kennedy)—*new record*	Sept. 20th
★ 1st	1,101 c.c. to 1,500 c.c. (s/c.), Bo'ness—*new record*	Sept. 20th
★ 2nd	1,500-c.c. Bircotes Sprint (Mr. W. Binns)	Sept. 14th
★ 2nd	1,300 c.c., Naish Hill-Climb (Mr. J. N. Dobbs)	Sept. 13th
★ 2nd	Unlimited Specials Class, Naish Hill-Climb	Sept. 13th
★ 1st	2,000 c.c., Naish Hill-Climb, B.T.D. Sports Cars	Sept. 13th
★ 3rd	1,500 c.c., B.A.R.C. Hill-Climb (Mr J. N. Dobbs)	Sept. 7th
★ 1st	1,500 c.c., B.A.R.C. Hill-Climb	Sept. 7th
★ 4th	2,000 c.c. (s/c.), Brighton Kilometre, 35.43 sec.	Sept. 6th
★ 1st	Formula III, Heat I, Silverstone (Mr. K. W. Smith)	Sept. 6th
★ 3rd	1,500 c.c., Heat II, Silverstone (Mr. R. Carnegie)	Sept. 6th
★ 1st	1,500 c.c., Heat II, Silverstone (Mr. J. N. Dobbs)	Sept. 6th

★ *Recent sports-car successes subject to confirmation.*

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VOL. XXVIII No. 12 NEW BRITISH SPORTS CARS DECEMBER 1952

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE R.A.C. AND THE CLUBS

On the last day of October, 130 club delegates met the Competitions Committee of the R.A.C. in the annual discussion on matters pertaining to all aspects of motor sport.

That this *is only a discussion, not a meeting at which decisions* can be made or subjects put to the vote, we were reminded during the afternoon by Lord Camden, who rose to say that whatever decision the meeting might reach the Committee had no power to accept it but could only pass it on to the Executive Committee of the R.A.C., to adopt or reject as it saw fit.

This being the case, and because the clubs, whom this meeting primarily concerns, will have received reports of the proceedings from their own delegates and from the R.A.C., we do not propose to devote much space to it.

Many useful views were put forward for consideration by the Competitions Committee. Perhaps the most interesting was that by Ince, representing the Singer O.C., who revealed that his club had sent a letter to 150 recognised clubs proposing the formation of an organisation similar to the A.C.U., in which representatives of the clubs would meet on a sub-committee of the main Competitions Committee. Ince stated that 39 clubs, with an aggregate membership of over 8,000, agreed with the Singer O.C. proposition and he clearly intended that his mandate should be voted on and either accepted or ruled out.

Apart from Lord Camden's timely intervention, referred to above, the Competitions Committee obviously took fright at this proposal and were in process of discouraging Ince when Stanley Sedgwick, of the Bentley D.C., said that he went part of the way with Ince but that he was satisfied with the present constitution of the Committee. He did consider, however, that as *over 9,000 of the existing 10,000 holders of Competition Licences* in this country were only concerned with closed and closed invitation competitions, more men "experienced in the organisation of club competitions as we (the smaller or specialist clubs) know them" be elected to the Competitions Committee. Barclay Inglis and J. D. Woodhouse were in obvious agreement and Chappell, of the Kentish Border C.C., seconded Sedgwick's sensible proposal. Lord Howe, Chairman, remarked that the Northern Association of Clubs was of the greatest possible assistance to the Competitions Committee and that perhaps a Southern Association should be reformed. [We prefer Sedgwick's scheme and hope that before very long we shall see at least six young new faces on the Competitions Committee.—ED.]

[Incidentally, any lack of confidence which Mr. Ince and others have in the present constitution of the Competitions Committee can hardly be appeased by the discourtesy shown by some of the members of this august body, who left the meeting long before proceedings had terminated. We have said this before and regret that we must say it again—*club delegates come from as far afield* as Scotland, Wales and the Channel Islands for this annual conference, and every member of the Competitions Committee owes it to these delegates and the Chairman to attend for the whole of the meeting.—ED.]

Such matters as blood groups on drivers' medical certificates (at a cost to competitors this year of some £2,000) the new trials-car regulations—consternation when a delegate said his Austin Seven is excluded as its wheelbase is 6 ft. 5 in.—Mr. Flather, for the R.A.C., said since 1928 all Austin Sevens have had a wheelbase of over 6 ft. 6 in. [Incorrect; up to 1932 6 ft. 3 in., after 1932 6 ft. 9 in.—ED.]—log books for competition cars other than Formula III racers, liaison arrangements between the F.I.A. and R.A.C., etc., were usefully aired. Very evident was the fact that the smaller clubs feel they need greater consideration from the Competitions Committee, which, as J. D. Woodhouse so bravely and characteristically said, is perhaps a "bit off balance" due to a preponderance of V.I.P.s

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Front cover picture : IF WINTER COMES . . . ? Here is a scene to remind you of the warmer days—the 500s crackling from a Goodwood start in a crescendo of sound.

RETREADS IN SPEED EVENTS

After full discussion and consideration of further information on the subject, the R.A.C. has agreed to lift the ban at present in force on the use of retreaded or remoulded tyres, and has decided that there shall be no restriction on their use in the following circumstances :—

(*a*) On sports and touring cars taking part in races, hill-climbs or speed events of not more than one hour's duration.

(*b*) That retreaded or remoulded tyres so permitted be processed by the original tyre manufacturers or by firms who are members of the Retread Manufacturers' Association [Alas, the R.M.A. will not permit us to publish a list of its members; in any case, they number 84.—ED.] and bear the identifying mark of the processor.

Which is very good news for many club competitors.

In events where the cars entered may be expected to exceed 100 m.p.h., retreaded or remoulded tyres are not permitted on such cars. These amendments of existing regulations will come into force immediately and will be reviewed at the end of 1953. The ban on the use of retreaded or remoulded tyres remains in force so far as racing cars are concerned and naturally all tyres will still be subject to approval, with regard to their condition, of the official scrutineers appointed at any racing or speed event.

PUBLICATION DATE OF THE JANUARY ISSUE WILL BE JANUARY 6th

ENTHUSIASTS' DIRECTORY: No. 4—Pass and Fog-lamps

INTRODUCTION

PASS or fog-lamps have a well-deserved place on fast cars, especially those used for rallies, for the enthusiast usually prides himself, or herself, on a knowledge and appreciation of proper lighting equipment. Headlamps are normally constructed with twin-filament optical units. Only one of these can be in accurate focus; the other is out of focus and used for the dipped anti-dazzle beam. The same applies to the lens system. Consequently, long-distance illumination should be the function of the headlamps or specially-fitted pass-lamps, and short-range illumination, for use when the main lamps are dipped and/or extinguished, should be from separate pass-lamps. Notek have obtained the following data to prove this :—

	Average Candle-Power Reading at 10 ft. Distance						
	Left of beam centre 3 *ft.*	2 *ft.*	1 *ft.*	*Beam centre*	*Right of beam centre* 1 *ft.*	2 *ft.*	3 *ft.*
12-volt English headlamp (42/38 watt)	15	15	60	180	60	15	15
Ditto, dipped (42/38 watt) ...	20	20	40	90	40	20	20
American sealed-beam headlamp (42/38 watt) ...	20	20	30	120	30	20	20
Ditto, dipped (42/38 watt) ...	20	20	30	75	30	20	20
Widespread Notek "Speedmaster" (36 watt) ...	—	110	120	120	120	110	—
Pencil beam Notek "Lightmaster" (36 watt) ...	—	—	100	300	100	—	—

Notes follow on a variety of useful auxiliary lamps.

AUTOCAR

The Auteroche lamps from Paris range in size from 135 mm. to 160 mm. dia. and in price from £2 17s. to £8 3s. 6d. Details from :-

AUTOCAR CO., LTD., 32/34, ALBERT EMBANKMENT, LONDON, S.E.11 (Rel 3861).

BUTLERS

Butlers list a range of lamps which includes a $5\frac{7}{8}$ in. diameter fog-lamp (Ref. 828) finished in black or black and chrome, priced (in black) at £2 1s. 2d., a 5 in. diameter spotlight (Ref. 1373/A) for 6 or 12-volt installations, mountable on roof or scuttle for hand-adjustment, useful for reading signposts, etc., priced at £4 4s. with switch, cable and self-tapping screws, and the "Fogbeta" (Ref. 1308/A), a scientific fog-lamp providing a concentrated beam. This last-named is $8\frac{1}{4}$ in. deep by 5 in. diameter, supplied in polychromatic silver and chrome, the price being £5 5s. A new addition to the range is the "Saucer" lamp (Ref. 1435), which is shallow yet provides a strong beam, has a system of simple bulb-removal whereby the lamp rim need not be removed and is made of chromium-plated steel with a pre-focus flanged-type bulb. With white or amber, plain or fluted glass to choice, the price is £2 6s. 6d. with all accessories.

BUTLERS LTD., ATLANTIC WORKS, GRANGE ROAD, SMALL HEATH, BIRMINGHAM, 10 (Victoria 2164-6).

CIBIE

Made by Projecteurs Cibié of Paris, these lamps need no introduction. Two fog-lamps, respectively 130 mm. and 160 mm. in diameter (Ref. 3370 Popular and 3371 Special), have a long range horizontally-cut beam of about 5 lux at nearly 400 ft. The parabolic reflector and distributing glass works in conjunction with a special axial filament bulb. The price is £4 7s. and £4 19s., respectively. The Cibié pass-lamp is of pleasing appearance and its high-class reflector and ribbed lens produce a powerful driving beam. The two models (3380 Popular Pass and 3381 Pass Special) cost, respectively, the same as the fog-lamps, and are of like diameter.

S. GUITERMANN & CO. LTD., 37, SOHO SQUARE, LONDON, W.1 (Bermondsey 3119).

DESMO

The Desmo "Regulite" is an all-brass $5\frac{3}{4}$ in. diameter driving lamp (Ref. 2022), giving a flat, non-dazzle beam of some 400 feet. The price is £2 10s. in chromium, £2 5s. in black and chromium, and £2 2s. in all-black finish. The "Desmolite" fog-lamp is of $7\frac{3}{4}$ in. diameter (Ref. 2001), the respective prices being £5, £4 2s. 6d. and £3 15s. There is also a $5\frac{3}{4}$ in. diameter spot-lamp, of the swivelling kind, in brass with heavy chromium finish, at £3 5s., and a $7\frac{3}{4}$ in. diameter all-black general-purpose lamp, useful as a headlamp for a special, priced at £2 10s. less bulb and bracket.

DESMO LTD., BIRMINGHAM, 7 (Aston Cross 2831-3).

DUCELLIER

Ducellier have been supplying lamps for the French motor industry since 1900. Their 5 in. diameter foglamp gives an 8-ft. spread 12 feet from the lamp, the beam's depth being 9 in. at this distance. The cadmium glass bulb gives the added advantage of intense illumination and these flat-beam lamps are splendidly finished. Matched pairs can be supplied, in chrome or black and chrome, and the prices range from £3 15s. each (Ref. 1695) to £4 7s. 6d. each (Ref. 1693).

MORRIS & INGRAM (LONDON) LTD., 36-38, NEW BROAD STREET, LONDON, E.C.2 (London Wall 2188-9).

EVERSURE

Four inexpensive "Salora" fog-lamps figure in the Eversure range. It is claimed that by using clear glasses and bulbs and a golden reflector to provide "sunshine" rays, a more penetrating beam is produced than is possible from coloured light. The $4\frac{1}{4}$ in. diameter all-chromium lamp costs £2 2s. (Ref. 549, or 549A with silver reflector) and the $5\frac{1}{2}$ in. diameter lamp, complete with switch, £3 3s. (Ref. 560, or 560A with silver reflector).

In addition, there is the $5\frac{3}{4}$ in. diameter ball-jointed spot-lamp, with parabolic reflector and special bulb, which throws a 500-ft. beam and has the switch incorporated. It costs £3 15s. (Ref. 502) or £4 4s. (Ref. 502M), with a 4-in. mirror in lieu of a handle. Finally, there is a chromium-brass $7\frac{1}{4}$ in. diameter spot-lamp of shallow construction with pre-focussed bulb, priced at £4 4s. It is $3\frac{3}{4}$ in. deep, weighs 4 lb., and is $1\frac{3}{4}$ in. from centre of fixing bolt to back of lamp. The reference is 499.

EVERSURE ACCESSORIES LTD., EVERSURE WORKS, KINGSTON ROAD, BIRMINGHAM, 9 (Victoria 2287-9).

JAMES NEALE

James Neale and Sons make the Raydyot range of lamps, which can be summarised as follows :—

Type	*Ref.*	*Dia.*	*Depth*	*Finish*
Comet ...	DL 75	$7\frac{3}{8}$ in.	$3\frac{3}{8}$ in.	All chrome.
Consort ...	DL 22	$4\frac{1}{4}$ in.	—	Clear glass, all chrome.
	FL 100			Amber glass, all chrome.
Raydyot, adjustable focus	DL 30	6 in.	—	All black, clear glass.
	FL 105			All black, amber glass.
	DL 31			All chrome, clear glass.
	FL 106			All chrome, amber glass.
	DL 18			Black and chrome, clear glass.
	DL 19			Black and chrome, amber glass.
Raydyot adjustable focus	DL 11	7 in.	—	Black and chrome, clear glass.
	FL 107			Black and chrome, amber glass.
	DL 12			All chrome, clear glass.
	FL 108			All chrome, amber glass.
Golden Gleam	DL 24	6 in.	—	All chrome, clear prismatic lens.
Golden Gleam	DL 28	7 in.	—	All chrome, uranium lens.
	DL 26			All chrome, clear prismatic lens.
	DL 16			Black and chrome, uranium lens, hooded bulb.
	DL 17			All chrome, uranium lens, hooded bulb.
Raydyot with handle	HSR 495	$4\frac{1}{4}$ in.	—	All chrome, r.h. fitting, ball joint.
	HSL 495			All chrome, l.h. fitting, ball joint.
	SL 150	6 in.	—	All chrome, r. or l.h. fitting, ball joint.
	SL 151			Black and chrome, r. or l.h. fitting, ball joint.
	SL 160	7 in.	—	All chrome, r. or l.h. fitting, ball joint.
	SL 161			Black and chrome, r. or l.h. fitting, ball joint.

JAMES NEALE & SONS, LTD., GRAHAM STREET, BIRMINGHAM, 1.

L.F.B.

The L.F.B. 5 in. diameter fog-lamp (Ref. F.2) has a yellow lens screen to deflect the beam downwards.

L. F. BRENNER LTD., 235, HALFWAY STREET, SIDCUP, KENT (Footscray 2754).

LUCAS

The famous Lucas spot-lamps popularly known as the "Flame-thrower" but officially as the SLR700S is now available on the home market at a retail price of £5. It is backed up by a range of lower-priced lamps.

JOSEPH LUCAS, LTD., BIRMINGHAM, ENGLAND.

MARCHAL

The well-known and very effective range of French Marchal spot and fog-lamps includes a 5½in. by 3 in. by 1½ lb. spot-lamp (ref. 642/300) at £4 9s. 6d. with accessories and a similar but deeper 6¼ in. by 5½ in. by 2 lb. full chrome lamp (ref. 632/300) at £4 19s. 6d. or in black with chrome rim (ref. 632/200) at £4 5s. There are also two twin-beam fog-lamps, giving a flat-top 180 deg. beam, lighting *both* sides of the road, 5½ in. by 3 in. by 1½ lb. at £4 9s. 6d. (ref. 640/300), or 6¼ in. by 5½ in. by 2 lb., at £4 19s. 6d. all chrome (ref. 630/300) or in black with chrome rim (ref. 630/200) at £4 5s.

MARCHAL DISTRIBUTORS, LTD., BROOK LANE NORTH, GREAT WEST ROAD, BRENTFORD, MIDDLESEX. (Ealing 2672).

NOTEK

This well-known firm has been specialising in powerful but anti-dazzle lamps for over twenty years. Their "Speedmaster" wide-beam spot-lamp is intended for short-range illumination or for driving at up to 45/50 m.p.h. Its accurate flat-top beam is about 600 ft., and screened light-source gives an anti-dazzle effect and good visibility in fog. It is an efficient addition to double-dipped headlamps. The "Roadmaster" is intended for pairing with the "Speedmaster" and gives even illumination up to 300 feet ahead, the beam broadening rapidly to nearly 80 ft. in width. The "Fogmaster" is a razor-sharp fog-light, with a range in excess of 400 ft. and over 80 ft. wide. The "Drivemaster" has most of the features of the "Fogmaster" and is ideal for pairing with it, as it gives a beam exceeding 800 ft., with narrower spread. These Notek lamps have their type name engraved on the lens. They may be used separately, instead of paired, if preferred. The "Passmaster" meets the dazzle problem by possessing a beam strictly confined to the driving side of the road, and may be used singly or in pairs. Finally, the "Lightmaster" is a recent development, giving a spot beam of great penetration, for use as an auxiliary headlamp. These lamps can be summarised as follows :—

Type	*Length of beam*	*Max. width of beam*	*Price—black or black and chrome*	*Price—all chrome*
			£ s. d.	£ s. d.
"Fogmaster" ...	Over 400 ft.	Over 80 ft.	5 8 0	6 8 0
"Drivemaster" ...	Over 800 ft.	Nearly 40 ft.	5 8 0	6 8 0
"Roadmaster" ...	Over 300 ft.	Over 60 ft.	4 18 0	5 8 0
"Speedmaster" ...	600 ft.	Over 40 ft.	4 18 0	5 8 0
"Passmaster" ...	Over 800 ft.	—	4 18 0	5 8 0
"Lightmaster" ...	—	—	4 18 0	5 8 0

Prices are with cable, switch and bracket, for single-pole wiring, 6 or 12 volt, and normal consumption of 36 watts.

NOTEK ELECTRIC CO. LTD., 23, LONDON ROAD, BROMLEY, KENT (Ravensbourne 0021-2).

REMAX

A wide range of spot-lamps is listed, including an adjustable 6 in. diameter, 4 in. deep chromium-plated lamp with focus adjustment by a coin-slot in the back, and a similar lamp in Melamine finished cream, black or cream and black, priced at £1 18s. 6d.

REMAX COMPONENT PARTS, REMAX HOUSE, ALFRED PLACE, LONDON, W.C.1 (Museum 6512-6).

SHEFFIELD & H. M.C.C. HIGH PEAK TRIAL (Nov. 1st/2nd)

High Peak Trophy.—R. W. Phillips (Letous).
Beeston Trophy.—R. F. Chappell (Cotton III).
Needham Trophy.—T. C. Harrison (Harford III).
Team Award.—Yorkshire S.C.C.

CHELTENHAM M.C. TRIAL (Nov. 8th)

Best Performance.—E. A. Jauncey (Otter).
Runner-up.—W. H. Waring (W.H.W. Dellow).
First-Class Awards.—E. J. Chandler (Chandler), R. Merrick (Atkinson), C. M. Seward (Freakin), E. Wadsworth (Austin), I. Lewis (Ford), W. Sleeman (Sleeman).

FALCON M.C. GUY FAWKES TRIAL (Nov. 21st).

President's Cup.—J. C. Smith (J.C.S.).
Best Visitor.—R. E. C. Brookes (E.R.P.).
Best Opposite.—R. Smart (B.S.T.).
Class A Souvenir.—Miss Price (Price Special).
Class B Souvenir.—D. Read (Dellow).

The Lagonda Club is holding a Christmas party and prize-giving at Rubens Hotels S.W.1 on December 15th, open to members and friends. Tickets 5/6d. including buffet from P. G. Bartleet, Pelling Place, Old Windsor, Berks.

* * *

"MOTOR SPORT" CLUBS DIRECTORY

The MOTOR SPORT Directory of Clubs is now available, price 1s. 6d. It is obtainable from 15, City Road, London, E.C.1.

A MOTOR RACING DIARY

We have received from Better Books Ltd., a review copy of their 1953 Motor Racing Diary. This is as thick as their last year's diary was thin, much of the bulk being made up by advertisements and a stiff cover. Certainly a very big pocket would be needed to carry this diary, which is, perhaps, unfortunate, for a bulky wallet is necessary if one is to buy it. The price is 6s. 10d.

The contents summarise 1952 motor racing and include the usual diary items, although the road maps are smaller in page-size than the rest of the diary and in consequence very hard on the eyes. Tiny diagrams of well-known British circuits are included but, alas, the circuit shown for Silverstone club races has not been used since 1951!

As a diminutive desk diary certain of the detailed information should prove very useful.—M. C.

AND NOW—OPINIONS FROM CURACAO

Sir,

Prompted by your remarks in "Matters of Moment" (Nov. issue) concerning the apparent lack of enthusiasm in the production of economy cars, I enclose a newspaper cutting and a leaflet dealing with the "Reliant Regal," production of which vehicle is being undertaken despite the usual and almost unbelievable difficulties attending any enterprising attempt made in the old country.

In the same issue I note an editorial remark for which I must call you to task. This follows a letter from George H. Poske in Peru dealing with the shortcomings of the cheaper British car.

I am English, and I have an almost fanatical love of craftsmanship and quality, and being also an engineer this often takes a practical form, so that I feel in some way qualified to judge.

Everything Mr. Poske tried to tell you regarding the exported British car, is, though you are evidently not going to be convinced, true.

In your remark re the wins at Le Mans and Monte Carlo you conveniently overlook the fact that cars entered for these events are the results of weeks, and sometimes months, of careful preparation. Whereas cars sold to the general public overseas are, in most cases, driven away from the agent's premises without even the most cursory check. In consequence, every little detail left unchecked at the factory shows in the hands of the owner. Most of these details Mr. Poske has outlined.

You further overlook the fact that the private owner's car is supposed to have a life, which no test or competition can ever duplicate. Surely in all the years we have been making motor cars we have noted the places where rust first sets in? Yet the Rover, to instance what was once described as the "poor man's Rolls-Royce," has wings ending in an edge devoid of any reinforcement whatever, with the obvious result that in a matter of weeks they develop a knife edge and ultimately resemble saw teeth where corrosion has set in. This, incidently, in a country where rain rarely exceeds a couple of inches a year—and that usually on one day. Hardly, apart from the close proximity of the sea, a damp climate. I shudder to think what would happen in (say) India.

Mine is probably a cry in the wilderness, but MUST we have suspension systems of 16g. pressed steel? And do production costs prohibit such small items as the drilling of a few holes in the bottoms of doors, so that water does not start the rust spots which eventually call for a new panel?

People abroad buy British cars, not so much because they are cheap but because they feel they are better value for money than the American product in so far that they will LAST. It is not necessary (and never has been) for us to emulate the Detroit montrosity and yet I note that our last stronghold, the Rolls-Royce, now sports a "tin" suspension system.

My own car, which sadly I cannot import, is one of the rare and beautiful Alvis Speed-Twenty fives—a car which is a real pleasure to drive and look upon. My next car if, horrid thought, I ever need one, is likely to be not a younger vehicle, but one which was produced in the days when a man worked for the pleasure of doing a job well.

Meanwhile please try to overcome this smug outlook you have developed as a result of competition successes, they do not improve the DETAILS of the average car, nor do they improve the quality. It matters not that a car will withstand being driven full-bore for two weeks—the owner expects that—but he also expects to have a car at the end of five changing seasons—not a hunk of rust and rattles at the end of two.

This letter, believe it or not, is there sult of a genuine desire to be helpful, bitter though I may be toward a country which no longer prides itself in products of quality and beauty, and which no longer breeds men who work for the love of working.

I am, Yours, etc.,

Curacao. C. E. THOMPSON.

Origin and Development of the Roesch Talbots

(*Continued from November issue*)

The 90 Model

The performance of the new car was found to be so good that one of Talbot's enterprising agents, Arthur Fox, of Fox and Nicholl, Ltd., suggested to the firm that such cars would have a good chance in competitions and that they should enter a team of three cars in the Double Twelve-hour race at Brooklands in May, 1930. Roesch did not believe the car good enough for racing, but saw at once an opportunity to further develop the car and advertise its reliability and efficiency as never before. He immediately set about getting improved performance. The engine had been designed to stand Diesel compressions for future developments and this provision was immediately put to the test much sooner than anticipated. Without making any other change in the engine than fitting a domed crown to the two-piece piston and grinding down the cylinder head to get a 10 to 1 compression ratio, the maximum power output was increased to 93 b.h.p. at 4,500 r.p.m. ; 90 b.h.p. were available at 5,000 r.p.m. The standard single updraft Zenith carburetter was used with a larger choke and jets, no change was made to the Delco Remy ignition, but special Champion plugs were found necessary. The performance was satisfactory, but the exhaust valve was the limiting factor to engine life. The shape of the valve head was modified and tests revealed that the engine could maintain full power for over twenty-four hours. The cars were then thoroughly tested at Brooklands which was without equal for finding any weakness as it was the most destructive racing circuit of all.

The chassis was fitted with a 25-gallon petrol tank designed to give a streamline tail to the four-seater touring body. Thus air resistance had been reduced and the weight of the car was kept as low as possible despite the heavy chassis frame and axles designed to carry the more usual capacious saloon body.

Thus was born the new model which Roesch called the 90.

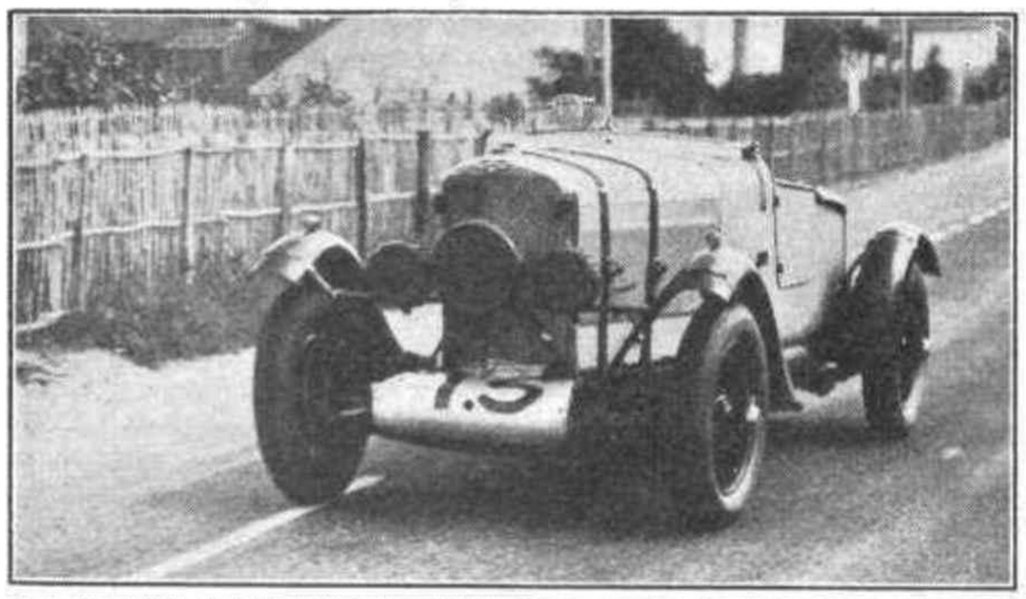
On the day of the race the three cream-coloured touring Talbots were the sensation of the event (*Motor*, May 13th, 1930) and surprised everybody by their silent, effortless and reliable running amongst the fastest racing cars of the day. They did not, however, finish the race for on the eleventh hour of the first day two of the cars running closely in formation touched one another and both crashed with fatal result. The third car driven by the Hon. Max Aitken was therefore withdrawn as a result of this tragedy.

Le Mans 1930

But next month the Le Mans 24-hour race was to be the opportunity for two of these low-priced comfortable four-seater cars to show their worth.

Amongst the starters were a supercharged Alfa-Romeo, six Bentleys, three of them supercharged 4½-litres, one Bugatti, one supercharged Lea-Francis, one supercharged Mercédès, and two Stutz.

After a day-and-night struggle on the old circuit, harder than the modern one without the Pontliene hairpin corner, the race ended with a resounding British victory. Two 6½-litre Bentleys, driven by Barnato and Kidston and by Clement and Watney, came first and second and the two 2¼-litre Talbots, driven by Lewis and Eaton, and by Hindmarsh and Rose-Richards, came in third and fourth. the leading Talbot having the distinction of being classed first in the Biennial Cup for efficiency.



LE MANS TRIUMPH.—The silent push-rod Talbot 90 driven by Lewis and Eaton at Le Mans in 1930, where these cars finished third and fourth to two 6½-litre Bentleys.

This wonderful result was obtained with a standard vehicle of 9 ft. 6 in. wheelbase and 4 ft. 7 in. track and an engine half the size of others in the race.

The power unit was not only remarkable for its high output, flexibility and silence, but more so for its diminutive size, extreme simplicity and neatness, which left no doubt that this engine was designed for large production with none of the expensive features which were deemed to be essential then to achieve success in competition.

With push-rod-operated overhead valves disposed vertically and in line and a single updraft carburetter, the engine performance was obtained by simply increasing crankshaft speed and thermal and mechanical efficiencies without the complications and cost of overhead camshafts, multi carburetters or a supercharger.

Here was, before its time, the engine formula for today's lightest, cheapest and most popular cars. It had been realised by individual thought bent on solving problems in the most economical ways.

Only the utmost care given to the smallest detail and an enthusiastic team working in complete harmony could have secured at the first attempt the efficiency which Charles Faroux, the famous French authority, described in the Continental press as "absolutely stupefying and which had never before been seen."

The *Motor* (July 1st, 1930) claimed the victory to be a triumph for Clement Talbot Ltd. and a personal one for Georges Roesch. In the following Irish International Grand Prix, Ulster Tourist Trophy and the Brooklands 500-mile races these Talbots were first, second and third in their class, all three cars averaging over 103 miles per hour at Brooklands. To finish this successful year the following British and International records were secured at Brooklands on October 23rd : 200 kilos, 200 miles, 500 kilos, 3 hours, 500 miles, 1,000 kilos and 6 hours at 104.77 m.p.h.

The 3-litre 105 Model

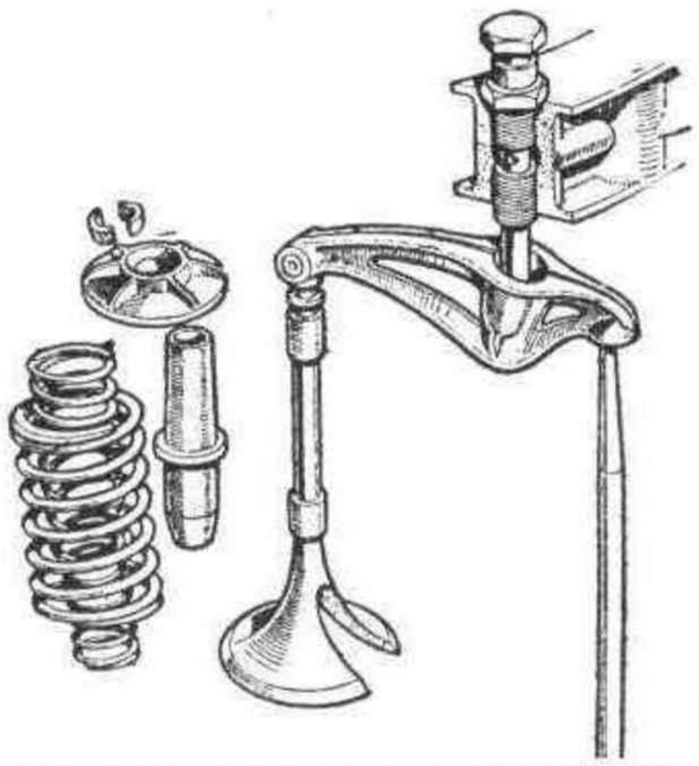
This first season's racing experience showed that however efficient the 2¼ non-supercharged engine was it was handicapped by having to compete in the 3-litre class, particularly with a chassis built for a large saloon body. So to improve the power-weight ratio Roesch designed the 3-litre engine which he called the 105.

As the new unit was to be interchangeable with the other two smaller units in the same chassis it had to be very compact. With improved foundry practice the same spacing for the cylinders was used as on the 90. The bore was fixed at 75 mm. and the stroke was increased to 112 mm. In order to provide larger valves in the cylinder heads they remained vertical, but were staggered. In this way it was found possible to shorten the exhaust port to a minimum and appreciably reduce the hot surface exposed to water cooling and to ensure that the coolant on entering the underside of the head from the cylinder would be forced under the port of each exhaust valve and right round its seat. Thermo-couples fitted just underneath the seat showed that its temperature never exceeded 104 deg. C. The three siamese inlet ports were consequently longer, with a large smooth curve starting at the valve seat and emerging on the same side of the head, but above the exhaust ports.

The valve gear was further improved to operate if need be faster than the 90. The camshaft was first case-hardened and ground and to increase further the load capacity of the cams the latter were hard chromium plated A very light tappet of small diameter could then be used to operate the large valves through thin solid and barrel-shaped push-rods and short inlet and long exhaust rockers. These very light and stiff rockers instead of articulating on a knife edge were doing so on an adjustable ball-ended threaded stud. As the push-rod was also ball ended, the rocker was located in two directions by having at the valve-stem end a fork drilled to take an articulating pin provided with a flat in the middle to rest on the valve stem and be located sideways by it. This method ensured against any possible misalignment.

Each valve had three concentric springs retained by a one-millimeter thick washer stiffened by six radial webs. This washer was retained on the valve stem by a short split conical collar. This webbed washer may sound a very difficult part to make, but Mr. Roesch had it finished-stamped in a coining die. Both valves were of a shallow tulip shape designed to avoid concentrated stresses anywhere. To this effect both valve stems were reduced in diameter on part of their length. The material was the same as on the 90.

The connecting-rods were of Swedish nickel chrome-steel of very thin but stiff H-section also finished-stamped in a coining die and lightly polished. Not only was this method considerably cheaper than machining the H-section, but the hard surface skin left un-



The Talbot 105 valve gear.

Picture by courtesy of "The Motor"

disturbed was more resistant to fatigue. The seven-bearing crankshaft was similar in design to that of the 75 and 90 type, except that the main-bearing diameter was increased from 60 to 64 mm. and the big-end from 43 to 48 mm. In most other respects the engine was similar to the 14/45 and 75-90.

The compression ratio was fixed at 6.5 to 1 and the engine gave a maximum of 100 h.p. at 4,500 r.p.m. for ordinary use. For competition the compression ratio was raised to 10.2 to 1 and the maximum power rose to 140 h.p. at 4,900 r.p.m. The dynamotor was of the same dimensions as the one fitted to the 90 and to increase its starting torque 24 volts were used. The battery consisted of two 12-volt units coupled in parallel. A relay switch was operated by the starter button on the instrument board to couple the two batteries in series for starting. A radiator thermometer and two-tone horn were added.

The same clutch was used as on the 75 and 90 models with the pressure plate springs adjusted to a higher pressure to transmit the increased torque. The same gearbox was also used to begin with. A silent third type was designed a little later for use on all models with a set of helical gears at each end of the box and engaged by dogs for third and top. The standard ratios were 3.4, 1.89, 1.36 to 1 with 4 or 4.363 to 1 in the rear axle. For racing, the silent third box had 2.466, 1.476 and 1.166 to 1 ratios and the axle ratios were either 4, 3.8, 3.66, 3.461 or 3.307 to 1. Tyres varied from 18 in. to 21 in. by 5.25 in. to 6 in. sections. The steering and back axle were also common to the 75 model.

The capacity of the brakes was increased by casting a finned aluminium ring round the thin brake drum pressed in high carbon steel. This new practice greatly increased heat dissipation and appears to be coming into favour at present. Steering-column control of the shock-absorbers was also introduced.

This new 105 car, the engine design of which had been started in December 1930, was ready early in May of the following year for the then most gruelling race in the world, the Double Twelve-hour at Brooklands organised by the J.C.C.

The start was aptly described by *The Motor* in the following terms: "Among the 48 cars which set off into the rain, the three pale-green Talbots were far and away the most impressive. Their getaway was a wonderful and beautiful thing. Hardly had the starter dropped his flag when the cars pulled away from the pits, swinging out like half a battle squadron, forming up into line ahead as they disappeared into the mist."

The Earl of March and C. S. Staniland won a wonderful and well-deserved victory in a 746-c.c. M.G. Midget at 65.62 m.p.h. The three Talbots were first, second and third in their class and the leading one, driven by T. Rose-Richards and John Cobb, proved the fastest car in the race with an average of 79.29 m.p.h.

Then followed the Le Mans race on the old circuit, in which the 105, driven by Rose-Richards and Saunders-Davis came third, at an average of 73.46 m.p.h. and second on formula. In August H. E. Symons won a Coupe des Glaciers in the Alpine Trial. His was the only Talbot entered. In the Ulster Trophy race on the difficult Ards circuit Brian Lewis came in fourth behind three supercharged cars in a magnificent non-stop run at 77.13 m.p.h. Hindmarsh averaged 72.93 m.p.h.

Then came the Brooklands 500-mile race in which the Talbot 105, driven by Brian Lewis and A. O. Saunders-Davis, finished second at an average of 112.93 m.p.h. The three Talbots were first, second and third in their class and won the Team Prize.

In 1932 three 105 Talbots ran in the British 1,000-mile race at Brooklands. Saunders-Davis finished second at 95.43 m.p.h., John Cobb and Brian Lewis were fourth at 93.86 m.p.h. and Rose-Richards seventh at 91.23 m.p.h. The Talbots were first, second and third in their class and won the Team Prize.

The Le Mans race proved an unlucky one, for on the way there the car in which Georges Roesch was a passenger hit a tree at about 60 m.p.h. and this prevented him from seeing the practice. On the day of the race the only Talbot entered proved to be out of tune and considerable time was lost in adjustments, after which Brian Lewis and Rose-Richards, driving as brilliantly as ever, finished third behind two supercharged Alfa-Romeos.

In the Alpine Trial of the same year, the only team of three 105 Talbot open touring cars entered by Fox and Nicholl, Ltd., and driven by Brian Lewis, Tim Rose-Richards and Norman Garrard, won the coveted Coupe des Alpes in all classes above 2,000 c.c.—the Team Prize which had only once been accorded to cars made in Britain, Rolls-Royce before the first world war, an interval of nearly 20 years. It was also the first time that a British team had ever completed the trial without the loss of a mark.

Although the three Talbots entered in the 1934 Alpine Trial again all finished without the loss of a mark, 1932 was virtually the end of a most successful period of competition which had established Talbot cars as second to none in efficiency and reliability.

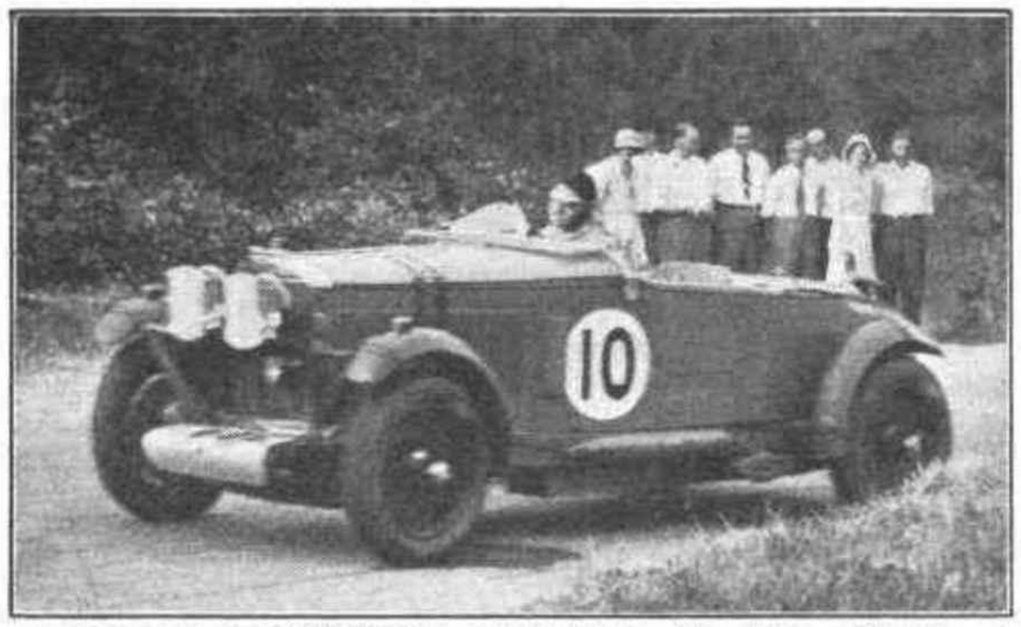
Various Models

We have seen how the 14/45 chassis was adapted to give the 75 and 90 models and the latter the 105 with long and short wheelbase of 10 ft. and 9 ft. 6 in. with high and low radiators. The 14/45 was also made with 9 ft. 6 in. wheelbase as the "Scout" model which later became the 65.

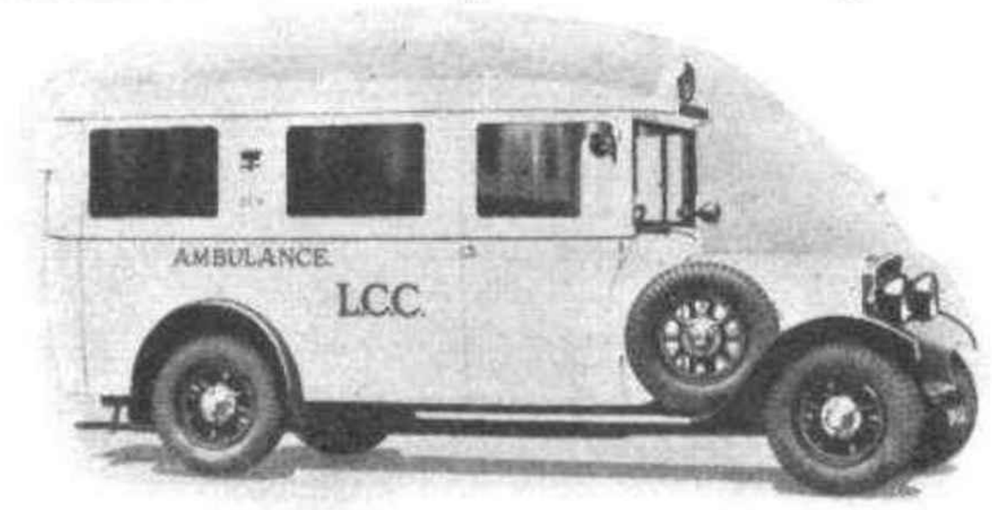
A long wheelbase 3-litre with lower compression and high radiator was called the 95 and a variety of bodies were fitted on all these chassis.

Just as with chassis design Roesch had his ideas on bodies and believed in great visibility. The front pillars were cast in aluminium so as to be exceedingly thin, the sliding roof opened the car right from the top of the windscreen, the six lights were high and the rear window was exceptionally large. All these features are in great demand today and are coming back to us from overseas.

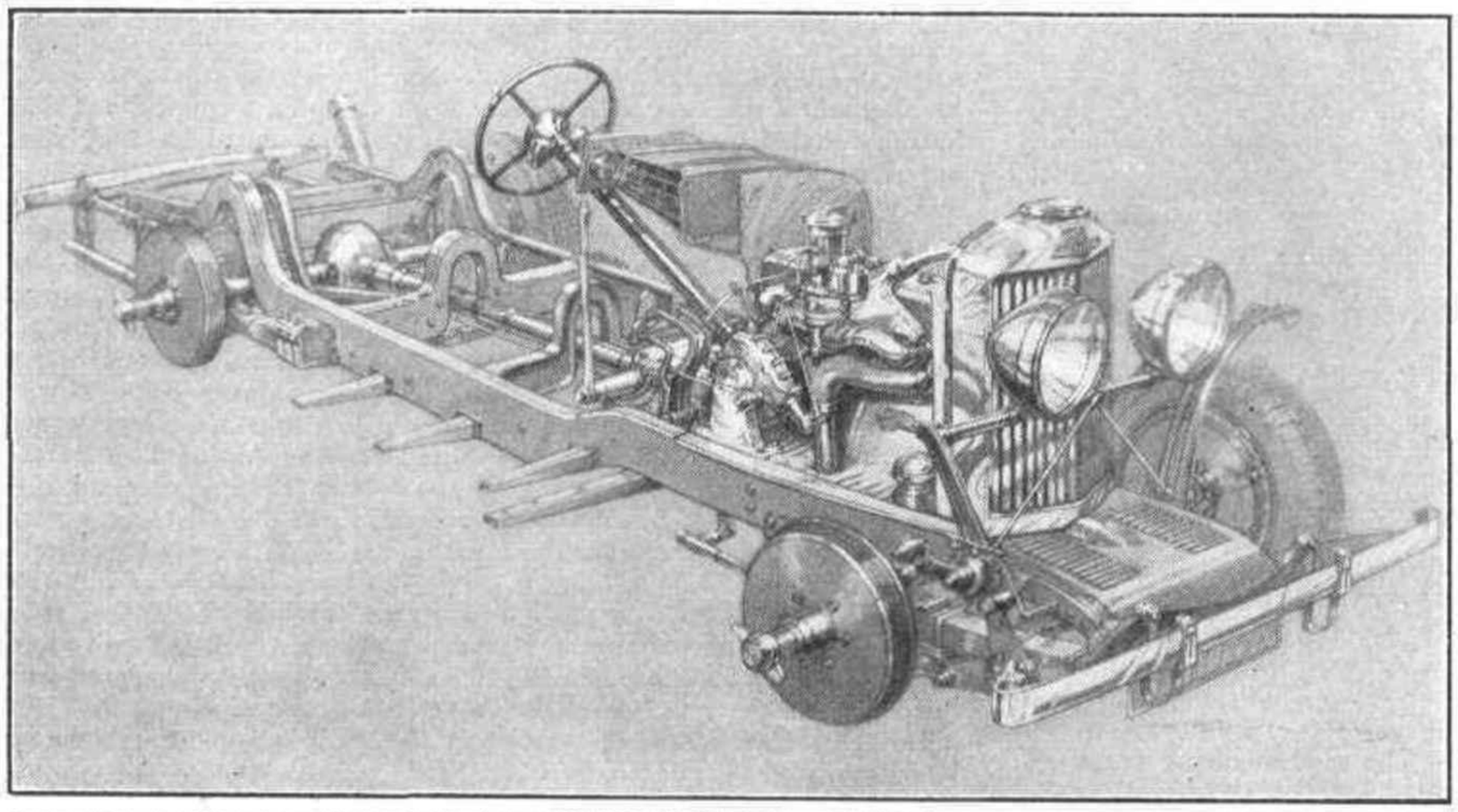
In 1929 the London County Council wanted a very low-loading ambulance and Mr. Roesch designed a new rear axle to give a 4 in.



ANOTHER SUCCESSFUL LE MANS.—The Talbot 105 driven by Rose-Richards and Saunders-Davis finished 3rd, averaging 79.29 m.p.h.



HUMANE VERSION.—The special Talbot low-loading ambulance used by the L.C.C.



"105."—*A fine drawing of the Talbot* 105 *chassis by the late Gordon Crosby, published by kind permission of "The Autocar."*

lower floor. This was done by using a double helical gear reduction for each rear wheel thus permitting the use of an axle 4 in. lower than the orthodox one. This axle was an instant success and the type became the well-known London ambulance which did yeoman service from 1930 right through the Blitz until 1950 when they were replaced by the present Daimlers. The 95 limousine was fitted with the same axle and was unique for its flat floor at almost kerb height, its superb roadholding and absence of roll.

New Transmission

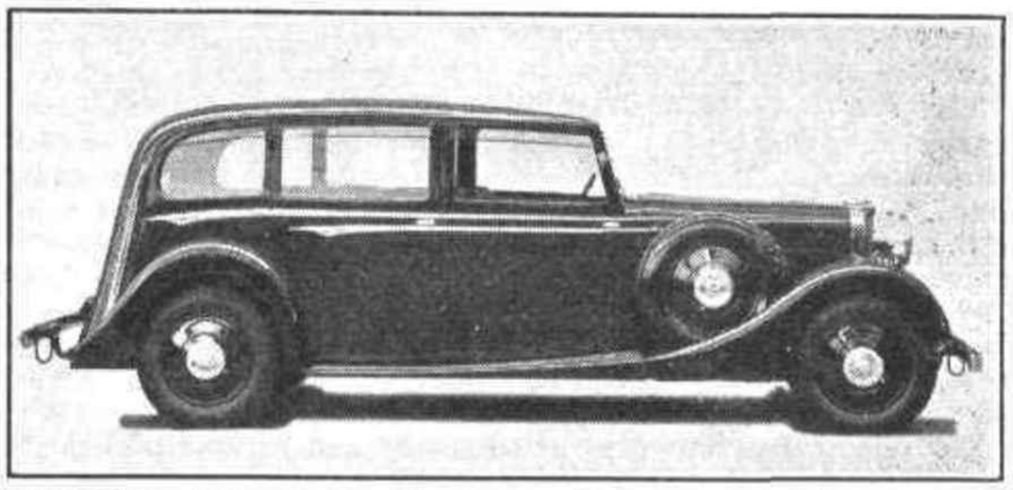
The most interesting change on the later cars was their new transmission evolved to match the highly efficient engines.

The Wilson epicyclic gearbox had already been introduced in this country, and General Motors had developed the synchromesh gear change. The question was, which of these two systems was worth adopting? The synchromesh had the great advantage of being cheap to make and another step in the development of the orthodox gearbox.

The Wilson epicyclic transmission was on the other hand a complete departure. It was then heavy and very costly, but it gave finger-tip control and added possibilities for further development. In consequence Roesch decided to use the Wilson patents and design a lighter version of his own. It had been clear to him that if weight was to be effectively reduced the best materials had to be used to the best advantage, and the utmost precision in manufacture had to be obtained to ensure that all the satellite gears should share equally the heavier load entailed.

All the internally-cut gears were finished after heat treatment of the nickel chrome-steel to give between 73 and 80 tons per sq. in. ultimate tensile. All the other gears were made of 5 per cent. nickel steel, case-hardened and ground, and ran on rollers. By reducing the number of articulated joints and their friction and also altering leverages in the operation of the foot-pedal gear change, it was found possible to considerably reduce the effort needed to press it down and eliminate all tendency to kick, whilst at the same time increasing the capacity of the band brakes. The result was that the new design box proved capable of dealing with over three times the power for which the old design had been used. The gearbox was automatically lubricated from the engine by means of oil coming from the crankshaft and passing through the centre hole of the gearbox input shaft. To avoid any chance of seizure in case the car ran down a mountain pass with the engine stopped an oil pump in the form of a right- and left-hand thread was fitted to the output shaft and fed from a reservoir in the gearbox.

The new box was first applied without any main clutch, but owing to the cyclic variation in the engine rotation at low speed and the large number of gears in mesh, noise due to backlash could not be avoided when idling.



LUXURY.—The Talbot 95 *Luxury Limousine with back axle as introduced for the ambulance.*

The Traffic Clutch

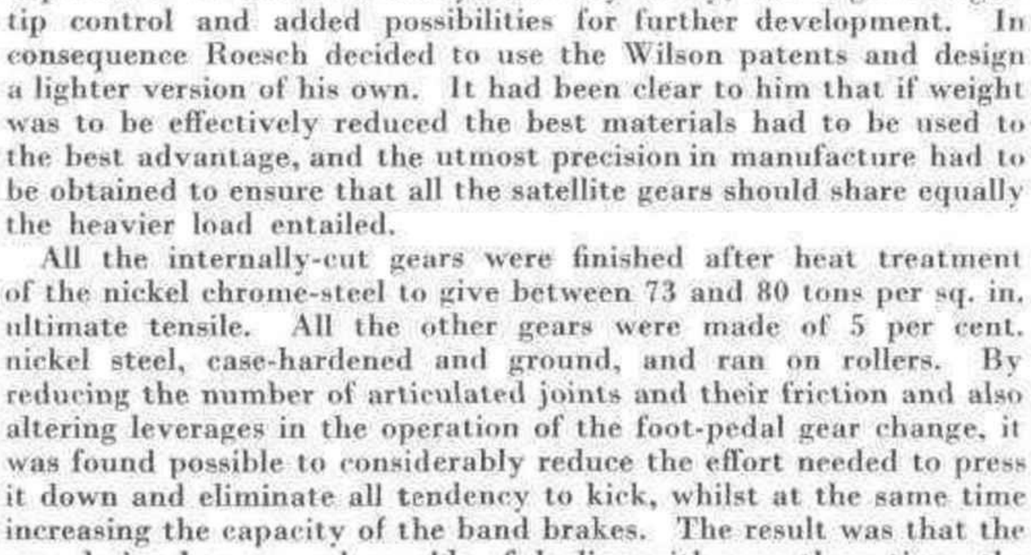
To eliminate this defect Roesch introduced his automatic traffic clutch operated by centrifugal action. It was composed of a finned-steel brake drum inside which two interconnected shoes would expand to grip the drum solidly when the engine had been accelerated above 900 r.p.m. A free wheel acting in a reverse direction enabled the engine to be started by pushing the car and to be utilised as a brake below the engaging speed of the clutch. The latter did not require any lubrication or any attention whatever. This simple foolproof mechanism gave a solid drive without any slip and automatically disconnected the transmission below 600 r.p.m. without inducing any drag.

With this automatic clutch the gearbox ceased to be lubricated by the engine crankshaft, the gland of which had given trouble. Instead, oil under pressure from the engine was led by a pipe to the rear of the gearbox and, through a bush, found its way to the centre hole drilled in both the output and input shafts. In this way the whole of the epicyclic gears and bearings were copiously lubricated from radial holes in these two shafts and no attention whatever was needed for the gearbox.

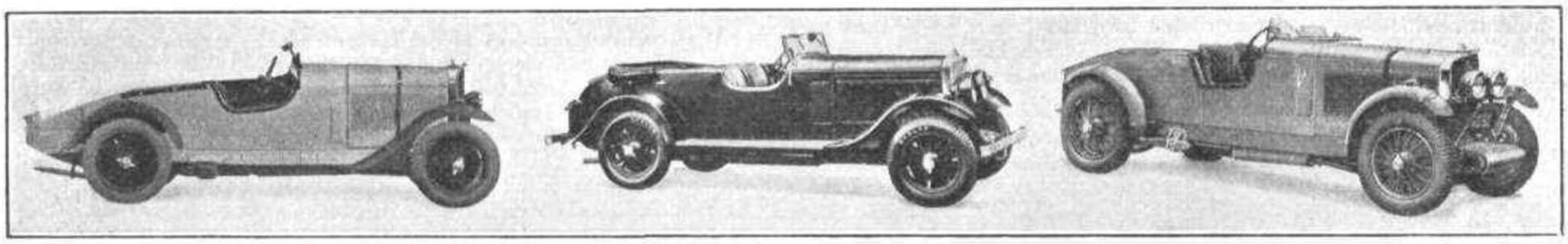
Automatic Preselection

In order to further simplify driving Roesch designed a very simple device to eliminate the need for preselection of the gears by hand when changing up.

Thus if neutral had been first selected by hand and the foot pedal pressed down the gears were in neutral but first gear had been automatically preselected at the same time. Without touching the preselector lever successive operations of the pedal would preselect and engage the gears up to top. This system proved very handy particularly when one was in a hurry, for with the accelerator down it was possible to accelerate through the gears without pauses and be certain that the gears were engaged in the right sequence automatically without the possibility of making a mistake, as sometimes happens when preselecting quickly by hand with all attention concentrated on the road.



ALPINE RALLY VICTORY.—One of the Talbot 105*s which won the Team Prize in the* 1932 *event, not one car losing so much as a single mark.*



ROESCH CLASSICS.—The 90 Brooklands Tourer (priced, in 1931, at £635), the 90 De Luxe Sports Tourer (£675), and the 105 Super Speed Model Brooklands Tourer (£835)—grand cars from a grand era.

A further improvement was made to enable third gear to be preselected automatically when changing into top. Thus, without moving the hands from the steering, by merely pressing the gear-engaging pedal it was possible to change up or down from third into top and into third again as desired. This fascinating device was only ready for production when the manufacture of the cars ceased.

The 110 Model, 3.3-Litre

The last model to be made was the 110 which was identical to the 95 and 105 except for a slightly larger engine with 80 mm. bore instead of 75 mm. and the same stroke of 112 mm., giving 3.3 litres. The smaller water passages between the cylinders were obtained by more accurate casting methods.

The saloon car as sold to the public had an engine giving a maximum of 123 b.h.p. at 4,500 r.p.m. with a single carburetter, and a maximum b.m.e.p. of 126 lb. per sq. in. at 1,500 r.p.m.

One of these engines fitted with a high-compression cylinder head and pistons was mounted in one of the Alpine Trial four-seater touring cars. Driven by W. M. Couper, this car won the Brooklands Jubilee Outer-Circuit race at 119.85 m.p.h. in 1938. The same driver put up a lap at 129.7 m.p.h. and a standing one at 104.85 m.p.h. The maximum speed was not far short of 140 m.p.h.—a remarkable performance for a car of standard construction 14 years ago.

Manufacture

Little has been said about this subject because design is the key to a firm's prosperity and was particularly so in the case of Talbot without up-to-date equipment. But design and manufacture are in fact one and the same thing.

When Georges Roesch joined Clement Talbot Ltd. he found that drawings and specifications were crudely made, leaving vital design requirements to individual foremen to decide without an organised co-ordination. He immediately introduced a new system whereby everything was accounted for and strictly subject to his control as chief engineer. A laboratory was established to check supplies of materials. Parts which could safely be standardised were listed and so were materials with their chemical analysis, heat treatment, mechanical properties and the use they were suited for. This system, devoid of red tape, was so foolproof that a saving of time and material was very soon apparent, to the satisfaction of everybody.

As soon as an opportunity occurred, central planning of manufacture was introduced. A jig and tool designer and his staff together with rate fixers were engaged and trained by Roesch alongside his design engineers. In this way the same spirit and methods were introduced on the manufacturing side and very soon a perfect understanding was established in all engineering activities. It was this spirit of co-operation, individual initiative and enthusiasm based on mutual trust which Roesch had inspired, which yielded the results.

The production engineer (one of the finest) and all the foremen and workers were trained to the highest standard of workmanship. They took great pride in what they did and derived immense thrills from the performances which Talbot cars gave.

The manufacturing skill became such that nearly everything from radiators to double helical gears could be made cheaper than they could be bought for outside.

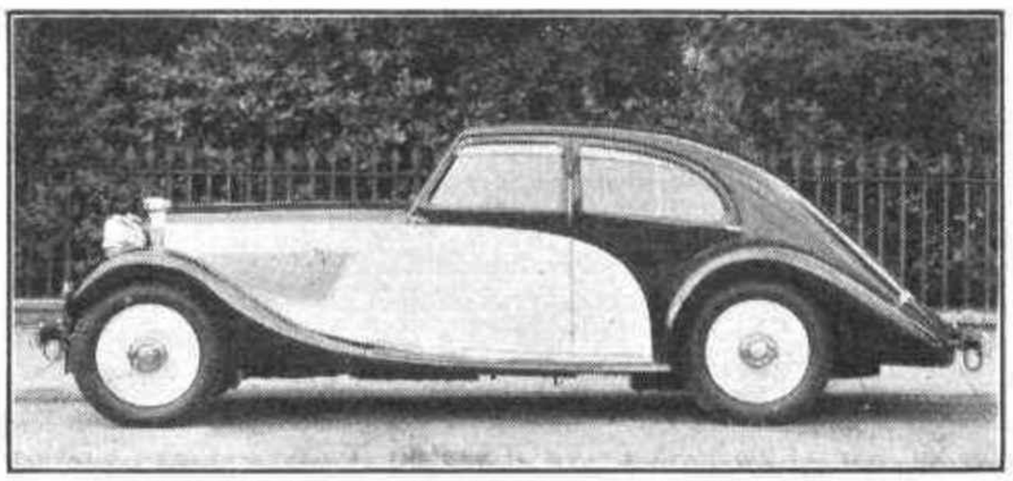
Amongst the many methods which were developed was the grinding of the faces of cast-iron block and heads. At that time it was not possible to avoid hard spots on these castings, with consequent damage to milling cutters. A perfect joint surface was obtained. Main and big-end crankshaft bearings were burnished between rollers and thus acquired a harder and highly polished surface. The aluminium piston skirts were diamond turned. The cylinder bores were honed in a home-built machine. The white metalling of connecting-rods was achieved with perfect control of the result.

Later the manufacture of the Talbot Wilson gearbox was a distinct achievement. This was before the Wilson box was adopted on the London 'buses.

Another magnificent production was the Sunbeam 4.5-litre straight-eight engine, designed in 1935 and shown at Olympia in 1936.

The crankshaft was supported by ten bearings. This presented a difficult problem to line them all correctly. The guided reamer which had long replaced scraping at Talbots was not to be relied upon any more. The factory did not possess a decent boring machine so Roesch decided that a special and extremely rigid jig should be designed to fine bore the crankshaft bearings. At that time Mr. Vandervell (who had raced Talbots) had started to make thin-wall bearings and this was just what Roesch wanted to insure the necessary interchangeability. Four engines were built in which all the parts were found to interchange without any selective assembly.

It is interesting to add that this engine was over 6 in. shorter than another unit of V-construction of the same capacity shown at the same time. Roesch had designed it so that a four or a six-cylinder engine could also be made with common parts and the same tools.



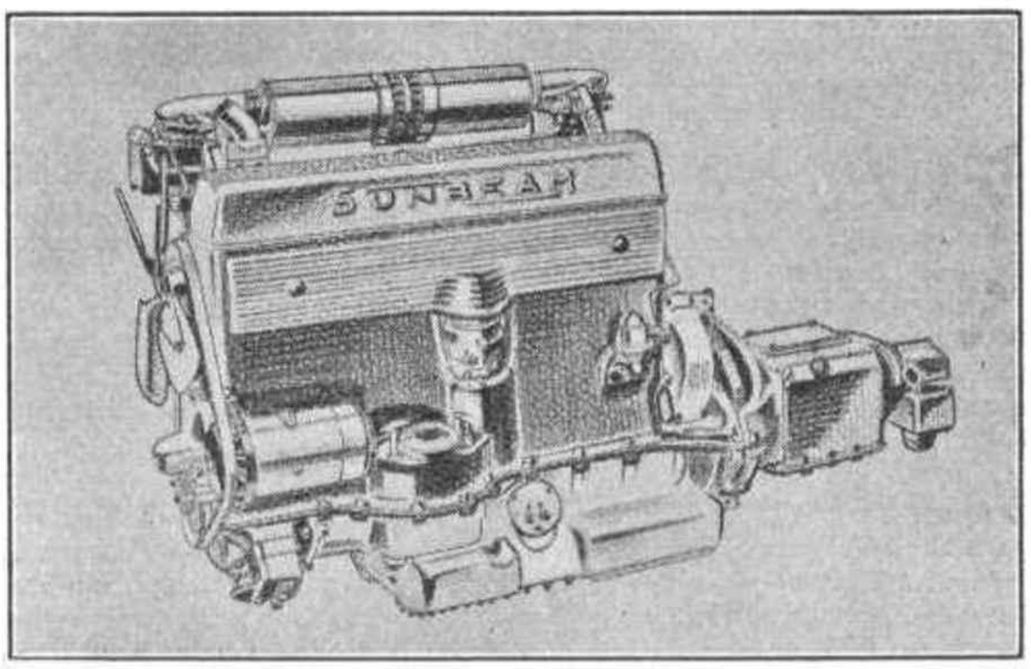
ADVANCED.—The Talbot 105 Airline Saloon

The Firm's Destiny

It might have been thought that the prosperity and fame which Clement Talbot had attained would have enabled the concern to grow in strength. Its destiny, however, was to be the reverse.

No sooner had the firm turned losses into profit with the 14/45 model than, instead of being able to re-equip its factory and consolidate its position, the Sunbeam and Darracq companies fell into difficulties. Changes in administration did not improve matters and a situation arose in 1934 when assets had to be sold and Clement Talbot, Ltd., thus passed under the control of Rootes Securities Ltd.

It is sad to conclude this brief, but we trust accurate, story by



SUNBEAM EIGHT.—This exceptionally short and clean straight-eight unit of 17 years ago has its water pump driven at the front of the camshaft, itself gear-driven at the back. The oil-filler combined with the full-flow filter has a cap which is lifted by a handle operating the chassis lubricating pump. Next to it is the dipstick and sump-drain combined. The distributor and plugs are protected and ventilated.

relating that four years later this small but highly efficient and brilliant engineering team had ceased to exist.

A few months before the war Georges Roesch had left, later to join Power Jets and devote himself to gas turbine research, and most of his design staff joined the aero-engine industry.

The Firm's Achievement

Since this occurrence many years have passed and the pioneer work which Clement Talbot did may now be assessed in the light of present-day practice.

To do so it is permissible to take one example amongst many and to compare the neat, high-efficiency, 3-litre 105 engine which Georges Roesch designed 22 years ago with America's latest creation, the new Ford six-cylinder power unit of 3.5 litres, described and also compared with another engine in the last July issue of the "Transactions of the Society of Automotive Engineers." The two constructions follow similar lines, both units have push-rod-operated overhead valves of large area, use fully-filtered oil for the bearings and have crankcase ventilation. Yet the power given by the new engine at 100 b.h.p. does not exceed that of the old one with 500 c.c. less capacity, which was thus lighter, cheaper to build, and took less space in the car.

The shorter Talbot engine had a higher speed but there does not appear to be anything in the American design to lead one to think that its life is likely to exceed that of the British unit although it has a lower piston speed. The Roesch valve gear without mushroom tappets and adjustment on its moving parts was lighter and more efficient. The staggering of the valves (used on the winning 1952 Le Mans Mercédès) also resulted in better ports, improved breathing and more effective cooling all round the exhaust valve seats to lower their temperature to a minimum and ensure an endurance which has been consistently proved in long-distance races.

Apart from the fact that seven bearings were provided in the old engine and only four in the new one, it can be seen that the difference in the two performances is not explained by variations in design.

Engineering Outlook

In spite of the immense resources available and the large expenditure of time and money bestowed on this American development, it is seen that it has hardly caught up with the progress realised long ago at a fraction of the cost by the British engine.

This fact emphasises the danger, which has been growing, in thinking that large allocations of money for design developments may yield proportionate results.

The quality of a design and the rapidity of its evolution are not necessarily improved by increasing the number of draughtsmen and engineers working on it. To get this improvement there must be an increase of skill available.

Since 1938 up to now the incentive to create something new has been lacking, but should a period of intense competition lie ahead then the importance of design will again become vital.

After all, the art of designing a new car is to arrive at such a harmony between all the factors at play as to be able to use the minimum of material and labour in its construction. If these two requirements are not satisfied, all things being equal, the car is either too heavy or too expensive or both. It is therefore evident that the larger the production of a car is planned to be, the better and the more advanced the design should also be.

In this way production can really come into its own, sales are ensured, early obsolescence of plant is eliminated and there remains plenty of time to improve and plan ahead.

The Future

The passage of time has shown, as no other means could, that Clement Talbot was not only ahead in ideas but, what is important economically, in the way they were applied, which in many cases has not been improved upon up to date.

This due tribute to the magnificent spirit of endeavour and achievement of the British firm and its designer gives a measure of the advance which, with new possibilities and knowledge available, should be attained and surpassed in the effort to meet the changing conditions now facing the industry.

* * *

Apart from the suggested merger of owners of Roesch Talbots with the Sunbeam Register, referred to elsewhere, John Wrigley has formed a Talbot Light Car Register, for 8/18s and 10/23s. He has 14 members and will be glad to enroll others, who will receive the breezy newssheet and details of spares sources. Wrigley's address is Wellington Lodge, Station Road, Wokingham, Berkshire.

* * *

"Observed Section" is the title of the new film added to the Bradford & D.M.C.s library of 16 mm. sound films, and with humorous commentary by Allan Jefferies this 40 minute film includes some very amusing scenes of the Ilkley Sporting Car Trial and also of midget car racing. It is available for loan to other clubs, and enquiries should be made to C. H. Wood, 282, Manningham Lane, Bradford.

THE "DAILY EXPRESS" M.C.C. RALLY (Nov. 12th–15th)

It is highly significant of the current enthusiasm for motor sport that 450 entrants were obtained for this 1,200 mile round-Britain Rally—indeed, the M.C.C. had to turn away many would-be competitors after this limit had been reached. A low speed-schedule was imposed, with early as well as late penalties, and as the Rally just escaped the bad weather, most of the drivers found the road section, which was punctuated merely by very brief regularity tests, easy or even tedious. Secret checks to prevent the average from rising momentarily to over 40 m.p.h. were imposed but we believe the officials sportingly operated this in a downhill part of the Welsh Mountains, where even Stirling Moss wouldn't care to go as fast.

The Rally terminated at Brighton, which, with its seafront road specially constructed in 1903 for motoring events, is ideal for final tests. These were very well planned by the M.C.C. The first was their popular coast-downhill-and-brake test. Most drivers braked early, to record short stopping distances, but Nancy Mitchell (H.R.G.) with Margaret Inglis as navigator, was an exception.

The second test consisted of driving into a "garage," reversing out and round a 90 deg. corner uphill, and forward to stop at the finish-grid. It was well laid out to strike a fair balance between the manoeuvrability of small cars and the brisker acceleration of the larger. Some drivers were surprisingly clottish, some, like Nichols (Morris) and Eagles (old-school Bentley) broke their motor-cars, Moss had difficulty reselecting first gear from reverse in the XK120 coupé, and Mrs. Allard found the brakes of her Palm Beach Allard inadequate to stop her after a good run. Merrick's Morgan Plus Four had no clutch, so couldn't play. Excellent performances were made by :—

Chard (Ford), Watkinson (B.M.W.), Downs (Sunbeam-Talbot), Spare (Vanguard), Turnbull (Vauxhall), Palmer (Vanguard), Rollings (XK120), Wallwork (Vanguard), Broadhead (XK120), Miss Newton (XK120), Lilley (XK120), Coulthard and Chesney (Sunbeam-Talbots), Cunningham (XK120), Holt (M.G.), Crump (Atalanta Special), Dr. Hardman (s/c. Dellow), Dr. Cormick (Morris Minor), Newton (Renault), Brown (H.R.G.), Lewis (H.R.G.), Griffin (M.G.), Hardman (M.G.), Threlfall (Riley), Pearce (M.G.), Whitehouse (Austin), Lenanton (M.G.), Foster (Citroen), Perring (Sunbeam-Talbot), Shanks (Marauder), Howard (Morgan Plus Four)—truly excellent—Steel (Morgan), Goodall and Peter Morgan (Morgans), Darby (Austin), Henson, Ferodo technician (XK120), Hercock (Sunbeam-Talbot), Pollard (Ford), D. O'M. Taylor (XK120)—very fine—Walkers (vintage 4½ Bentley), Smith (Sunbeam-Talbot), Davies (s/c. Morris Minor), Prince (Singer), Murray Frame (Sunbeam-Talbot), Kemsley (Sunbeam-Talbot), etc.

The last test was a go-forward, go-back affair at two lines set between a narrow lane of pylons—interesting but very cruel to the machinery. There were some unusual side-lights. One car had Aspro in the cubby-hole, one passenger had been sick, some cars had names on their bonnets, the Whitfields' Jaguar had a dancing dickie on its screen, while cartoonist Giles hit Sleigh for overshooting the finish in the XK120 and the leather-bound steering wheel of Leather's Allard possessed a tiny knot by which he wound himself slowly through the test.

Results :

1st.—Dr. C. R. Hardman/Mrs. Hardman (1,172-c.c. Dellow, s/c.), 4.76 marks lost.
2nd.—K. Rawlings/L. J. Tracey (2,088-c.c. Standard Vanguard Special "Buttercup"), 4.80.
3rd.—W. A. G. Goodall/A. T. Hall (2,088-c.c. Morgan Plus Four), 4.92.
Ladies' Cup.—Miss Sheila Van Damm/Mrs. F. V. Clarke (2,267-c.c. Sunbeam Talbot), 5.59 marks lost.

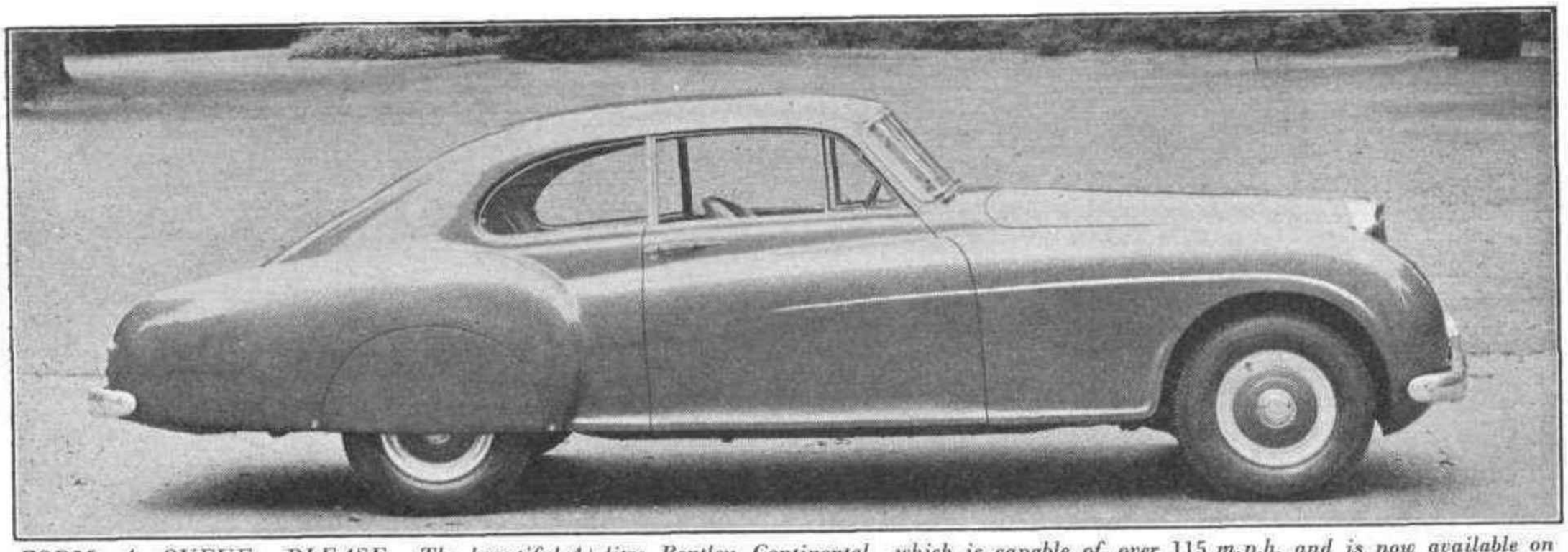
Class Awards :

1,100 c.c. Open Cars.—A. C. Westwood/D. A. Corder (995-c.c. Fiat Balilla), 5.65 marks lost.
1,100-c.c. Closed.—G. B. Flewitt/R. E. Lloyd (800-c.c. Austin), 5.71.
1,500-c.c. Open.—J. H. Brooks/Mrs. J. M. M. Brooks (1,250-c.c. M.G. TD), 5.05.
1,500-c.c. Closed.—P. G. Cooper/B. Pybus (1,265-c.c. Hillman Minx), 5.40.
2-litres Open.—H. Sutcliffe/Mrs. P. E. Sutcliffe (1,971-c.c. Frazer-Nash), 5.64.
2-litres Closed.—L. F. Parham/E. R. Parham (1,971-c.c. Bristol 401), 6.06.
3-litres Open.—W. A. G. Goodall/A. T. Hall (2,088-c.c. Morgan Plus Four), 4.92.
3-litres Closed.—P. H. G. Morgan/Mrs. J. D. Morgan (2,088-c.c. Morgan Plus Four), 4.93.
Over 3-litres Open.—D. O'M. Taylor/Mrs. R. Taylor (3,442-c.c. Jaguar), 5.05.
Over 3 litres Closed.—Stirling Moss/John Cooper (3,442-c.c. Jaguar), 5.17.
Special and S/c. Cars, Open.—Dr. C. R. Hardman/Mrs. M. Hardman (1,172-c.c. Dellow, s/c.), 4.76.
Special and S/c. Cars, Closed.—K. S. Chitty/A. J. M. Chitty (918-c.c. Morris Minor, s/c.), 6.39.

"*Motor Cycling* **Road Tests.**" (48 pp., 8 in. by 11 in., *Temple Press, Ltd., Bowling Green Lane, E.C.*1, 5*s*.).

This is the sort of high-class publication which can be sold for a dollar only because its contents are reproductions from the weekly *Motor Cycling*. It will make very fine Christmas reading for car enthusiasts who wish to learn about two-wheelers, for there are twelve full road-tests reports, with their accompanying photographs and drawings, ranging from the 49 m.p.h./115-179 m.p.g. B.S.A. "Bantam D2" to the 100 m.p.h./62-87 m.p.g. Triumph "Thunderbird." These tests, moreover, are supported by twelve extremely fine Beresford drawings of the bicycles tested, each drawing measuring 14 × 8½ in., unfolded, and simply inviting a frame. We shall read this book on Christmas afternoon as a change from reading about motor cars. Will you join us ?—W.B.

SURVEY OF THE NEW SPORTS-CARS



FORM A QUEUE, PLEASE.—The beautiful 4½-litre Bentley Continental, which is capable of over 115 m.p.h. and is now available on the home market for £7,608 3s. 4d. inclusive of p.t.

ONE of the outstanding aspects of the S.M.M.T. Earls Court Motor Exhibition which concluded on the first day of last month was the entirely new sports models which made their debut thereat.

I mean *sports models*; open two-seater fast cars for you and I to enjoy, as distinct from high-performance cars offering quick travel facilities for jaded businessmen plus intended competition in dollar markets against American gin-palaces.

If the best and most exciting sports cars emanate from the Continent I do not propose to include any, for the simple reason that few fresh examples appeared at the London Show with the exception of the breath-taking, eyebrow-lifting Pegaso, which is beyond the reach of most purchasers anyway unless they are seeking to add a plaything to a 10,000-acre estate as a change from sailing a couple of ocean-going yachts. Indeed, you need lots of money, preferably hard money, to motor in the Continental manner. I should say you would need to take nearly £9,000 to Barcelona if bent on collecting a personal Pegaso, about £4,000-£5,000 to Modena should you fancy a Ferrari, and not much less if the Gran Turismo Aurelia by Lancia could satisfy. Come down to the more acceptable "upper-limit" and you are free to decide between a D.B.2 and a "1,900" Alfa-Romeo. Even the so-covetable V8 Fiat 8V coupé at Earls Court was unpriced.

So let us leave the Continentals to pipe-dreamers and consider the exciting fact that, within the last few months, Britain has unleashed four exciting new sports models.

Allard has the Palm Beach, an open, rather placid-looking, all-enveloping 2/3-seater for which you can specify either a normal or a tuned Ford Consul or untuned Ford Zephyr engine. The name of this new model does not exactly imply that the new car has won fame at the American sports-car race venue suggested by it, although that may follow.

At Earls Court people seemed to be in two minds about the Palm Beach—either they accepted it as "just the job" or they seemed a trifle dubious that there could be an Allard of such modest dimensions and were prepared to take the idea cautiously. The "proof of the pudding," of course, but I think the sales gentlemen are optimists in stating that an easy 100 m.p.h. will be obtainable with the normal Zephyr motor. I am prepared to eat these galley-proofs if I'm being unjust; but 100 m.p.h. is still a very high maximum speed.

Allard uses the now-classic double-tier tubular frame, an 8-ft. wheelbase, divided axle coil-spring i.f.s. and a normal Ford back axle sprung on coil springs. The impression I got from driving the prototype round Goodwood was that weight reduction has been carried to a point where a certain flimsiness is evident—certainly the bonnet "ripples" like a field of ripe wheat—and that it is asking a lot of the tiny central gear-lever to select positively the three wide-spaced Ford ratios through a cross-shaft and linkage. But I await "the eating" with pleasurable anticipation.

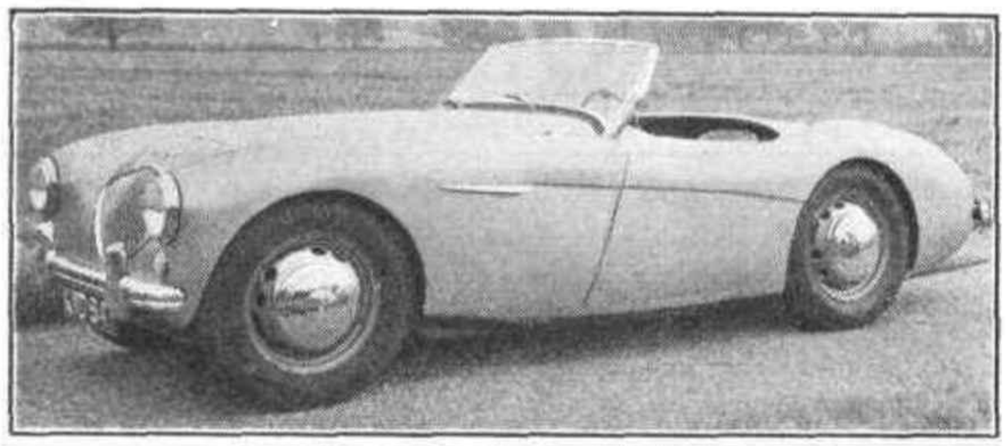
Frazer-Nash have adopted the Austin A90 engine as optional for their Targa Florio model in their exhilarating range of pure-bred fast cars, but Donald Healey has gone considerably farther, in persuading the British Motor Corporation, Longbridge branch, to build his new sports car. And this Austin-Healey Hundred was the sensation of the Show. It has already been timed at 111.7 m.p.h. over a kilometre on the Jabberke motor road, and the specification must act for the enthusiast as those feeding-time bells did on Freud's well-known clinical dogs. Many people are of the opinion that the best part of the present-day Austin is its engine and the versatile Donald, who has cast his line amongst Alfa-Romeo, Riley, Alvis, and American Nash, when fishing for power units, has built a very light, astonishingly compact sports two-seater around an Austin A90, 80.5-mm. bore, four-cylinder, 2.6-litre engine. The new Austin-Healey Hundred has a wheelbase of only 7 ft. 6 in., a chassis of platform type to which the body is welded, a very rigid scuttle structure, and a pleasing, all-enveloping shell which should cut the wind effectively, especially with its screen folded back on its cunning system of hinges, while the general appearance is very pleasing (although the grille is rather horrid). Front suspension is no longer by substantial trailing-links as on the Riley-Healeys but uses coil springs with conventional wishbones, the normal back axle being carried on ½-elliptic leaf springs inclined slightly upwards at the back to induce the fashionable understeer, as found on the new



The Allard Palm Beach.



The Austin-engined Targa Florio Frazer-Nash.



The Austin-Healey Hundred.

sports Triumph (to which we are coming) and the Bentley Continental. This new Healey has a short central gear-lever, uses a sensibly high top gear of 3.62 to 1 (or 3.12 in top, 4.125 in third if the optional Laycock de Normanville over-drive is fitted) and there are, of course, four speeds, the box being Austin. Steering is Burman, which experience suggests to us as very satisfactory, if prone to fairly rapid development of "free movement." The normal A90 engine gives 88 b.h.p. at 4,000 r.p.m. and Healey has won another couple of horses, probably in the silencing arrangements. One wonders, will the 10-in. dia. brakes prove adequate; possibly they will with the centre-lock wire wheels seen on the Earls Court car.

This is the Sports-Car-of-the-Year in the opinion of many and no doubt it will soon be winning high honours in competition. Quite how the B.M.C. propose to market such an attractive car for

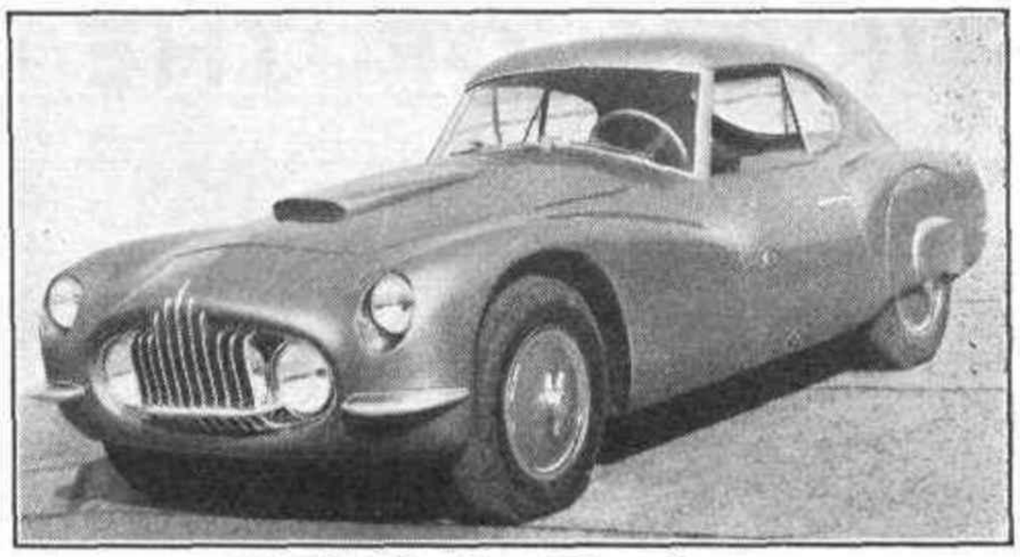
SPORTS CARS ON THE BRITISH MARKET
Classified by Price (Purchase Tax not included)

Up to £600 :	Dellow Mk. II	£497
	M.G. TD	£530
	Dellow Mk. III	£540
	Triumph TS20	£555
	Morgan Plus Four	£565
	Morgan Plus Four (four-seater) ...	£580
	M.G. TD Mk. II	£585
	Austin A40	£586
£601–£850 :	Allard Palm Beach (Consul engine)	£800
	H.R.G. 1,100	£820
	Jowett Jupiter	£825
	Austin-Healey Hundred	£850
£851–£1,250 :	Allard Palm Beach (Zephyr engine)	£865
	H.R.G. 1,500	£895
	Allard J2X	£1,100
	Jaguar XK120	£1,130
	Jaguar XK120 coupé	£1,140
	A.C. Buckland	£1,154
	Allard J2X Le Mans	£1,200
	Lea-Francis	£1,240
£1,250–£1,500 :	Jaguar XK120C	£1,495
	Frazer-Nash Targa Florio (2.6-litre)	£1,500
£1,501–£2,500 :	Aston-Martin D.B.2	£1,750
	Aston-Martin D.B.2 coupé ...	£1,850
	Frazer-Nash Targa Florio Turismo	£1,950
	Frazer-Nash Le Mans Replica ...	£2,000
	Frazer-Nash Targa Florio Gran Sport	£2,250
	Frazer-Nash Mille Miglia	£2,250
Over £2,500 :	Bentley Continental coupé ...	£4,890

a basic price of £850 is a mystery only slightly less abstruse than that posed by Mr. William Lyons when he started selling the XK120 Jaguar for £998.

Another Show surprise was the new Triumph sports model, for here was a stark open fast car, with provision for carrying only limited luggage behind the seats and with no elaborate weather protection, listed by one of the "Big Five." This Triumph 20 TS is rather smaller than the usual run of our sports cars, rather like a dodgem-car, with its 15-in. tyres and 7 ft. 4 in. wheelbase. But if this spells a weight of 15¼ cwt. with 12 gallons of fuel, as is claimed, the performance on the 75 b.h.p. available is likely to be "quite something" and we shall be disappointed if the 20 TS is not very soon carving a name for itself in the hands of well-known competition drivers.

The body is all-enveloping but not quite decided between looking



The 8V 2-litre Fiat 120 m.p.h. coupe.

like the old-style classic sports car or the sleeker modern, an impression heightened by the sidelamps sticking up from the front wings whereas the headlamps are sunk in out of the air-stream. So short is the car that the floor behind the two bucket-seats kicks up over the back axle, preventing even a child from squatting there. The frontal treatment is refreshingly revolutionary.

Obviously the Triumph is intended to be a "goer." It uses the rugged Vanguard engine but this is linered-down to 1,991 c.c. with competition work in mind, and has double springs to close each valve, while twin S.U. carburetters are fitted and the compression ratio is 7 to 1. In contrast, the Morgan Plus Four, in which the same engine is used, is content to retain the standard valve gear in which small inner springs alone close the valves, the outer springs being there to return the rockers, while it has the embarrassing engine capacity, to the competition driver, of 2,088 c.c. and, with normal compression ratio and single carburetter, gives away some six horses to the smaller and lighter Triumph. It is possible that the

SPORTS CARS ON THE BRITISH MARKET
Classified by Engine Size

Up to 1,100 c.c.:	H.R.G.	1,074 c.c.
	Dellow	1,172 „
1,100–1,500 c.c.:	Austin A40	1,200 c.c.
	M.G. TD	1,250 „
	Jowett Jupiter	1,486 „
	H.R.G.	1,496 „
	Singer Roadster	1,497 „
1,500–2,000 c.c.:	Allard Palm Beach	1,508 c.c.
	Frazer-Nash	1,971 „
	A.C. Buckland	1,991 „
	Triumph TS20	1,991 „
2,000–3,000 c.c.:	Morgan Plus Four	2,088 c.c.
	Allard Palm Beach	2,262 „
	Lea-Francis	2,496 „
	Aston-Martin D.B.2	2,580 „
	Frazer-Nash	2,660 „
	Healey	2,660 „
	Alvis-Healey	2,993 „
3,000–4,000 c.c.:	Jaguar XK120	3,442 c.c.
	Jaguar XK120C	3,442 „
	Allard J2X and Le Mans ...	3,917 „
4,000–5,000 c.c.:	Nash-Healey	4,138 c.c.
	Bentley Continental	4,556 „
Over 5,000 c.c.:	Allard	5,400 c.c.

Triumph may find itself somewhat undergeared, with a 3.89 to 1 axle ratio and 15-in. tyres, for the heavier, less powerful Morgan Plus Four is transformed by a 3.73 to 1 top gear in place of its former 4.1 to 1 axle and that car has 16-in. tyres. On the other hand, a gearing of 19¼ m.p.h. per 1,000 r.p.m. in top sounds good to me.

The Triumph uses a braced box-section frame, has coil-spring and wishbone front suspension and ½-elliptic back suspension. The basic price of £555 is indeed competitive. We shall be very interested in the performance capabilities of this car and even at Earls Court were consoled with the thought that from the driving-seat of a car you are unaware of what it looks like.

It is interesting that these four new British sports cars employ normal proprietary engines instead of specialised power units. There is considerable departure from stagnation in the design of their

Continued on page 551

RUMBLINGS

QUIZ SOLUTIONS

The quiz picture in the October issue proved more tricky to readers than we had expected. It depicted Nigel Orlebar's Orlebar Special, called "Rabelro," a G.N.-type chassis endowed with an A.C. Six engine. It has run in sprints but not particularly frequently. Correct solutions were sent in by M. E. Smart, of Tangmere; A. F. Rivers Fletcher, of Barnet; J. Granville Grenfell, M.S.A.E., of Weybridge; P. Richardson, of Stevenage; C. M. Lund, of Brighton; B. Cuming, Jnr., of Horsham; K. J. Waring, of Finchley; G. C. Genevix-French, of Maida Vale, and J. S. Romaines, of Welwyn. Congratulations!

Incorrect solutions covered "Kim," "The Terror," "The Spook," Becke Special, Stafford Special, Frazer-Nash, "Nannette" and Semmence Special. Nearly right was M. E. Mahler, of Port Sudan, but he merely specified chain-drive 'Nash with six-cylinder A.C. engine!

The solutions to the slogans quiz on page 514 of the last issue are :

(*a*) Riley.
(*b*) Standard.
(*c*) Frazer-Nash-B.M.W.
(*d*) Jowett.
(*e*) Bentley.
(*f*) Citroen.
(*g*) Austin Seven.
(*h*) Sunbeam.
(*i*) Studebaker.
(*j*) Delaunay-Belleville.
(*k*) Fiat.
(*l*) A.C.
(*m*) Darracq.
(*n*) Alvis.
(*o*) Renault.

* * *

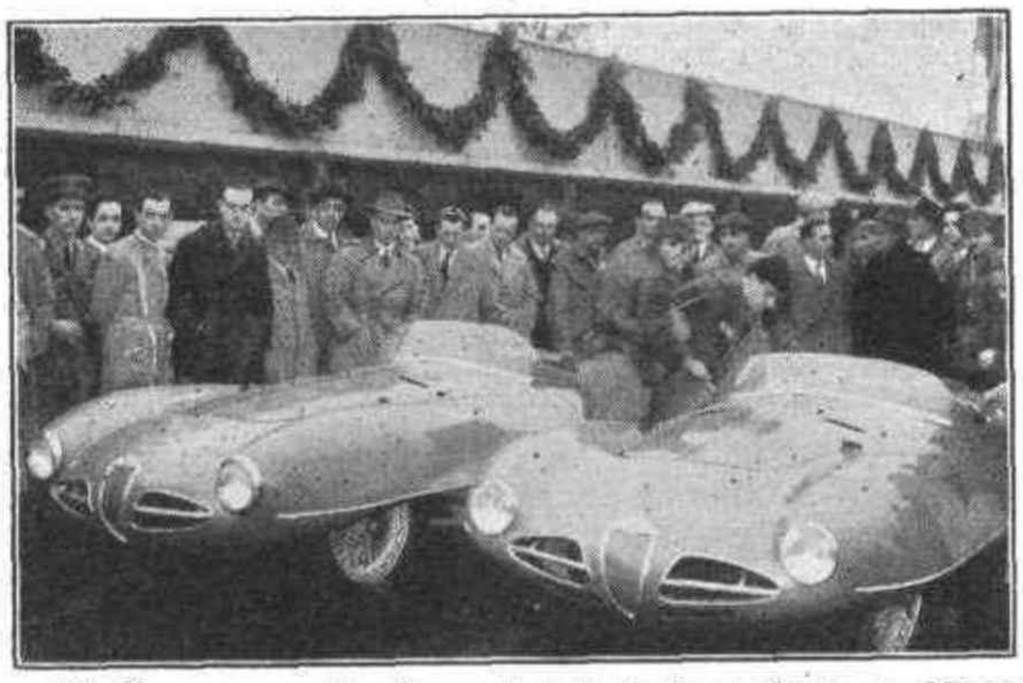
SHOW SIDESHOWS

Up in the Gallery at Earls Court there were many ingenious and attractive displays. It was enormously gratifying to observe how frequently racing and competition successes were cited by the accessory and components manufacturers. The eye, naturally, caught Desmo's naked lady, especially after the hospitality of the Mintex Stand, or a drink on the roof-garden above the Capasco Stand.

Delco-Remy showed one of their oil-coils being sprayed with water while it still sent out crackling sparks from six adjacent sparking plugs. Commercial Ignition retaliated with a sort of catherine-wheel of Speed coils, which set a big spark sizzling up a long spark-gap as it revolved to make and break contact.

Duckham's "Nol" oil was publicised by a model of Gardner's M.G. record car, "Goldie" himself was recommending the "Smog" anti-mist cloth, and the panel telling us all about Redex sent out a real heat-wave. On the Redex Stand tiny model cars motored uphill, that labelled "Redex" passing the others! Blue Peter aroused much interest with their giant tyre retreading machine, while on the electrical stands bulbs jogged in all manner of shattering ways—to prove that they *don't* shatter!

* * *



Alfa-Romeo recently demonstrated their products at Monza before "the most illustrious Italian exponents of literature and art."

"FLYING SAUCERS"

A Type 159 G.P. car and the 2-litre and 3-litre "Flying Saucers" were demonstrated by Nuvolari, Farina, Fangio, Ascari and others. The specifications of the "Flying Saucers" are as follows :—

3-litre.
Capacity : 2.995 c.c.
Cylinders : Six.
Carburetters : Three, double-body.
Suspension : Front : transverse wishbones and coil springs; back : rigid axle (as on the 1900).
Valves : Two per cylinder.
Brakes : These have forced ventilation (special Alfa-Romeo type). Servo in the crankcase.
Wheelbase and track : 2.42 by 1.26 front and 1.295 back (presumably metres).
Stroke and bore : 82.5 by 92 mm.
Compression ratio : 8 to 1.
Lubrication : Forced, with oil radiator.
Gearbox : Four speeds.
Speeds : Four synchromesh.
Output : 200 h.p. approx.
Maximum speed : 250 k.p.h. approx.
Chassis : Tubular structure integral with bodywork.
Weight : 760 kg.
Body : With biconvex profile (Carrozzeria touring).

The specification of the 2-litre is the same except for :—

Capacity : 1997.42 c.c.
Cylinders : Four.
Carburetters : Two, double-body.
Wheelbase and track : 2.22 by 1.200 front and 1.235 back.
Stroke and bore : 85 by 88 mm.
Output : 130 h.p. approx.
Maximum speed : 220 k.p.h.
Weight : 660 kg.

RECORDS

The season has wound-up to a most praiseworthy spell of record-breaking, as distinct from demonstration runs and stunts.

Completely outstanding are Renault's eight Class H figures at Montlhèry with their 4CV unblown car. The little Renault took records from 3 hours to 2,000 kilometres at speeds of 103.81 to 104.05 m.p.h., its best lap, incidentally, being at 107.77 m.p.h. The Renault was fitted with a Vernet et Pairard body built by Antem and was driven by Landon, Vernet, Pairard and Fretet. For a 750-c.c. car to average over 103 m.p.h. for 12 hours is historic. Renault Ltd. sagely remark that in 1926 their 9-litre saloon averaged only just over 4½ m.p.h. more for that distance, and that the performance of the 4CV "shows the large margin of safety for the client when driving his car at a speed up to, say, 60 m.p.h." Good for them!

Then Simca, with a saloon 1,221-c.c. Aronde at Montlhèry, have netted no fewer than 27 Class F records, from 10,000 miles to 18 days, at the extremely creditable average speed of 72.73 m.p.h., beating the A40 Austin's figures. There were some intimate photographs of this splendid display of high-speed reliability on the Simca stand at Earls Court. D.B., too, have collected two Class H records (200 kilometres at 112.94 m.p.h., 200 miles at 106.98 m.p.h.) and eight Class I records ranging from 50 miles to 3 hours, at from 101.35 m.p.h. to 99.1 m.p.h., with a 492-c.c. version of their Dyna-Panhard powered cars—again, very notable speeds. It is excellent that Linas-Montlhèry exists, where such fine performances can be established. And perhaps significant that these Continentals have been setting such fine speeds in basically economy cars. In contrast, George Hill has taken the Class C kilometre and mile records at Bonnerville in a 4-litre Mercury, at 226.9 m.p.h. and 229.9 m.p.h., respectively. Again, notable speeds!

GOODWOOD 500-c.c. LAP RECORD

The B.A.R.C. announces that an investigation of the timekeepers' records reveals that Eric Brandon was incorrectly credited with a lap of 1 min. 42.8 sec. The correct reading was 1 min. 47.8 sec., the error being due to the misreading of a figure.

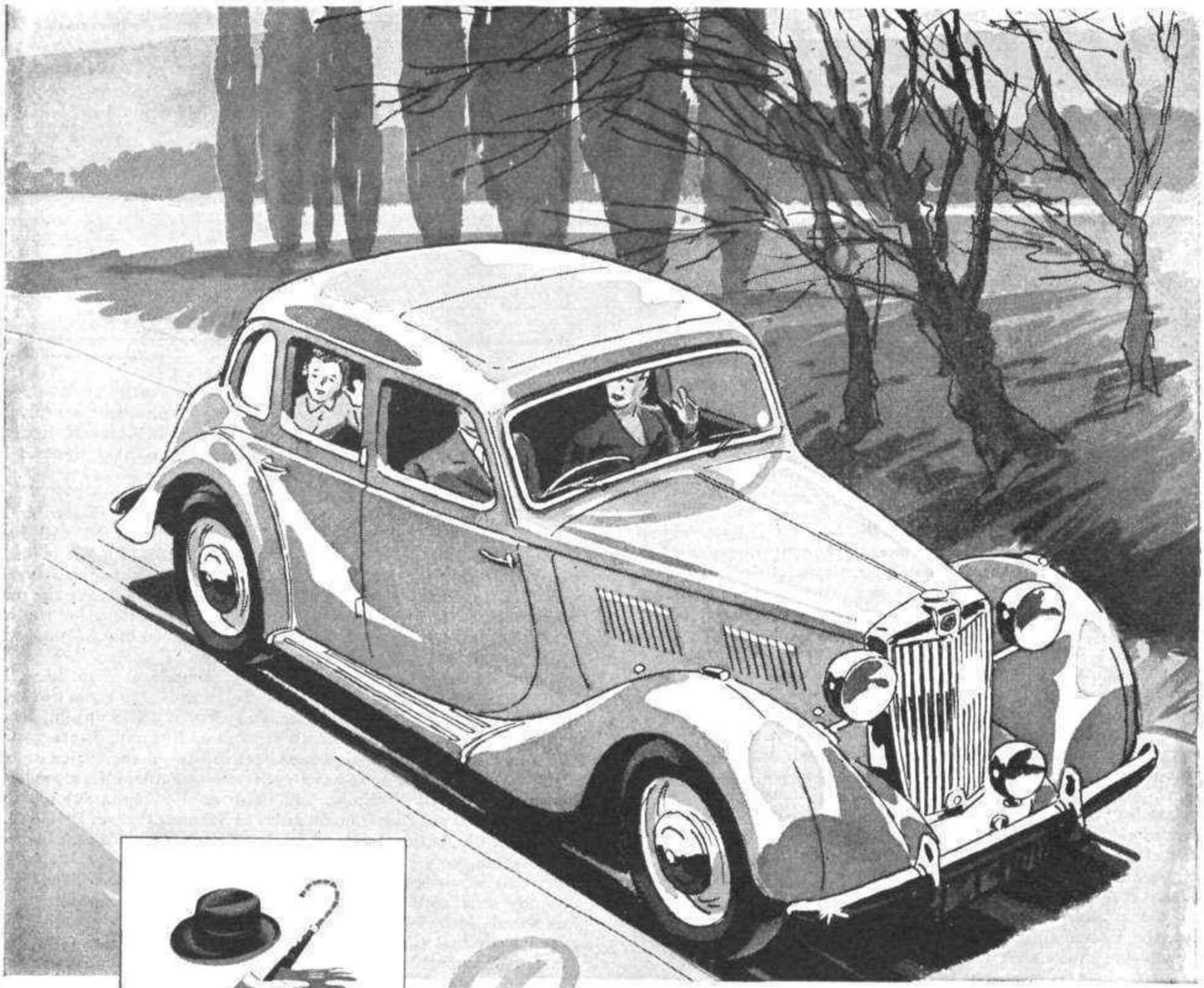
The fastest lap in this race was in fact shared by L. Leston (Leston Special) and R. G. Bicknell (Revis) with 1 min. 46.8 sec. (80.90 m.p.h.). This is a new 500-c.c. record for this circuit.

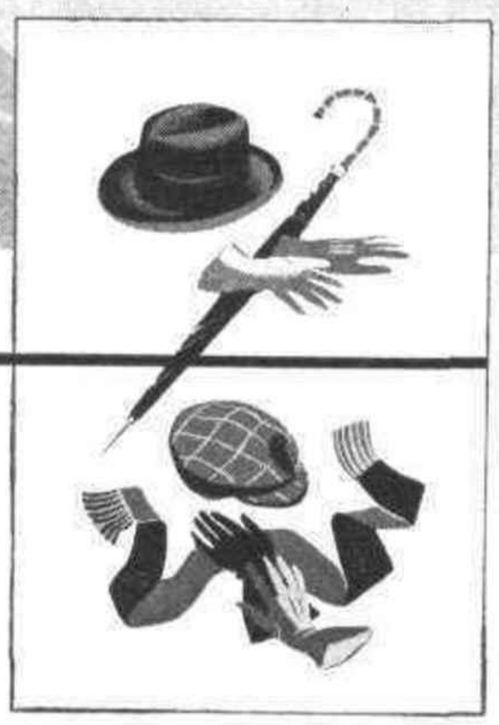
The previous record was held by D. Parker (Kieft), who recorded a lap at 79.70 m.p.h. during the 500 International Trophy Race on June 2nd, 1952.

SURVEY OF THE NEW SPORTS-CARS—*continued from page* 550

chassis and suspension but all-enveloping bodies are the rule, with wheels unspatted, and in each instance, except that of the four-cylinder Frazer-Nash, a short central gear-lever is employed. One wonders how Ford and Vauxhall regard the adoption of out-and-out sports models by the B.M.C. and Standard-Triumph (the Rootes Group already have the Rally-proven Sunbeam-Talbot 90) and whether they contemplate coming into line with the rest of the "Big Five" in this respect?

This survey is intended to cover the new open sports models, but before closing tribute must be paid to the 4½-litre Bentley Continental, new as to bodywork if well-tried in respect of its mechanical specification. Rolls-Royce's clever adaptation of the American Hydramatic transmission is available if required (which it is less likely to be for this model). The speed of 115 m.p.h. from this silent sports car makes it the fastest British four-seater. Fairness, however, compels me to remark that the allure of this maximum is somewhat diminished by Fiat's claim of over 120 m.p.h. for their very covetable 8V coupé of a mere two litres capacity, which was another car new to Earls Court.—W. B.





Dual personality

One and a quarter litre

For those who are men about town and boys about speed, the 1¼ litre M.G. Saloon has instant appeal. It looks well in the High Street, goes well on the open Highway, and behaves like a thoroughbred under all conditions. Beneath the gracefully styled bonnet is a 1250 c.c. engine that is basically the same as Lt. Col. "Goldie" Gardner used (in supercharged form) for his new International Class speed records. Good looking, versatile and reasonably priced, the M.G. Saloon is the family car with the sporting heart.

MG SALOON *Safety fast!*

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

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CLUB NEWS

WE HEAR

J. A. H. Wallace, Napleton Grange, Kempsey, Worcs., is restoring a 1922 7-h.p. Wolseley flat-twin light car and seeks data, spares and especially the correct carburetter for it. A Foy-Steel light car has come to light in Norfolk. The winter number of *Milestones* is a Guest Number of the Guild of Motoring Writers; contributors include Tommy Wisdom, W. F. Bradley, St. J. Nixon, S. C. H. Davis the Guild's new Chairman, W. Boddy, Charles Fothergill, J. A. Masters and W. McMaster. E. G. Emmett, Bradnor Ho, Kington, Herefordshire is compiling a list of all known G.W.K.s and will be glad to hear from owners of these friction-driven cars. *Time* last October had a short paragraph about six old-timers, 1903 Cadillac and Oldsmobile, 1912 Stanley Steamer, 1910 American Underslung, 1915 Crane-Simplex and 1906 Mercédès. Ken Purdy's amusing skit on automatic transmissions, "I'll Shift for Myself" appeared in the February 1952 issue of *Atlantic*. In *Argosy* last July Ralph Stein had an article on America's "Compact Cars," the Henry J. Corsair, Willys Aero and Nash Rambler. His opening remarks depreciated his Riley in terms of lack of spares availability and servicing.

Life recently had an article on Claud H. Foster, "The millionaire inventor of a musical automobile horn and shock-absorber." From an accompanying illustration it seems that the first exhaust-operated Gabriel horn, a vast six-pipe affair, was fitted to an early Winton car. A 1908 14.8 h.p. o.h.v. Waverley tourer in immaculate condition has turned up in Brisbane. It was originally purchased for £350 by a lady of Esk, Queensland, who was taught to drive in the streets of Brisbane. The car got bogged six miles from her home, had to be dragged out by horses, and the derision of the local cowboys caused the Waverley to be locked away in a shed, where, after the lady's death, it has been discovered. It started "first swing" and now runs silently about Brisbane, its mileage only 600 or so. F. S. Thomas confirms that his 1925 Diatto is o.h.c., not push-rod as stated in Mr. Lampitt's letter; another correction concerns K. Wharton's Shelsley-Walsh record, which should have been given as 37.27 sec.

I. Scott Maxwell, 4, Blenheim Gardens, Wembley, asks anyone interested in small French vintage sports cars to write to him.

K. W. Lord tells us that the proprietor of the firm he is with in Calgary stocks every spare for the model-A Ford except pistons; some time ago Lord persuaded him to stage a "Model-A week," which proved a great success and produced more customers with these cars than seemed possible! Seven other enthusiasts, owning between them three M.G.s, two Rover 75s, an XK120 and a Ford Anglia, hope to form a club in Calgary.

In New Zealand a Masterton resident has found an 1895 two-cylinder Panhard, with hot-tube ignition, derelict under a clump of pine trees. He is carefully restoring it.

750 M.C.

We take a fatherly interest in the 750 M.C., which started as a result of our idea, expressed in MOTOR SPORT before the war, that a club for small cars, particularly Austin Sevens, should be formed to allow trials for them to be held free from the then current and menacing V8s. Today the 750 M.C. has a big following and promotes both 750 and 1,172 Formula racing. Its monthly *Bulletin* contains some extremely practical articles, such as a serial by Jack French on how to build, step by step, a 750 Formula car for about £150, a very useful discourse on the Ford Ten engine by the same author and an article on building a Buckler Special. These articles alone should repay the subscription.

[Incidentally, Alan Hess collected addresses of Austin Seven owners in a big way some time ago; when is he starting *his* club?—ED.]

A Tramps Ball is scheduled for December 10th at the Abbey Hotel, N.W.10, where a Castrol representative will address the Club on December 1st. A closed Mudlark follows on the 14th, with the Wrotham Cup Trial on the 21st. Sec.: K. Welfare, 56 Harrow Road, Bedfont, Middlesex.

N. LONDON E.C.C.

On October 30th, at "The Century," Wembley, members of this and other clubs listened to A. F. Rivers Fletcher cross-questioning John Eason Gibson and Stirling Moss on topics concerning motor-racing.

A series of questions had been set previously, and covered such items as methods of racing driving, pit discipline, team management, training, and so on.

It was agreed between the two that a circuit having corners outlined by a wall, and/or kerb, would generally be a faster one, other things being equal, than where straw bales lined the corners, owing to the tendency of vehicles to mount the latter, but bounce off, or be deflected from, the former. Eason Gibson expressed the opinion that budding aces can best be discovered whilst conversing with them, thus finding out their opinions how such and such a circuit should be tackled, rather than watching them in action. Moss thought that, given drivers of equal status, there is no need for any rule of the road when, for example, two cars, approximately level, are approaching a corner; short of endangering the other man's life, each should go all out to reach the corner first. The same principle was, he felt, applicable to motor-racing as a whole. His advice to those on the starting line waiting for the "off" signal was: they should think of nothing else but motor-racing.

Eason Gibson delighted the audience with a masterful explanation of drift, and how cornering methods have changed.

Moss anticipated 250 b.h.p. and a weight of 10 cwt. from the 1953 formula designs, with which Eason Gibson concurred.

PER ARDUA M.C.

The first meeting of the newly recognised club, open to personnel in the Royal Air Force and Royal Auxiliary Reserve, was held at Duxford airfield, near Royston, on Sunday, November 2nd, 1952. Despite conditions that could hardly have been worse, 23 cars of both modern and vintage types took part in the nine driving tests that comprised the club's first meeting.

Regardless of the steady downpour the tests were keenly contested by the competitors, many of whom were novices, and the final results showed Gordon Johnson in a Dellow to be the winner, with Bateson in a Lancia and Hart in a Minx second and third. The fourth place was secured by Ledal in a 1923 bullnosed Morris, a surprisingly good effort.

At the first general meeting, which followed immediately on the tests, the President, Air Vice-Marshal Sir Francis Mellersh, suggested that if such enthusiasm could be found in conditions that literally "launched" the club it was reasonable to predict

FIXTURES FOR DECEMBER

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

6th.—U.L.H. M.C. Night Trial, Hants and Berks. *C.*
London M.C. Gloucester Trial, Rodborough Common, Stroud. 10 a.m. *R.*

6th-7th.—Bugatti O.C. Welsh Trial, Hereford. Noon. *C.I.*

7th.—Chilterns C.C. Trial, Chilterns. *C.I.*
Berkhamsted M.C. & C.C. Trial, S. Midlands. *C.I.*
V.S.C.C. Rally, Bisley. *C.*
Pathfinders' & Derby M.C. Driving Test, Derbyshire. *C.*
N. Mid. M.C. Trial, N. Derbyshire. *C.*
Taunton M.C. Trial, Taunton area. *C.*
Loughborough College M.C. Trial, Leicestershire. *C.*
Hagley & D.L.C.C. Trial, Shropshire. *C.*

10th-14th.—Isle of Wight C.C. Rally, I. of W. *C.I.*

12th.—Scottish S.C.C. Rally, Glasgow. *C.*

13th.—Bristol M.C. & L.C.C. Trial, Bristol. *C.*

13th-14th.—Bugatti O.C. Trial, Wales. *C.*
Manchester University M.C. Rally, N. England/Wales. *C.I.*

14th.—Shenstone & D.C.C. Trial, Staffs. *C.I.*
Torbay M.C. Production Car Run, Dartmoor area. *C.*
Plymouth M.C. Trial, S. Devon. *C.*
Thames Estuary A.C. Sporting Trial. *C.*
N. Devon M.C. Trial, N. Devon. *C.*
Severn Valley M.C. Trial, Wrekin. *C.*
W. Hants & Dorset C.C. Trial, Hants. *C.*
Maidstone & Mid-Kent M.C. Trial, Charing. *C.*
N. London Enthusiasts' C.C. Trial, Herts. *C.*

20th.—R.A.C. Trials Championship, Yorkshire. *R.*

21st.—750 M.C. Trial, Wroughton. *C.I.*
Sheffield and Hallamshire M.C. Trial, Derbyshire. *C.*
E. Anglian M.C. Driving Tests, Halstead. *C.*

26th.—M.G.C.C. (S.W.). Trial, Bristol. *C.I.*
Ulster A.C. Trial, N. Ireland. *C.*

that a large and well-informed organisation would spring from this initial beginning. Secretary : Squadron-Leader H. J. McRae, Room 3360, Air Ministry, Whitehall Gardens, London, S.W.1.

F.I.A. NEWS

Great Britain becomes the first country officially to establish a speed record for gas turbine-engined cars. At their meeting in Paris early this month, the Federation Internationale de l'Automobile decided to establish classes for turbine-engined cars and to recognise the performance of the Rover car, which was timed at a mean speed of 151.965 m.p.h. over the flying kilometre in Belgium in June last, as the first performance officially recognised in this category.

Other decisions taken by the F.I.A. concerned International Racing Formulae and it was ruled that all Grand Prix races after January 1st, 1954, must be for cars of a cylinder capacity up to 2,500 c.c. without supercharger and 750 c.c. with supercharger, providing at least three manufacturers make cars to this formula, which then becomes Formula I.

Formula III for 500-c.c. unsupercharged cars, in which class British cars are at present supreme, will continue at least until the end of 1954.

The R.A.C. British Grand Prix continues to be one of ten events counting towards the World's Racing Drivers' Championship.

The R.A.C. Rally of Great Britain will be one of ten events counting towards the European Touring Championship of Drivers, which will be awarded for the first time in 1953.

In conjunction with the Touring Championship, a definition of standard touring cars was agreed to, as were also definitions of sports cars on sale to the public and special prototype models—of which full details will be published after December 15th next.

The F.I.A. also approved the Calendar of International events for 1953, on which Great Britain has twenty-five events inscribed.

BRITISH MOTOR-RACING RELIEF FUND

The B.R.D.C. announces the formation of the British Motor-Racing Relief Fund, designed to assist British racing drivers and mechanics, disabled or incapacitated as a result of motor-racing accidents, and their dependants in the event of their death.

The trustees of the fund are the Duke of Richmond and Gordon, the Earl Howe, P.C., C.B.E., V.R.D., Mr. Wilfrid Andrews, Dr. J. D. Benjafield and Lt.-Col. A. T. Goldie Gardner, O.B.E., M.C., and they have appointed the following to act with them on a Committee of Management : H. J. Morgan, Secretary, B.A.R.C.; K. A. Gregory, Secretary, Half-Litre Car Club; Barclay Inglis, of the Eight Clubs, and D. J. Scannell, Secretary, British Racing Drivers' Club, who, for the time being, will also act as honorary treasurer of the fund.

Pending the establishment of the Trust on a sound financial basis, routine administration will be carried on from the B.R.D.C. offices at 4, Park Lane, London, W.1, from which address copies of the Trust Deed may be obtained. Copies of a Deed of Covenant are also available, the use of which ensures that contributions, if made for seven years, are free of income tax.

M.C.C. LYNMOUTH RELIEF FUND

In view of their long association with the district, the M.C.C. organised a Relief Fund as soon as news of the Lynmouth disaster was announced. As a result of this appeal they have been able to forward to the Lynton and Lynmouth U.D.C. a total amount of £528 7s. 1d. Included in this was a generous donation by Temple Press Ltd. of 50 guineas and an amount of £50 from the Retford and District Motor Club. The Committee wish to express their very great appreciation of the support which was given to the fund by members and their friends.

CLUB AFFAIRS

The Salmson Register has been absorbed into the British Salmson Owners' Club. French Salmsons are eligible and the secretary is J. L. Cope, " Sandalbowe," 62, Westover Road, S.W.18.

* * *

The Sunbeam Register proposes to enlarge its scope by admitting owners of Roesch-designed, London-built Talbots. These would be able to compete with Sunbeams, with which they have technical and historical similarities, in next year's events and have their own section in *Sunbeam*, the Register's printed bi-monthly journal. Owners of the right kind of Talbots are invited to supply the hon. registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants, with details of their cars. The annual subscription is 15s. The first Talbot owner to join is E. J. Vardon, with a 105 Speed Model.

Since we closed the MOTOR SPORT Directory of Clubs some further data has come in, which will be included in the booklet.

* * *

The London M.C.'s dinner/dance at the Park Lane Hotel on December 9th will be enlivened by Butlin's Square-Dance Team, with Wally Goodman as caller, not to mention " Goldie " Gardner, Stirling Moss, Sidney Allard and other notables.

* * *

The second of the series of the Isle of Wight Car Rallies will be held between December 10th and 14th, 1952. If its predecessor in April, 1952, was anything to go by, it promises to be a most entertaining and unusual event, comprising as it does a sea crossing (without customs' formalities) and three full days of delightful and varied sea and countryside, the charm of which even the virtual certainty of grey winter skies cannot deny.

An extensive bill of fare is being laid on for the invited clubs, the B.A.R.C., M.C.C., M.G. Car Club, Midland Automobile Club, S.U.N.B.A.C., Taunton Motor Club, Southsea Motor Club and the organising club, the Isle of Wight Car Club. The latter decided to alter its plans entirely on receipt of the information from the R.A.C. that the 300-mile ban had been eased on closed invitation rallies, and the route will now be fully 500 miles of interesting going. The start will be at Leamington Spa, with the first control at King's Lynn, from where the route will be Norwich, Snetterton, for a regularity test, Sudbury, Abingdon, Bridport, to Southampton, where the road section will terminate.

Scrutineering will take place at the Final Control at Southampton and the eliminating tests will be held at Sandown, I.o.W., on the Esplanade, after the sea crossing to the island.

A cocktail party and official welcome, a series of driving tests in a lighter vein, a Concours d'Elegance, a speed hill-climb, and, to round the proceedings off, a Rally Christmas Party, combined with the prizegiving ceremony will occupy the three full remaining days of the rally, and a change of scenery is guaranteed for each event.

Regulations and application forms may be obtained from the Rally Secretary, Mrs. I. Wooldridge, Delamere Hotel, Sandown, I.o.W.

* * *

The Chiltern C.C. have been busy organising their annual Chiltern Hills Trial to be run on December 7th, starting at High Wycombe. This year the club have been able to return to familiar trials haunts in the Chilterns, and although some of the locations are not original the sections are completely new, and cannot help but provide some real tough problems for trials drivers. Included in the event will be a short Moto-Cross in the form of a timed circuit in a wood, which will also count as a special test. The total route involves only 25 miles from start to finish at Marlow, but includes 10 tough sections, the Moto-Cross and a special test. This trial has been organised by trials drivers for trials drivers, and awards will be available for both 1952 and 1953 R.A.C. formula cars. Investigations are being made in the hope of getting this event either televised or filmed.

AUSTIN POPULARITY

A sample count of over 10,000 cars in London and the Home Counties has just been completed for the Austin Motor Company by an impartial research organisation. The results show that Austin cars have a 6 per cent. lead over their nearest competitor. Austins made up no less than 20 per cent. of the cars counted.

Morris	14%	Humber	3%
Ford	14%	Triumph	3%
Vauxhall	8%	Sunbeam-Talbot	2%
Standard	8%	Riley	1%
Hillman	7%	M.G.	1%
Wolseley	4%		

All other makes 15 per cent. (percentages rounded off).

The object of the count was to assess the relative frequency with which the leading makes of British cars are seen on the roads of London and the Home Counties. Great care was taken in selecting investigators and the actual check points; the former being thoroughly examined in car recognition, and the latter chosen to permit positive identification and counting of *all* cars (both moving and parked cars were counted but commercial vehicles, including utilities and station wagons, were excluded).

Check points were situated in 18 different localities distributed evenly throughout central and outer London and towns in the Home Counties. While the limited nature of the count means that it cannot be regarded as exact for the smaller percentages, the first six figures given are accurate. The latest figures compare closely with a similar count made in December, 1949. Then Austins made up 21 per cent. of the total.

Morris	16%	Vauxhall	8%
Ford	13%	Hillman	7%
Standard	10%		

This research has been carried out for the private information of the Austin Motor Company but the results are published because it is felt that they have wide general interest. In view of the limited numbers of new Austins which have been reaching the home market they do illustrate the company's fine reputation for the long life and dependability of its vehicles.

[This is of interest, although it is unusual for one manufacturer to issue data relating to rival manufacturers and we wonder if the public would have been given the benefit of seeing it had another make topped the list. If the Austin Motor Co. Ltd. will submit the complete census we would like to give further publicity to the " under 1 per cent.," as unusual cars interest our readers. We also suggest that the Austin Motor Co. continue this clever idea in other countries.—ED.]

CARS I HAVE OWNED

by F. Ivan Carr

Ivan Carr is not perhaps so well known as some of those who have been invited to contribute to this revived series of articles. But his selection of cars and his keen appreciation of them fully justifies inclusion, as you will discover as you read on.—ED.

MY love of racing cars and racing motor-cycles had its origin long ago, before the cult of which MOTOR SPORT is the chronicler.

My father was a pioneer, and built his own steam car, using the engine out of a steam-driven motor mower. He drove this steamer from Carlisle to Edinburgh in two days, and this was heralded as a notable feat. The original car had three wheels and it proved highly unstable on corners, so much so that it frequently decanted my mother into a ditch. So my father converted it into a four-wheeler, feeling that since it would now be supported at all four corners, it would be much less likely to upset. His hopes were dashed to the ground, for it was even more unstable than before.

In 1913 this remarkable man bought an ex-racing 3-litre Gregoire. It had no body to speak of and a fine bolster tank. Slim, sketchy mudguards covered the narrow tyres, and an outside exhaust pipe ran down the port side. Many were the hours I spent as a boy of seven sitting at the wheel in the garage.

The 1914/18 war broke out, and about 1915 the car was sold, for my father had bought it for my elder brother, and he was killed at Delville Wood.

1920 came and my father, always a most enterprising man, made two purchases. A Sunbeam car, then the acme of a motorist's ambition, and a Baby Triumph motor-cycle for me. He was a trifle previous about the latter, for I was not yet 14 years of age and I had to wait six months before I could obtain a driving licence. But in those days there was a greater benevolence about the police force, and I used the Triumph extensively, albeit discreetly.

Always the urge for something "just a little bit faster" has been at work, and in 1922 I persuaded my indulgent papa to sanction the exchange of the Triumph for a 2¾ A.J.S. These were quite grown-up motor-cycles and for three years I learnt much, fell off frequently, and discovered how to ride with reasonable competence.

At this time I was at school at Oundle and obtained permission to travel from Carlisle to Oundle on the A.J.S. These were exciting journeys, particularly the return home for the holidays, but once I arrived at school the A.J.S. had to be locked away in a stable until a day or two before the end of term. Then the House Master gave permission for it to be cleaned and prepared for the run home, and great was my joy.

In 1925 Norton announced the arrival of their first o.h.v. model, and I believe that mine was the very first o.h.v. Norton to be sold to a private customer. How I wangled it I cannot remember; perhaps it was less the skill of my diplomacy, and more the generosity of my father. Anyway, at the beginning of the Christmas holidays I rode the A.J.S. to London to effect the exchange with a London dealer. His premises were south of the Thames, and I recall the horror of riding the A.J.S. through the dense London traffic on a rainy December day. I became hopelessly lost and fell off many times as the narrow tyres slid on the slippery, oily road surface.

The Norton assuredly had something. I had ordered that it be equipped with a Binks "Mousetrap" carburetter, and for some unknown reason there was also an aluminium side-car. I say "unknown reason" for at this time the first girl-friend had not yet loomed over the horizon. The Norton was grand; true it wore out the bearings of its overhead rockers with astonishing rapidity, and its rear-wheel bearings only lasted about 1,000 miles. But it could GO. I had ordered a "close-ratio" gearbox and 55 m.p.h. was available in third and perhaps 70 in top.

Schooldays came to an end. My long-suffering parent again put up the necessary and the Norton departed and a 680 Brough-Superior took its place. This was another thoroughbred, though it too suffered from overhead rocker bearings of astonishing frailty. The first girl-friend had appeared by then and I used the Brough for transport from the place where I was learning my trade to the place where she lived. Some very excellent averages were recorded, for in those days the roads were clearer by far than they are today.

The 680 Brough went the way of all flesh and was replaced by something MOST exciting, no less than an S.S. 100 Brough. This was a 1,000-c.c. V-twin designed to run on alcohol. It was a beautifully made and finished machine, and was really quite faultless. It was my pride and joy, and I maintained it in perfect and spotless condition. That was 25 years ago, yet some of my fastest runs were made on the Brough, times unbeaten by my present 3.8-litre Bugatti. Truly there has not been so much progress as people think during the last quarter of a century.

Competition between men is of the essence: to many it is the spice of life, and I am not advancing it as a merit that I have little desire to beat other people. But to me, racing and the winning of races was never an end in itself. None the less, the glamour was attractive, and in 1926 I competed regularly at Southport and other venues in the North. By now I was beginning to earn, and a combination of my earnings and an unwise economy in dietary, coupled with a contribution from my ever-indulgent papa, resulted in a sum sufficient to purchase a Morgan. A fine little machine it was too. A 1,100-c.c. Blackburne V-twin of great potency drove it, and when I had machined ⅛in. off the cylinder heads it really did go quite fast. There was much to commend this engine. For instance, it only took an hour to whip it out of the frame. This was fortunate, for it suffered from constant clutch and flywheel troubles, and to gain access to these it was necessary to remove the engine *in toto*. Now and then I won a race or two, and this gratified my father and encouraged him to invest further in my "racing career." I found a firm which purported to make a three-speed gearbox for the Morgan and during the winter of 1927 this contraption was fitted. It was an utter failure, for the all-sufficient reason that it was quite impossible to change gear, so the old two-speed rig had to be refitted.

At this time the Southport M.C. began to stage long-distance races, and it occurred to me that if I widened the Morgan it would be less likely to overturn on corners. I removed the front of the chassis and fitted new cross-tubes of much greater length, which resulted in the little machine being wider than it was long, in fact it was wider than a Rolls-Royce. These "improvements" were a complete failure, and it never again won a race. The Blackburne engine had one distressing defect, in that it invariably ran its rear main-bearing after about five miles flat out. In this I was a little more successful, for an oil-feed direct to that bearing corrected the trouble for ever.

I was very small fry, but I can remember one Saturday Segrave turned up in one of the Sunbeams, and I am even now proud to be able to say that I have "raced against Segrave." Not that my opposition worried him much, for he came past the Morgan like a hawk overhauling a wren!

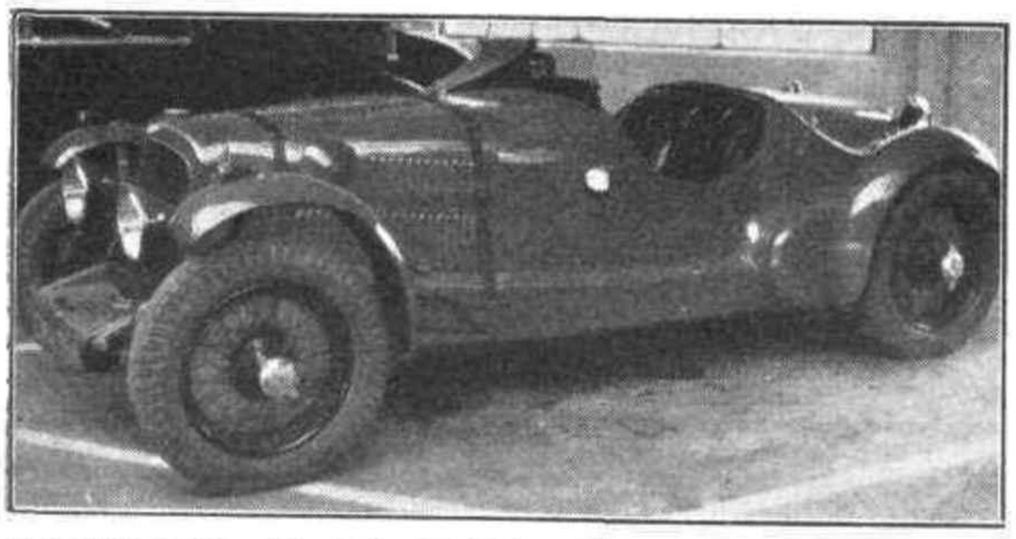
The S.S. 100 Brough was also raced now and then, but it had an unhappy habit of burning a hole about the size of a half-crown in its rear piston.

As a result of my "improvements" the Morgan became almost useless, and furthermore the current girl-friend disapproved of its starkness; so it was disposed of, surprisingly enough to a clergyman. A brand-new Morgan took its place. This machine had only one merit, its colour, which was a pleasant light blue. Apart from that its J.A.P. engine was definitely the inferior of the older Blackburne, and I never cared much for it. It seemed to be an effeminate, degenerate little affair.

One day in 1929 I was walking down Great Portland Street, then devoted almost entirely to motor-car shops, when I espied the culmination of all my aspirations; no less than a Type 35A G.P. Bugatti. This was the so-called "G.P. Modifie," eight-cylinder unsupercharged. I gazed longingly into the window and returned home.

Really my father must have been a most patient and forbearing man, for yet again he opened his purse-strings, and the blue Morgan and the S.S. 100 Brough took up their abode in the showroom, and the Bugatti came to Carlisle.

Just before I leave two- and three-wheelers, however, there are three more bicycles thzt remain in my memory . . . I had a good friend and he and I used to exchange mounts temporarily. For an odd weekend or two he lent me a "long-stroke" Sunbeam, a veritable Rolls-Royce of motor-bicycles. Smooth, steady, with a gentlemanly subdued exhaust note, it was a "gentleman's machine" in every way. Even its enamel was a discreet black, with a gold line. Secondly, he lent me a 500-c.c. T.T. Douglas; one of the first with the gearbox above the rear cylinder. It was a fast-running engine



A GOOD CAR.—The 2-litre Le Mans Aston-Martin which was one of Ivan Carr's favourite possessions.

and I did not like it much, for the fuss of very high revs has never appealed to me.

The third bicycle belonged to me for a short time. It was a T.T. Scott and had actually raced in the Amateur T.T. in the hands of a Carlisle man. Its roadholding was a delight, and somehow the purr of its twin two-stroke engine was a joy : but it had roller-bearing big-ends, and they were worn and loose and noisy. The trouble I experienced in overcoming this snag gave rise to a prejudice against roller-bearings which has lived with me to this day.

I drove the Bugatti away from Great Portland Street and turned north into Regents Park. Within five minutes the police were on my trail, and the first quarter of an hour in that car cost me a £3 fine. It was an unhappy beginning : no more happy was the run north. I had a friend with me and we had yet to discover how to work the little engine-driven air pump which provided pressure for the petrol tank. Consequently my friend had to pump vigorously every couple of miles, otherwise we ran out of petrol. This he hated!

At Bramham Moor a most horrifying noise developed. A knowing garage man diagnosed " big-ends gone," and shook his head in an even more knowing way when we confessed that the car had only just been bought. However, urgent enquiry showed that the noise came only from two sheets of aluminium vibrating edge to edge. The windscreen rattled, so we stripped it off, and as it was made of plain glass it was abandoned in a ditch and we drove on in a sirocco. There was much changing of plugs and a good deal of blue smoke ; none the less, it was soon obvious that I had a REAL motor car. It had everything—noise, dirt, smell, acceleration and real speed.

For two years this car served me very well indeed. My father was deeply interested in its mechanical perfection ; so much so that he bought a 3-litre Type 44 saloon for himself. So there were two Bugattis in the family. He frequently drove with me in my car and I remember that he greatly enjoyed " watching the front wheels go round "; an occupation which I observe is frequently appreciated by my passengers.

During the second winter I decided to decarbonise the engine. No sooner had I begun than I regretted the decision. What a job! However, the work was completed and I am a little proud of the fact that, single-handed, I refitted the cylinder block and entered all eight pistons without breaking a ring.

In 1930 my father died and I lost my best friend. He had been my constant collaborator in all these mechanical adventures and in all sorts of other adventures as well. I was left with a 3-litre Sunbeam, a 3-litre Bugatti saloon and my own Bugatti. The Sunbeam was sold quite easily, and a friend of mine in the Trade exchanged the two Bugattis for a 1928 4½-litre Bentley. The values are interesting in these inflated days. This superb car, only two years old and quite perfect in every way, was priced at only £450! It was indeed an exquisite vehicle with a black fabric body, brown wheels, and brown leather upholstery. It had only done 10,000 miles.

While I respected it and felt very lucky to own such a really beautiful motor, yet it was not a racing car, and consequently was not really my " cup of tea." So it was not long before it was exchanged for a 4½-litre Le Mans Replica Bentley. This was Eddie Hall's old car and it had had a hard life. Its oil consumption made me gasp, and the rattle of its " hour-glass " pistons would have shocked my father profoundly, had he been there to hear. I discovered that the rivets of the chassis were all loose, so these had to be replaced by fitted bolts, carefully split-pinned. The engine overhaul was entrusted to Bentley's depot in Glasgow, and the total bill for a reground crankshaft, rebore and new pistons totalled only £20. Bentley's manager in Glasgow, Mr. Peach, became a good friend, and the service Bentley's offered at that time was really superlative.

I have been lucky enough to own many notable cars, but Hall's old Bentley is one of the happiest memories. From 1931 to 1934 we came to know each other well. No doubt the old girl would feel clumsy and out of date now and the brakes even then were quite inadequate, but she had a strong character and real personality. The deep rumble of exhaust, the great size and weight, and complete trustworthiness endeared her to me. And she could travel. I recall leaving Kippford very late one night and driving to such good effect that I was home only 53 minutes later, though the distance was 54 miles. That Bentley was one of those cars which became a part of one's life . . .

In 1933 M.G. marketed their P-type Midget, and it occurred to me that a P.2 would make a highly satisfactory second string to the Bentley. This beautiful little car cost only £200 new, and with its o.h.c. engine and close-up wings it was very good value. In those days, nearly twenty years ago, it was possible, by a little negotiation, to buy a new car at less than the list price, and I think I only paid £190. It was a dear little car, and I had it painted British green to match the Bentley. Yet it was not a racing car, and so, foolishly as I now think, I exchanged it for a white, blown Montlhèry M.G. Midget. This was my first supercharged car, and it was one of the worst. The blower pressure was high (about 14 lb. per sq. in.) and this resulted in a distressing habit of frequently blowing its little head off. The first time it did this trick my diagnosis was at fault, and I wrongly thought oiled plugs were the trouble. This bad reasoning was perhaps excusable, since the engine passed out at the *bottom* of a long hill, and furthermore there was no starting handle to test compression. It was a warm summer's evening, and I started the familiar routine of fitting clean plugs and switching hot plugs to cold, oily cylinders. Eventually every spare plug I had was fouled, so I improvised a plug-drying furnace. Time slipped past, the shades of night fell, the birds ceased their song and all nature slept. Midnight came, lightened only by the dull glow of my wood fire. I became dirtier and dirtier, and more and more determined. " If only I can fit four hot plugs simultaneously, then," said I, " all will be well." 2 a.m. came, and by now the battery was exhausted, so that I was reduced to pushing backwards up the slight hill, jumping in, and engaging second gear for " just one more try." Not unnaturally all my efforts proved unavailing, for in fact the cylinder head gasket was well and truly blown. Somewhere about 4 a.m. sheer physical exhaustion forced me to seek rest and blessed sleep in a dry ditch. Next morning (Monday) I was a couple of hours late at the office, which earned a very dirty look from the boss ; this, I felt, was a little unjust. He also had some pertinent remarks to make about my personal cleanliness, not to speak of the aroma of wood smoke which still clung pungently to my clothes.

The Montlhèry Midget was unsatisfactory, for it was at this time an experimental and largely undeveloped design. Still, it taught me many things, and on the one and only occasion when it went well it did cover 57 miles in precisely 58 minutes.

And then in 1933, out of a clear blue sky, came illness. Devastating, frightening, very nearly fatal illness. The M.G. was exchanged for a Talbot, my first and last saloon. It was quite satisfactory in an uninspired sort of way, but I was jolly glad to get back to the 4½-litre Bentley, just as soon as the doctor allowed me to do so.

The Talbot was exchanged in 1934 for a wife and for good measure she brought with her a Lanchester Fourteen, one of those self-changing saloon affairs, very suitable for a lady, but maybe a trifle DULL. So I set to work, allowing my wife to drive the 4½. It was expensive and a little trying, for she was not an especially skilled driver ; however the charm of the Bentley began to have its effect and the first move was to exchange the Lanchester for a 2½-litre M.G. Still a saloon, but we were moving in the right direction . . .

The M.G. was a very fine car. Roadholding, steering and braking were superb, and the engine seemed tireless and willing. Still it was a saloon, so I kept up the pressure of salesmanship and in the end triumphed, for my wife fell in love with a 1½-litre Aston-Martin. The M.G. departed and a Mark IV Aston took its place. This was in 1935, and the Aston at that time was priced at £610, by far the highest price I had ever paid for a car. However, a good price was realised for the M.G., and I felt that the battle was won and my wife finally converted to proper motor cars! And indeed I might well have been right, had not the Aston been so abominably badly sprung. Bess admitted that it was " a thing of beauty " but it was not a joy for ever because every time she went out shopping in it, it broke all the eggs and shook her about until her teeth worked loose. Then its dynamos failed one after another, and although Feltham gallantly replaced them with new ones, yet it was an

irritating habit. All the same, the Mark IV was a grand car and it saddened me when it went away.

In its stead a 1¾-litre supercharged Alfa-Romeo took its place. My wife loved it but I was not so keen for I thought it noisy and a little fussy. I concluded that a supercharger has no business to be shipmates with a saloon body. It had tremendous acceleration and proved to be completely reliable, and the sheer quality of its workmanship and the beauty of its design were a joy. It proved to be a faithful and fast second string to the Bentley, which was still rumbling away in the midst of all this change.

Now you may think that to exchange cars with so much abandon must have been a very expensive game, but I assure you that it was not, for it was possible to chop and change and gain a few pounds here and lose them there, and in addition one gained invaluable experience. Furthermore, it has always been my habit to set to work and, so far as I am able, restore each car I have owned to first-class order. Thus I sometimes received more than I gave.

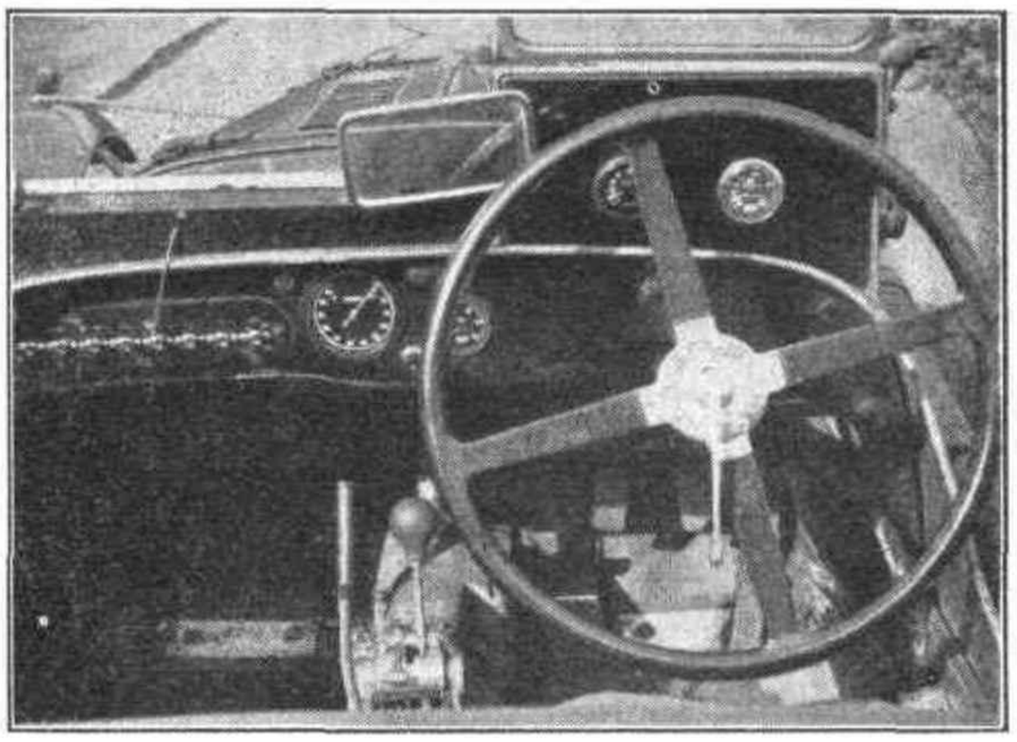
In 1936 I saw advertised the car of my dreams. This was the Le-Mans Speed Six Bentley, which had won the 1930 Double-Twelve Hour Race at Brooklands, and was second at Le Mans. It was advertised by Bentley Motors themselves and it came up to Carlisle for me to try. A very superior chauffeur brought it to my house, but even his insufferable and supercilious snobbery failed to put me off, and after the exchange of only £50 the dear old green 4½ went rumbling away and this vast "Speed Six" was squeezed into the garage.

Never have I mourned the loss of a car as I mourned the departure of the 4½. She had served me so well for so long; and for my part I had served her for many hundreds of hours. But the "Speed Six" took the edge off my sorrow, and anyway I was too busy to grieve for long, for the new Bentley needed much loving care. To begin with some moron had painted the old lady a disgusting shade of muddy grey, and I had to scrape all the offending paint off and sand-paper the whole car and respray in decent British green. Six months work yielded results, and at the beginning of 1937 I had restored the old car to something like its original condition. The great petrol-tank had a filler about the size of a soup plate, and the consumption called for all the capacity of the tank, which was 45 gallons. The huge engine was a delight, and having finished all detail work and repainted the body, I ran the car up to Glasgow and Mr. Peach decarbonised the engine and turned it out quite perfect and almost noiseless. Yet it was an embarrassing car to own for its elephantine size and its majesty collected a crowd wherever it went, and it was almost impossible to stop in a town, for the whole place would instantly down tools and gather round in a dense huddle thus making it impossible for the owner to gain access to his property!

It had long legs indeed, and after carefully testing the speedometer against the stop-watch, I was confidently able to claim over 100 m.p.h. on several occasions. Like the 4½, its brakes were its great weakness and its speed was really of little value, for one had to be certain of a good half-mile of unobstructed road before it was possible to put one's foot down good and proper. I fitted a vacuum servo motor to assist braking and it was a success, save only that it appeared to result in a definite time-lag between application of the brakes and the desired retardation.

It was in 1937 that I saw an advertisement for a 2½-litre straight-eight Maserati only about two years old. It was a magnificent-looking car and I fell in love with it right away. The engine was finished more superbly than anything I have seen before or since. The cylinder head had no gasket and fitted the block so perfectly that only a smear of Osotite was necessary. The long bonnet and rather square-sectioned radiator were a delight, and a Roots blower did its stuff at the sensible pressure of 7/10 lb. per sq. in. It had a scarlet aluminium body with a certain amount of luggage space behind the seat.

But all that glitters is not gold, and of a long string of fine cars this was far and away the worst. The engine was, as has been said, a thing of beauty, but that beauty was but skin deep. It had connecting-rods of astounding weakness. They were tubular and of the same diameter throughout their length. That diameter seemed to be little enough at the top end, and was hopelessly inadequate at the lower end; the net result was that these rods broke and bent with distressing frequency. The second grave defect was that the pressure pump and the scavenging pump for the dry-sump lubrication system were too nearly the same size, and this resulted every now and then, in a great building-up of oil in the crankcase, to such a degree that the tank became empty, but everything else became full, including the passenger's seat and the driver's shoes, ears, nose, eyes and throat. These two defects were embarrassing, particularly when the car was used for commercial travelling (I am a flour miller by trade).



OFFICE!—The cockpit of the Le Mans Aston-Martin.

One fine summer's day I left London about midday, and 3 p.m. saw the Maserati 20 miles south of Stamford. Suddenly there occurred a most almighty scrunch, followed by a number of lesser tinkles and cracks. A moment's inspection showed what was wrong, for the jagged end of a broken connecting-rod protruded through an ugly hole in the crankcase, and had indeed dislodged the magneto, pushed it sideways, and destroyed its coupling to the engine.

Now it so happened that it was more than ordinarily important that I should be home next morning; for one thing there was a business crisis at hand, for another my very best friend was to be married to my most-liked cousin in the afternoon.

I held up a passing lorry and scrounged (for a consideration) a tow to Stamford. There I repaired to that garage which was the manufactory of Pick cars in the early twenties. About 4 p.m. a highly co-operative mechanic and I set to work. Frequent practice makes even a complicated task fairly easy, and I knew my way about that engine as well as a commuting Londoner knows his 'bus routes. We stripped the cylinder head off in double quick time. Off came the sump, and then we fashioned a patch for the hole in the crankcase, and exchanged the dynamo coupling for the damaged mag. coupling. The broken piston was brutally broken out of the cylinder with a chisel, and a piece of hose was securely clipped round the vacant big-end journal to hold the oil in, after removing the residue of the broken rod.

About 10 p.m., having refreshed ourselves generously at the local pub (draught Worthington), we started to re-assemble, and at 3 a.m. next morning the engine fired on seven cylinders. At 3.30 I was on the road again, and next morning I walked (albeit a trifle shakily) into my office at the regulation time of 8.45 a.m.! In the early afternoon, bearing a striking likeness to a rather weary waiter in a third-class hotel I attended my friends' wedding. An ample, but discreet, dosage of champagne restored my lagging spirits . . . and then, to bed, more blessed than I can remember . . .

The Maserati was quite hopeless, for in spite of its many perfections, yet its two crying weaknesses quite spoilt it. I wish now that I had had more guts, and obtained eight proper connecting-rods. Then, with an enlarged scavenging oil pump, I believe it would have been very good indeed; but as it was I determined to dispose of it at the very earliest possible moment.

It was necessary at that time to go to London every five weeks for medical treatment and on one of those visits in 1938 I saw in the premises of the Winter Garden Garage a 2-litre Aston-Martin which greatly attracted me. After a period of vigorous negotiation the Maserati departed unnoticed and without mourning, and in its place there came to Carlisle a grand and most gallant little car.

You will remember that in 1936 Aston-Martin built three 2-litre cars for Le Mans. For some reason they were never raced. This car of mine was one of them, and a better friend no one could wish to have, for it had every virtue and no vices. It was fast, with a maximum of 104 m.p.h. Splendid hydraulic brakes matched its cornering and roadholding; furthermore, it was dead reliable and an unfailing starter. All through the war and on into 1947 it served me with complete satisfaction.

(To be continued)

THE GUILD AT GOODWOOD

THE annual Motor Show Test Day at Goodwood Circuit, organised by the Guild of Motoring Writers, is one of the outstanding events of the winter season.

On October 26th, the date of this year's Test Day, the weather remained fine until a quarter of an hour before the track was closed. No fewer than 37 British cars were assembled for the journalists and foreign visitors to drive as fast as they could for three laps of the circuit, taking their guests as passengers. Only the Frazer-Nash was a " non-starter."

The day's entertainment was splendidly organised for the Guild by John Morgan and his B.A.R.C. officials. Although the demand for cars was naturally considerable, we managed to try nine different makes and ride in a tenth, which no doubt represented the experience of the average visitor. And a valuable experience it was, embracing nearly 80 miles of unfettered high-speed driving in 1953 cars.

Our impressions can be summarised as follows :—

Allard Palm Beach.—Brisk and pleasant to handle, but one felt conscious of its light weight. The bonnet "ripples" noticeably, the central gear-lever, although very smooth to operate, has long movements and is rather indefinite and there was a clanking from a detached shock-absorber which " retired " this car for a time. The bench-seat is unsuited to such a fast-cornering car ; it will be adjustable on production models. The dashboard is so flimsy it flexes as you press the starter ! Excellent top-gear performer.

Allard Safari.—This large, useful car was great fun, as it would do most of the circuit in top gear, taking the bends in safe controlled slides. Its Ford V8 30 engine was rather tired and the short right-hand gear-lever had an unusually long travel like that on the Palm Beach. It could " outcorner " its bench-seating. This wood-panelled shooting-brake is a low-built, good-looking car but somehow reminiscent of the " red-petrol " era.

Bristol 401.—This car went very fast and smoothly and cornered far faster than we were led to expect by its comfortable suspension. There was some brake fade.

Ford Zephyr.—Gave a smooth, pleasant and very willing ride. The starter-button on the side of the new instrument-cluster on the facia is rather fun.

Hillman Minx.—Has a smart " new-look " so that even after we got out we had a vague idea we had driven a baby Humber. More " squidgy " than we had remembered.

Jaguar Mk. VII.—Sumptuous car, but needed getting used to, as the Mintex-lined brakes are so powerful as to be sensitive under one's foot and the stiff central gear-lever is not where you expect it to be and has unexpectedly long movements. Engine very quiet ; inaudible at tick-over. More supple than we liked. Smelt very warm. Adjustable steering column elected to adjust wheel while we diced !

Jaguar XK 120 coupe.—Splendid fun ; felt extremely safe at speed and was about 20 m.p.h. quicker than the Mk. VII along Lavant Straight. This was a left-hand-drive car ; the brake-pedal is placed too much above the treadle throttle pedal.

Jowett Jupiter.—Although this red two-seater has noticeable oversteer, it really did feel safe when cornered fast, and earns full marks on that score. The gear-change on the steering-column is a trifle harsh and the brake-lever practical if " agricultural." The engine slogged away without complaint at 4,000 r.p.m.

Morgan Plus 4.—Taut steering, a proper gear-change by tiny lever on the floor, and felt essentially safe round the corners. The engine " pinked " badly but got up to a speedometer 70 in third. It did not run-on when the ignition was " cut."

Apart from trying these cars, we rode in the Bentley Continental which was entrusted only to Bentley's new P.R.O. Even so, the good even-keel ride, excellent top-gear acceleration and famous " knife-through-margarine " gear-change were appreciated. Head-room in the back seat is restricted and the back windows will not open.

The new Armstrong-Siddeley Sapphire was also considered either too complex or too valuable for mere " writer-types " to drive, and was conducted by a member of the A-S design staff. Mostly he drove it sedately but once he took Woodcote very fast.

The new Humber Super Snipe was in great demand, so much so that it began to boil. The DB II Aston-Martin, we were told is entirely delightful on this circuit but it " retired " after being driven with the hand-brake on(!) before we could get hold of it. Floyd Clymer, from U.S.A., was singing the praises of the Jenson, in which he was not alone.

An added attraction was a Jaguar Mk. VII with Girling disc-brakes, which contributed black marks on the straights. Moreover, there were two Jaguar XK 120Cs present, in which the persuasive (male) and attractive (female) had rapid rides with Stirling Moss, " Loftie " England and others. The Duke of Richmond and Gordon sportingly " had a go " in one of these XK 120Cs.

Altogether it was a great day and something which, as Clymer admitted, even the Americans cannot organise yet. No one crashed or even spun round but no doubt many journalists now have a warmer respect for racing drivers who go round even faster than they did ; yes, even for those who spin off in their endeavours !—W. B.

AN EXCELLENT SHELL FILM

Do not fail to see the Shell Film about this year's Le Mans Race ! It runs for 30 minutes, none of which are wasted on near-misses, crashes or similar nonsense. Excellent shots of well-known personnel, the typically French scenes around the course, the British arriving for the race (in Buckler Special, overloaded Austin taxi, etc.) add to the excellent filming of the race itself.

This film does not lack drama, however. Close-ups at the pits show Neubauer's realisation that at last Levegh has stopped and Lang's and Riess' Mercédès-Benz 300SL lead this classic race. You see the great German team-chief himself hold out the magic " 1 " to the leader, and " 2 " to his second Mercédès-Benz, just as. earlier in the film, you saw Lang pushing the crippled Talbot of Levegh through the bends, hopeful of breaking it up. New techniques add to the reality of the night racing scenes, and the winners are seen sportingly acclaimed by the French crowds.

The film fades on that last-minute loser, Levegh (who for 23 hours alone carried the hopes of all France in his hands, in the leading Talbot, until the crankshaft broke)—a tired. unshaven. little Frenchman who walks sadly, thoughtfully along to congratulate the Germans. after being greeted tearfully by his wife. It is good that the Shell film thus pays tribute to Levegh's gallant drive.

Clubs should book this film for their next show—apply to Shell-Mex & B.P. Film Service, Shell-Mex House, W.C.2.—W.B.

UNRELIABLE TELEVISION

On November 1st the B.B.C. was scheduled to show a television film on motor racing entitled " Looking Ahead." We duly assembled at a friend's house to enjoy this feature, which should have begun at 3.55 p.m. " Country Calendar " was in progress when we arrived and this continued until some time after the motor-racing film should have commenced, then faded out to the familiar fixed announcement of a breakdown.

Perhaps television breakdowns are inevitable but there was absolutely no need for the invisible golden-voiced girl to tell us, in so many words, without apology moreover, that we had " had " our motor-racing—the film had been shown earlier that afternoon to cover another breakdown in the outside televising and when the programme could be restarted we should be back at " Country Calendar."

The B.B.C. has recently become aware of the vast audiences which it has for Raymond Baxter's excellent motor-racing commentaries; it is high time the television section showed similar appreciation of the fact that motor-racing is now a national sport. In any case, to depart from the published times of its programmes is to make a mockery of the *Radio Times*, in which, on page 49 of their issue dated October 24th, " Looking Forward—a film for motor-racing enthusiasts " was clearly billed for 3.55 p.m.—W. B.

FAY'S PUBLICITY

Fay Taylour has reached Australia and the *Sydney Sun* has let fly about her. In their issue of October 22nd they describe Fay as having broken " the late Sir M. Campbell's lap record on the famous Brooklands Mountain Circuit in America " in 1951 ! What interests us more than Fay's fictitious record at a phantom Brooklands is that her threatened book " One Love Lasted " has now, according to the *Sydney Sun*, been written When we have finished the Tallulah serial in the *Sunday Express* we shall want to read it.

RENAULT WINDOWS

In connection with our used-car road-test report on a 1950 750-c.c. Renault, published last month, we are asked to emphasise that since 1951 winding windows have replaced the sliding variety in the front doors of these excellent little cars.



FOR EASY STARTING THIS WINTER

DRAIN & REFILL WITH

CASTROL

Castrol MOTOR OIL

THE MASTERPIECE IN OILS





SORRY START.—Ken Rawlings, in a car delightfully described by a daily paper as a "slightly modified Standard Vanguard," gets going to some purpose in "Buttercup" after starting either in the wrong cog or with the hand-anchor on—a pity, as this probably cost Rawlings the Rally.



THE KNOWLAND TROPHY WINNER.—E. J. Chandler in his supercharged Ford Ten-engined Chandler Special wins the Cemian M.C. Knowland Trophy Trial, which included one unclimbable "section."



NEAT AND FAST.—Stirling Moss gets his left-hand-dr second and third tests due to difficulties in gear engagement. deciding the time h

VICE-PRESIDENT'S TROPHY in the Cemian M.C. Trial was won by A. E. A. Day's Ford Ten-engined Spence VI, here seen needing assistance on the first section.



THREE FIRST-CLASS AWARDS were won in the Cemian M.C. Trial. One went to P. A. Barden's Ford Ten-engined Cotton IV, representing the Kentish Border C.C.

OUTSTANDING PERFORMANCE in the second Brighton test of the M.C.C. Rally was put up by Peter Morgan in this Morgan Plus Four, a coupe being by no means easy to take through a test which involves reversing.

MARAUDER AT BRIGHTON.—Passenger clutching bay-window, F. E. Shanks takes on the final tests in the M.C.C. "Daily Express" Rally.







SPLENDID SHOW.—D. Howard's Morgan Plus Four being taken through the M.C.C.'s second test at Brighton, very, very fast and with absolutely no mistakes.

MOSS IN AN UNUSUAL ROLE.—Stirling leaving Hyde Park in F. S. Bennett's 1903 Cadillac at the start of this year's R.A.C. Veteran Car Run to Brighton.



COMBINED AGE 98 YEARS!—D. Cauldwell's 1903 Oldsmobile leads J. D. C. Allen's sister car during the Brighton Run.



ive XK120 Jaguar coupe hustling at Brighton, but lost time in the Note the B.R.D.C. badge and John (Journalist) Cooper apparently as come to abandon ship!

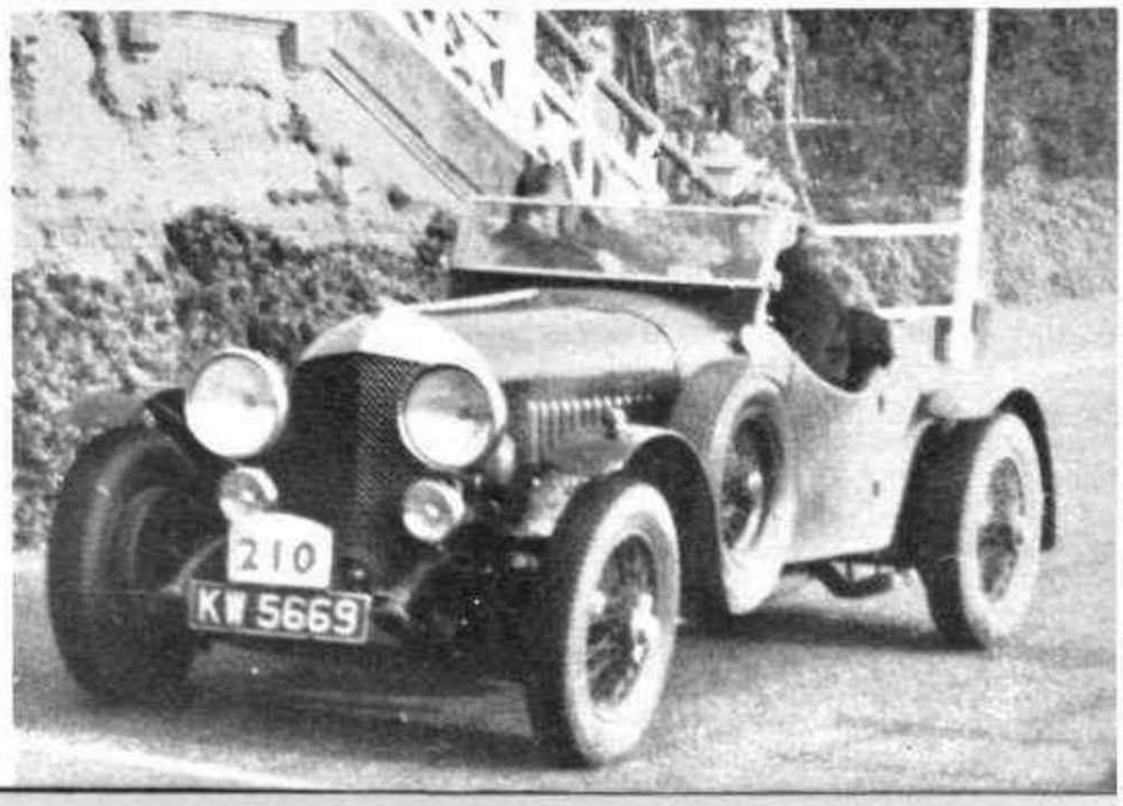
GRUNDY GOES TO BRIGHTON.—A. H. Grundy decided that a crash-hat was the best wear for the Brighton Run, which he took on his 1903 Quadrant tricycle.



M.G. IN FULL FLIGHT.—C. R. Cowlin in his TD takes the second test on Brighton's Madeira Drive.

VINTAGE IN THE RALLY.—Applause greeted J. A. Walker's splendid handling of his 4½-litre ("Bluebelle") Bentley in the second test at Brighton.





CAR'S INSIDE STORY

Woman at the wheel



Women drive differently from men (oh — let's not start that argument again!)

Let's say a woman demands different things of a car. With the Javelin, the suspension that keeps a woman happy by taking the wickedest bumps in its gliding stride is the same all round torsion bar system that cuts seconds at corners for a man in a hurry.

The quick, light steering and clear visibility are just what a woman wants for parking in the High Street . . . the same qualities that the rally experts praise.

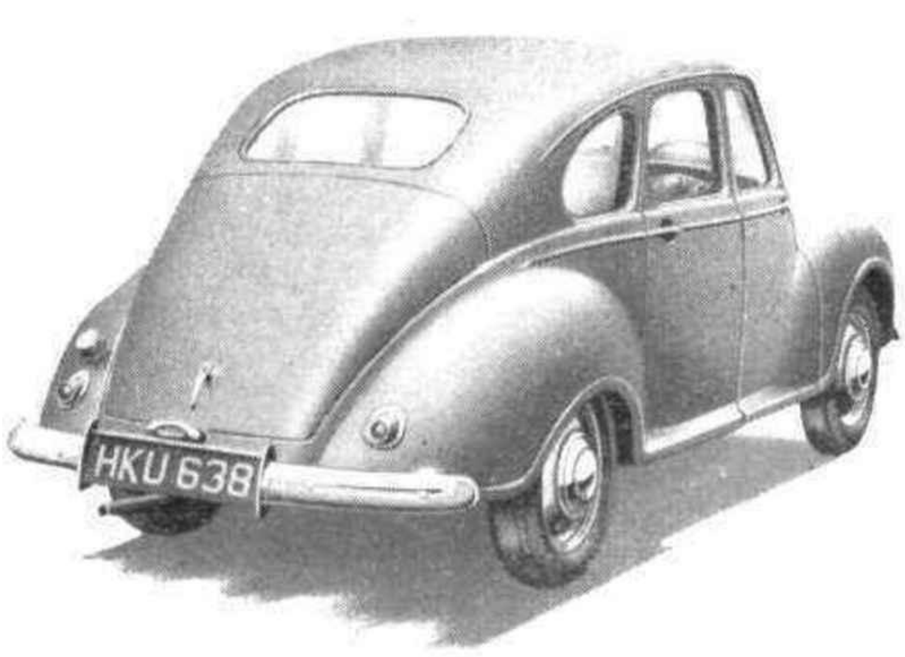
The comfortable cleverly planned seating that lets a woman slip gracefully in and out of the car, sees a man through a 400-mile Continental run without fatigue. And there's plenty of room in the back for several children.

What more could a woman ask of a man's car that will do 80 m.p.h. and accelerate from 0 to 50 in 15.4 secs ?

There's a lot built into the Javelin that doesn't really show until you have one in your hands — real comfort — *30 m.p.g. economy* — and performance.

The 1953 Javelin has the new Series III engine.

The Javelin Saloon with leather upholstery costs £1,082.12.3 (including purchase tax).



1½ litre

JOWETT **JAVELIN**

one day — it has to be YOURS!

MADE BY JOWETT CARS LIMITED, IDLE, BRADFORD, YORKSHIRE

Historical Notes: Universal Joints

WHEN Louis Renault first donned his bowler hat and went motoring, it is common knowledge that the power from his small de Dion power unit was transmitted through an open propeller-shaft and two universal joints. Unfortunately, Mr. Hooke, who gave his name to these joints, was not alive to see this new application of his principle, but perhaps this was just as well, as they revolved at a speed which might well have caused him to ponder deeply, more especially as he first applied the idea to sundials. As a matter of fact Hooke's main work was far more that of a scientist than that of a mechanical engineer, but in spite of this he prepared some memoirs which dealt with the elliptical motion of the universal joint, which he read before the Royal Society. He lived from 1635 till 1703. The expression "Cardan shaft" is sometimes used to describe this type of drive, but it would appear that Cardan, who lived from 1501 till 1575, merely saw a diagram of three hoops joined together at a friend's house and was unable to put the idea to practical use. Presumably the first introduction of the average mechanically-minded boy to the principle that Hooke enunciated is normally through his Meccano set, but the application to motor cars was not quite so easy as might have been supposed from the splendid coloured picture of a motor-car chassis which used to be portrayed on the lid of Meccano boxes.

To start off with, the drawing-room floor is usually somewhat cleaner than the standard macadam roads of 1900or the reabouts and the first joints were extremely prone to damage on this score, situated as they were, in the best possible place to pick up the grit and water that was invariably flung up at them during the actual motoring process. It is not proposed to deal in this article with the chains that preceded the propeller-shaft, nor with the whole transmission system, as, if opportunity offers, these will no doubt form the subject of future articles, but it was obviously the limitations of the chain that caused designers to persevere with the shaft arrangement. It was those who made the lighter cars that were first converted. Without going deeply into the mechanics of the Hooke joint, it is not easy to describe the difficulties that faced these designers, but some of the characteristics may be noted. Firstly, the loads imposed upon the pins are normally high, as for a given torque their effective radius is small. Secondly, the wear that takes place is normally through a small angle, and this makes the provision of adequate bearing-area difficult, and further, other things being equal, the wear is proportional to the diameter of the pin. It is, of course, common knowledge that the second shaft suffers a variation in angular velocity when the joint is deflected, but this may be put right if the second joint is introduced in proper relation to the first, provided the shafts remain reasonably in line viewed from the top of the chassis. The general suspension and rear-axle geometry is quite important, but a number of early designers depended upon the shock-absorbing qualities of pneumatic tyres to overcome slight geometric errors, and this was a justifiable procedure provided the errors were not fundamental. Even this, however, meant that the joint had to bear much heavier loads than those dictated by pure torque and propeller-shaft weight. Without detailed knowledge of the actual spring deflections to be anticipated on each design, it is not fair to criticise individual designs on this particular point, but some, such as Decauville, certainly ran into trouble through faulty layout. Early converts from the orthodox chain layout in the light-car field were Decauville, Ariel, Darracq, New Orleans and, of course, de Dion, but the latter falls rather outside the scope of the present article. It is only fair, too, to point out that Lanchester used a shaft drive from the earliest days. With the exception of de Dion and Lanchester, all these makes laid themselves open to the criticism of inadequate bearing areas, their joints usually consisting of malleable iron or, at best, steel forgings which rapidly became sloppy and had to be renewed, as in very few cases was provision made in the design for separate bearing bushes, which could be replaced. It is rather surprising that few of the early designers used a "long and thin" pin which would have appeared more logical. However, running experiences soon showed the limitations of the early joints and efforts were speedily made to enclose them in leather or metal casings. Mr. Renault certainly encased his properly from a very early date, about 1902, and no doubt reaped the benefit of satisfied customers a year or so after he first sold them their motor cars. A great improvement in the "lot" of universal joints came when engines could be properly throttled instead of merely governed on a "hit-or-miss" basis, and also when clutches became softer and less inclined to be of the "in or out" variety.

For a long time, however, the transmission brake carried on to plague the universals, and in badly designed examples which snatched, or in cases of indifferent driving skill, severe additional loads must have been imposed. In order to deal with fore-and-aft movement, some manufacturers resorted to the slipper-block type of joint, usually leather enclosed, which was very satisfactory provided it was well-made and properly maintained. The writer recalls examining carefully such a set of joints from a chauffeur-maintained 12/16 Sunbeam which had done some 85,000 miles, and these showed no perceptible wear at all. They could not have been cheap to make, however, especially as grinding limits had to be called for to ensure that there was no play in the assembled joint. Needless to say, during the pre-war period, the "lot" of universal joints varied with the type of drive arrangements fitted, and perhaps the *Automotor Journal* in 1911 summed up the position as well as any, in spite of the somewhat unwieldy wording of its prose. Reviewing the position at Olympia in that year, this journal says "from the gearbox to the back-axle, the shaft drive is, of course universal; very few firms indeed remain who even provide the alternative of chain-drive on their most powerful cars. The problem of tying the back axle casing to the frame is still one of the dividing questions of the day, but there is undoubtedly a tendency on the part of the manufacturers to give more and more support to the practice of utilising the tubular propeller-shaft casing for this purpose entirely. For a long time it has, of course, been used partially as a torque stay, or rather as a means of stiffening the propeller-shaft so that member can act in this capacity.

"The practice is not to be commended, for it necessarily throws additional strain upon the universal joints, which already have quite enough work to do, and it is now comparatively uncommon to find the tubular casing riding on the propeller-shaft in this way. Either the casing is anchored to the frame independently or it is not employed at all, the torque being taken by an independent stay situated alongside the propeller-shaft.

"Many firms now consider that the propeller-shaft casing, if used at all, might just as well be used in the dual role of torque-and-thrust stay, that is to say, it might just as well serve the purpose of pushing the car. This, of course, is otherwise taken by the springs or by separate radius rods, in the few instances where such members are fitted to a live-axle chassis. It is this practice of utilising the tubular propeller-shaft casing in the dual capacity of torque-and-thrust stay that is distinctly gaining ground among automobile designers. Like everything else, it is a half-measure, and theoretically it can be shown to be incorrect. Thus, for example, in such a system, when the wheels rise towards the axle, the radius action of a propeller-shaft casing either forces the axle to move bodily backwards or accelerates the car bodily forwards, for it is impossible that the car and the wheels should both avoid longitudinal movement if there is any vertical displacement. In all probability it is the wheels that slip, but it is a moot point whether the amount is seriously detrimental to the life of the tyres. At any rate, it is very difficult to see how this particular problem is to be overcome, for there is bound to be the equivalent of the radius rod, and as often as not the practice is to use the rear springs in this capacity. The length of the radius rod in this case is only half the length of the spring, and the consequence is that the relative longitudinal movement for a given vertical movement is more severe than when the radius is struck from some point well up in the centre of the chassis, as is the case when the front end of the propeller-shaft casing is supported in the frame. There is at least this to be said for the practice of using a propeller-shaft casing in this dual capacity, a practice which, by the way, was first introduced for pleasure-car work in the Sheffield-Simplex cars, that it makes an extremely neat job of the design."

Thus somewhat heavily, does the *Automotor Journal* describe the agonies of the joints of those far-off days and unconsciously re-demonstrates the argument for what has now become the standard practice, that of having the two joints plus a sliding sleeve coupling combined in the open propeller-shaft. Before leaving the pre-needle-roller era and reconsidering briefly the fabric types, it is interesting to recall that early transmission efficiency tests cast doubts upon the mechanical efficiency of universal joints, and it was not until it was firmly pointed out that the horse-power losses, if they really existed, must serve to heat up the universals to an intolerable degree, that the blame was put where it belonged, at the door of the bevel-gear makers of the day!

The first glimpse of the next step forward in universal joints,

that of providing a disc which required no lubrication and was theoretically everlasting, came when Mr. Weller [later the A.C. designer.—Ed.] proposed such a joint for use between clutch and gearbox, where misalignment amounting to more than about two degrees could not arise. This joint (previously used in similar form in electric motor practice) consisted of a star-shaped diaphragm of thin sheet steel attached to one member at its periphery and to the other at its centre and was actually fitted to the Weller car, but it would appear that Mr. L. A. Legros and Mr. G. Knowles were the first to apply the new idea so far as propeller-shafts were concerned. Some very successful runs were eventually made (presumably on an Iris car), after early trials had shown failures after 400 miles, but the steel diaphragm rusted and became weakened unless stiffened to such a degree that the expense of making them exceeded the production cost of the standard Hooke joint.

The next step was to use leather or fibre, and in spite of the advent of the Hardy-Spicer needle joint, that company continued to sell the disc-type well into the 1930s. It had the obvious merit of simplicity, and was impervious to weather conditions. It was, of course, also capable of absorbing longitudinal movement. An early form, not of the "spider" type, was first applied by Isotta-Fraschini in 1912, but it was during the '20s and early '30s that the type really flourished, particularly for the lighter cars. Naturally, its construction had to be properly carried out, the warp and weft of the separate fibre plies being displaced by an angle suitable to the number of plies used—60 deg. for three plies, for example. One disadvantage of the early applications of this type was that the two joints had to bear the weight of the propeller-shaft, and were thus liable to the whirling stresses and this led to the practice of spigotting one spider into the other, the location being on a hardened-steel ball-joint.

As has been said, its use tended to be restricted to the lighter type of car, the standard Hooke joints (in various forms), or the sliding "pot"-type, continuing in favour for the heavier and more luxurious cars, but now, of course, of adequate proportions, properly protected and with adequate provision made for periodic lubrication. The transmission brake, too, had disappeared, which helped to preserve these components. These joints, however, were still expensive to make properly and to replace when wear did take place.

But speeds were going up, and the coming of the "tin-can" ear in the early 1930s, demanded a standard universal joint that lent itself to mass production and got over the out-of-balance snags of the fabric type. The Hardy-Spicer people answered that demand with the altogether better needle-type, which has remained the standard-type since. It is difficult to imagine an improvement on this, which must be too familiar to need description here, as it is either illustrated or described in every modern car handbook.

Today, if the modern racing-car engine demands that the first stage of the transmission turns over at 10,000 r.p.m. or if race conditions demand that the second stages between de Dion axle casing and road wheel have to accommodate severe angular displacements with really high torques, it is surely adequate praise for this component that nobody loses any sleep over the problem ?—"A.B.C."

BRIGHTON RUN

THIS year's R.A.C. Veteran Car Run from Hyde Park, London, to Madeira Drive, Brighton, on November 2nd, attracted a record entry of 163.

It was heartening to see the crowds hastening from all directions at a distinctly early hour on that damp Sunday morning to spectate at the start—proof that it is not only motor *racing* which has caught public imagination. Alas, the weather throughout the day was wet and dismal—"Heaven help the R.A.C," said someone, "if November 16th proves dry and sunny." For this was the day originally fixed with the V.C.C. for this year's Run but altered belatedly at the order of the R.A.C.

Apart from the rain, traffic was heavier than ever this year and a long one-way road-up section near Merstham caused a very bad jam, which is a handicap the veterans should not have to suffer.

Not by any means did the old vehicles enjoy trouble-free runs. The Cadillac which Stirling Moss shared with F. S. Bennett needed a helping hand soon after the start, at Kennington, Lightfoot's 1902 Panhard Levassor was stationary as we went by—a board in front made a crude weather-shield for the occupants—and so was No. 1 in the Run, the 1895 Lutzmann, although its engine was running.

Thus early, W. Hull's 1902 Wolseley, its passenger in an early bowler hat and the wheels covered by canvas mudguards, was going well, whereas, at Lambeth Town Hall, L. M. Austin was busy on the 4½-h.p. engine of his 1900 de Dion Bouton.

A "period" fur-lined rug hung in readiness over the back of L. Lewis-Evans' 1896 Benz dog-cart. D. G. Flather's 1897 Daimler stopped for a breather, likewise Roy Smith's 1902 Peugeot at Croydon, while we had seen E. P. Shaw inspecting his 1902 Beaufort with a worried frown at Streatham Common and Comdr. Wollard working on the engine of his 1895 three-wheeler Bolleé on Purley Way.

Jacqmar "Roadwheels" scarves made appropriate headgear for some of the fair passengers.

Engine malaise seemed to be troubling F. Bately's 1900 Daimler at Croydon Aerodrome, and leaving Croydon Miss Collinson had similar adventures with her 1900 New Orleans, although it passed us going well a little later on, before its timing-gears stripped.

At Chipstead, as the rain fell in earnest, K. H. Baker lost a lot of time checking over the little 1899 3½-h.p. Benz dog-cart. D. W. Dugard-Showell's 1900 Argyll was seen to possess a useful umbrella basket on the back, L. Briggs' 1904 Humber/Olympia Tandem was having maladies galore, a chain seemed to have come off the Lutzmann and at Handcross a white cloud of vapour surrounded the stationary form of J. M. Edwards' 1900 Soame steam wagonette.

Soon after this the Lutzmann and Comdr. Dawson's Benz needed outside assistance up the hill near Gossops Green and Pierpoint's 1904 Siddeley was stationary by the roadside.

The end came for Shaw's Beaufort near Handcross, when the back axle stripped. Long after official finishing time stragglers were converging on Brighton, pedestrians cheerfully pushing J. C. Sword's 1902 Arrol-Johnston many miles.

In Brighton itself, although a cold rain lashed the front, spectators, huddled under the arches or battling with umbrellas, were out in force to watch the gallant arrivals.

Some drivers immediately loaded their historic vehicles onto trailers or into lorries, others returned the way they had come, the majority stayed for the Parade through the town, tea with the Lady Mayor of Brighton and the official dinner that evening.

Peter Hampton set off alone in his 1902 Peugeot for Bolney, E. E. Sears had but a short run home to the same place, in the 1903 Clement-Talbot. Incidentally, the Sears family were out in force, running a 1901 Mors and the 1904 ex-Abbott Mercédès also. A. W. F. Smith supported the Run with entries of 1904 Century, 1903 Clement and 1902 Peugeot cars.

It was all the greatest fun, as it always is, and, traffic congestion notwithstanding, vintage examples of 9/20 and 14/40 Humber, Singer Twelve, Rover Eight, A.C., 10/23 Talbot, Morris-Cowley, Morris-Oxford, Bentley, Lagonda, Mercédès-Benz and the rest added an effective back-cloth to "Brighton Sunday."—W. B.

CEMIAN M.C. KNOWLAND TROPHY TRIAL (Nov. 9th)

This event, with 31 entrants, almost all Ford-powered, took place over familiar mud-tracks in Surrey. Dent's Delight had been made more difficult by a left-hand turn at the top off the main lane. Nevertheless, excellent negotiations of the new hazards were accomplished by Notley (Cox II), Rumfitt (Cotton II), Dees (Deeford), Brookes (E.R.P.), Price (Price Special), his son (ditto) and Hopkinson (Aus/Ford). One or two cars nudged the trees at the turn. Failures included Lowrey (Ford Special) and Norton, the latter stopping so early that we hasten to add that his Phoenix is not the vintage car of that name!

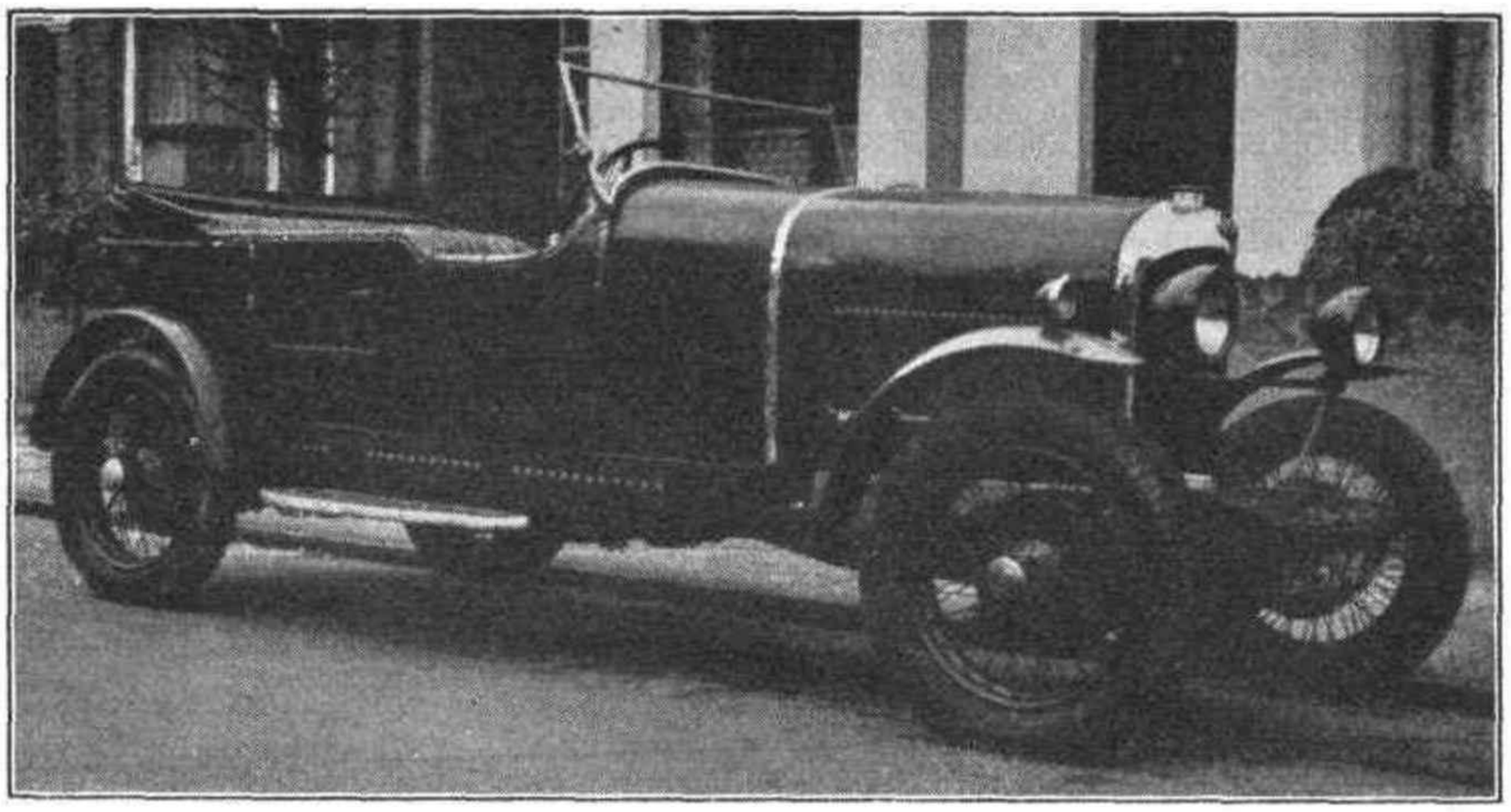
The notorious Cow Track was used first as a bonus hill, when Turrell's Turrell Special, Lowrey, Hopkinson and Landet (R.M.) were amongst those who scored no extra marks, although Price, Jnr., recovered well and Spence (Spence VII) was outstanding, good ascents of the steep gradient being made by Harris (M. & H. Special) and Barden's Cotton IV with its neat four-branch exhaust system.

Lawson's Lament had proved a good hill in the morning but taken again in the reverse direction proved so difficult that the detour, marked by tapes at the summit, was hardly warranted. Similarly, Cow Track, converted to a tortuous path after lunch, failed every car at the first corner, Cemian having been far too optimistic over the layout of the new route. Chandler (Chandler Special) made a very determined assault and Spence had a good try but everyone dug in on the mould at this right-hand corner and soon competitors were automatically giving the "doctored" Cow Track the go-by. Results follow and there are pictures in the centre pages.

Results :

Knowland Trophy.—E. J. Chandler (Chandler Special).
Vice-President's Trophy.—A. E. A. Day (Spence VI).
Autumn Cup.—R. Chappell (Cotton).
Team Award.—Cemian M.C.
First-Class Awards.—W. H. Waring (Dellow), E. W. Pike (F P.S.), P. A. Barden (Cotton IV).
Second-Class Awards.—A. E. Rumfitt (Cotton II), D. W. Price, Jnr. (Price Special), H. Hopkinson (Aus/Ford).

VINTAGE VEERINGS



ONE YEAR YOUNG.—The 2-litre 6-cylinder Silver Crossley is a 1931 model, actually a year too young for true vintage classification but certainly in the vintage tradition—see letter from Mr. L. R. Montgomery.

THIS year's Brighton Run coincided with the laying up of the 1951 Editorial car for additional repairs, aimed at making its front wheels less hysterical when meeting bumps at 30 m.p.h. and of converting its exhaust note from sounding like a stub-piped fighter aeroplane of the '30s to being quietly respectable.

Luckily, a chance circumstance put into our hands a few days before the Run a 1925 Morris-Oxford two-seater, smartly turned-out in green with yellow (three-stud artillery) wheels. Moreover, the rims of the Lucas lamps, lid of the scuttle ventilator and the Lucas No. 10 bulb and No. 10 Lucas " King of the Road " electric horn were of polished brass, the bull-nose radiator in shining nickel-plate. In this vintage carriage we elected to follow the fortunes of some of the 163 entrants in this year's pilgrimage to Brighton.

The Morris of a quarter-century ago was a stubborn but staunch companion and the example we were permitted to use re-kindled an old affection for the breed. Its engine started, providing the battery in the dickey held any charge, promptly and silently on the dynamotor, after which the " rich " control for the S.U. carburetter could be moved at once to " normal " and the car would pull away on the job without spluttering or hesitation, a merit of cored-in induction piping.

Driving was simplicity itself, the central gear-lever of the three-speed box going easily into the desired gear, although it could play odd tricks, disappearing entirely at night until located up a trouser-leg, or be found wrestling manfully with the handbrake. The thick-rimmed steering wheel controlled a generous lock with commendable lightness, going the whole gambit from one direction to the other in two turns. The clutch was smoothness personified—it slipped but occasionally—and the brakes were what we scribes term " entirely adequate " and devoid of the squeal associated with the small drums of the Oxford's young brother Cowley. They took effect on all four wheels, as a red triangle round the rear lamp reminded those behind.

Speed and fuel consumption couldn't be checked, because the speedometer didn't function. No doubt the owner claims legality by reason of the sensitivity of the ammeter to speed changes, 15 amps. showing at full sail in top cog. This was the only working instrument, the absence of an oil gauge being an antidote to odd rumblings suggestive of enlarging engine bearings.

This Morris-Oxford had a lofty hood and sidescreens on the passenger's side that really kept the weather out. It stepped-off briskly if you did not mind the racket set up by the indirect gears as they approached maxima—especially when your foot on the central accelerator became jammed under the other pedals. On a dark, wet evening when the Spanish driver on the Pegaso stand at Earls Court refused to take out the four-carburetter Pegaso demonstrator, this aged Oxford, with which we were quite unfamiliar, took us through the press of home-going traffic, its Trico screen-wiper going great guns, and 30 miles beyond the Metropolis, in much the same elapsed time as modern motor cars. But entry and egress would be virtually impossible for the stout, so close is seat to wheel, and the generous curves of the body could be mistaken as due to old age instead of a fashion of the car's youth.

It did *not* " pink " or run-on, kept to a sane temperature *vide* the classic calormeter thermometer on the tall filler cap of the perky bullnose radiator, and really was a lot of fun, riding solidly on its ½-elliptic front, ¾-elliptic rear springs. Simmons of Mayfair was offering it for sale at around £100. All the tyres were sound, the engine used very little oil and blemishes were confined to a patch on the radiator, a slight slit in the side of the hood, and a tatty cockpit. Non-standard fittings were a Middleman's fume-extracting oil-filler cap surrounding the usual flexible dipstick, and a useful wing-mirror.

DATA

Car : 1925 Morris-Oxford two-seater with dickey. 14/28 four-cylinder, 75 by 102-mm. (1,802 c.c.) s.v. engine with alloy head. Lucas GA 4 magneto. Wheelbase 8 ft. 6 in.

Loaned by : Simmons, 12, Rex Place, London, W.1 (Grosvenor 1188).

Mileage : Milometer inoperative.

Maximum in gears : Speedometer inoperative.

Tyre size : 4.75/5.00–19 (two Goodyear de luxe all-weather, one John Bull remould, one Regent remould, Goodyear spare).

Plugs : Lodge. *Oil :* Castrol XL.

* * *

We travelled recently to see P. J. Harris-Mayes' Chitty-Bang-Bang II, going down to Deal in the company of Lt.-Col. Clive Gallop, who was so closely associated with this famous aero-engined car. The journey was made light of by Gallop's Jowett Javelin, which has various special gadgets, including extra instruments, a special Servais silencing system, Tyresole tyres, Jupiter gearbox, Lucas and Notek spotlamps, Jowett radiator muff, a special oil radiator, etc. We were glad to find Chitty splendidly restored and its young owner very conscious of what an historic car he owns. He is having the gearbox rebuilt by T. & T.s, at Brooklands.

* * *

The year 1953 looks like being a vintage year, what with the more favourable rate of taxation, sales of new cars delayed because of uncertainty over purchase tax, and the return of the buyers' market—the last-named means that you state *your* price to the vendor instead of *vice versa* and that, except for a few particularly well-preserved or historic cars, usually means about half the advertised price!

* * *

From " Peterborough's " column in the *Daily Telegraph :*

" Driving along the Watford Bypass recently, an acquaintance was stopped by a police patrol, who showed great interest in his Rolls-Royce car, built in the reign of King Edward VII.

" ' We must test the brake of such an old vehicle,' they said. ' Drive along the road, and when we sound our horn apply your brakes hard.'

" The vintage motor set out and, as instructed, stopped dead when the following police car blew its horn. The police car crashed into the back of the Rolls-Royce."

Sir,

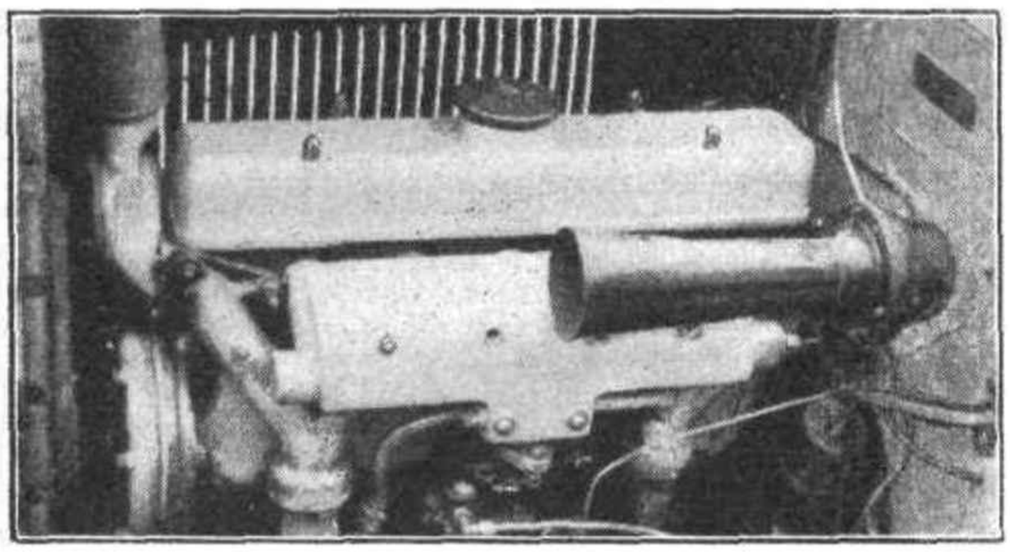
The vintage Crossley has been periodically mentioned in these columns during the past 18 months, and a Register for these cars started.

Readers may, therefore, be interested in the enclosed photograph of my somewhat rare motor—the Silver Crossley.

It is a 1931 model [A year too young to be strictly vintage.—ED.], fitted with a three-door fabric tourer body—apparently of Crossley manufacture.

The engine is a 2-litre, 16-h.p., six-cylinder, push-rod o.h.v., whilst the four-speed gearbox, which is in unit with the engine, is operated by a right-hand lever working in an open gate. Ignition is by Scintilla magneto, and an Autovac supplies the updraught Stromberg carburetter.

The 21-in. triple-spoked wheels are shod with 5.25-in. tyres. The front brakes are cable operated, those at the rear being operated



by a combination of rods and cables. Semi-elliptic springs are fitted front and rear.

The whole car is very massive and typically vintage. The mudguards, I suspect, are not the original ones, which were probably helmet type with valances running down to the chassis sides.

There have been doubts among readers about the 16/80 Lagonda engine of 1933/4 being of Crossley origin. Perhaps the photograph of the engine in my Crossley will convince them, as the only apparent external difference is the carburetter and inlet manifold. (See photograph of Lagonda 16/80 engine, page 132, MOTOR SPORT, 1933.)

I have not seen an open 2-litre Crossley similar to mine—the saloon version was listed at £695 in 1931, and was stated to be "capable of 75 m.p.h. fully equipped."

I am, Yours, etc.,

Bromley. L. R. MONTGOMERY.

* * *

Sir,

I should like to comment on the letter from Dr. Brian Scott which appears in your November issue. No one (not even a vintage fanatic) in his right mind would deny that the modern car, *when new*, is efficient, economical and usually reliable. After all, considering what he paid for it, it would be a poor show if Mr. Scott could *not* get 34,000 trouble-free miles in his car's first 2½ years!

No, our argument is that the modern car, for economic reasons, is not made so well, nor from such good materials, as were its vintage forebears and that, compared with them as a thing of intrinsic worth, it is indeed merely "tinware." You yourself, sir, have often commented on the somewhat pathetic standards of construction and finish which prevail today.

We also contend that, in consequence, the modern car will not serve so well, for so long, as ours have done. I know several vintage cars which are climbing steadily up their second hundred thousand, and one, in particular, which in 28 years has covered 280,000 miles with only one rebore.

What will Dr. Scott's car be like not in two, but in twenty-two years' time? The fact that he may not wish or intend to keep it that long is quite outside the argument. Let me conclude by quoting the case of another 1950 car (*not* a Sunbeam-Talbot) known to me. After 30,000 miles, having had two new starter-rings fitted, all shock-absorbers replaced, and many minor repairs and adjustments made, the owner was advised to get a replacement engine. As rust was already coming through the cellulose at various points, he decided to get a replacement car instead!

I am, Yours, etc.,

Newcastle-on-Tyne. FRANK D. LONGHURST.

[Another aspect is that entirely new cars are often experimental and the owner buying them in their early years does some of the testing for the manufacturer—which can hardly happen to someone buying a well-tried old car which has already seen years of staunch service.—ED.]

BOOK REVIEWS

"*The Times* Survey of the British Motor Industry, 1952." (64 pp. 10½ in. by 13½ in., *The Times Publishing Co., Ltd., Printing House Square, E.C.4*, 2*s.* 6*d.*)

Amongst a growing number of publications which are really catalogues of British cars, this *Times* Survey—now in its second year—stands out because it is beautifully produced on art paper with many lavish colour advertisements and because it contains some authoritative articles. The latter include "A Designer Looks Ahead" by Alec Issigonis, now of Alvis Ltd., Walter L. Fisher's review of "Raw Materials," some splendid colour photographs and Roy Nockolds' colour illustrations of races and rallies, a disquisition on the "Component Industry" by R. H. Clark, details of well-known factories and Philip Turner's account of new techniques in servicing modern cars.

Clearly, *The Times* is aware that cars have to be built and serviced as well as sold. This is an excellent half-dollar's worth. It is significant that the Editorial refers to the 360-c.c. Citroën and suggests that there may be a need for a new approach to the economy-car problem.—W.B.

"British Motor Cars," edited by John F. Speed, A.M.I.Mech.E. (172 pp., 7½ in. by 9¼ in. *G. T. Foulis & Co., Ltd.*, 7, *Milford Lane, London, W.C.2*, 12*s.* 6*d.*)

This is yet another directory of modern British cars, produced by Publicity and Editorial Services, Ltd., for the S.M.M.T. and published by Foulis. The production is of a high standard and where this reference work scores over others of the same kind is in the authoritative contributions contained therein. Apart from pictures of every British car and well set out specifications including performance data, there is the Society's Presidential Letter, an article on the Society's history and aims, W. H. Whiteland, A.I.Mech.E., on "Oil-filters," A. G. B. Owen, O.B.E., on "The Industry's Specialists," Dudley Noble on "Production Car Successes," W. Boddy on "British Cars That Have Made History," Raymond Parmenter on "A New Approach to Standardisation," L. P. Lord of Austin's, on "Britain's Lead in the Export Field," Sir Roland Smith of Ford's, on "Goodwill Follows Good Service," R. F. Hanks of the Nuffield Organisation, on "The Role of the English Small Car," Sir Charles Bartlett of Vauxhall, on "Success in World Markets is Vital" and David Brown on "The Quality Car." In addition, the Editor tells you about choosing a car and Chief Sub. W. M. Taylor, Senior Instructor at the Metropolitan Police Driving School, how to drive it correctly when you have bought it.

"Car Driving as an Art," by S. C. H. Davis. (187 pp., 5½ in. by 8¾ in., *Iliffe & Sons, Ltd., Dorset House, Stamford Street, S.E.1*, 10*s.* 6*d.*)

"Sammy" Davis has put into this book all he knows about driving cars fast yet safely. You probably know 80 per cent. of it already, yet read on, fascinated. There is much fun to be derived from the fact that the book is illustrated not only by very clear diagrams but by real photographs of Sammy and his son doing the various manoeuvres in Sammy's TD M.G. and Wolseley cars. There are even references to driving odd and special vehicles, such as an 1897 Bolleé, steam, electric and turbo-jet cars. The section on "Safety on the Road," is illustrated with diagrams of cars mixing it with trams and bicycles, such as were current in the motor papers of the twenties.

This book is typically Sammy Davis. Some of it is superficial, such as dismissing the driving of a turbo-jet car with "(they) make unusual noises but are otherwise very easy to handle. They accelerate quite well from a standstill if the turbine is revved-up while the car is held on the brake, then that brake released." Rover engineers, note that "quite well"! Much of it you will enjoy. The notes on driving in foreign countries, the International road signs, etc., lend great value.

But before Davis finally lays down his hard-used pen, will he *please* give us the real inside story of his career as a motoring journalist? In this very book under review he mentions a Roman Wall, but without reminding us that he drove on from the 1924 London-Edinburgh Trial to see it, in a new sports edition of the Riley Twelve, before returning fast to Brooklands for the Bank Holiday racing or of the adventures he experienced in so doing. *Please*, Sammy!—W.B.

LETTERS from READERS

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

MR. M. D. HENDRY ON ROLLS-ROYCE

[In August we quoted from a letter in the American magazine *True* by Mr. M. D. Hendry, who was commenting on an article about Rolls-Royce cars which appeared in that magazine. Mr. Hendry has seen this quotation and subsequent correspondence in MOTOR SPORT and returns to the subject as follows.—ED.]

Sir,

It is indeed an honour to be Editorially booted into the columns of MOTOR SPORT, although I have a suspicion you are doing it as a favour for Mr. Purdy, who was unable to rake up a reply to that letter to *True*, although he was responsible for starting the argument in the first place. Undoubtedly, by the time this letter reaches you I will have been vigorously attacked by indignant colonels and those so-called "enthusiasts" whose peculiar mentality was in evidence in the recent "hot rod" controversy, so here is a reply to their familiar excuses, which I am sick and tired of hearing. Furthermore, "amusement" and sarcasm are not very efficient arguments.

Mr. Middleton's well-reasoned letter deserves these comments. We are all well aware that performance is considered of no great importance in the Rolls-Royce, but it's about time it was! The spectacle of a £6,000 car incapable of holding its own with non-sports vehicles of one-tenth the price and just as comfortable, is utterly ludicrous. I knew that I would be accused of "heresy" and that the Merlin and Bentley would be brought in although they have nothing to do with a Cadillac *versus* Rolls discussion.

First the Merlin, then. This engine was a washout in aerobatics until fitted with an American carburetter, and is rustproofed by an American process used by R.R. under licence. These facts are never mentioned by those who point out that the Merlin was used in American fighters. The civil Merlins have an unrivalled reputation for noise, vibration and comparatively short periods between overhauls (about 800 hours).

The Bentley standard saloon is completely outclassed in performance by the Cadillac, which Mr. Middleton doesn't regard as high-powered (only 190 h.p.!). *Motor Trend*, using an electric fifth-wheel speedometer and six stopwatches, clocked the 1952 Cadillac at an average of 109.6 m.p.h. for an average of four runs in opposite directions, with a fastest run at 115.4. The standing quarter-mile was covered in 18.4 seconds. This was with Hydramatic and power steering, both of which add weight and siphon off a little power, though they are worth it. The car was a full six-seater sedan weighing 4,510 lb., had no special tuning, and, unlike the cars used in British road tests, was not supplied by the manufacturer.

The Continental Bentley looks a very nice vehicle mainly because it has copied the body lines of American coupés of ten years ago, but I doubt whether it could out-perform a Cadillac coupé, which makes no claim to be a sports car.

The Cadillac engine was "high-powered" enough to drive Sydney Allard into third place at 88 m.p.h. at Le Mans three years ago, and win innumerable races in the U.S.A., which a Rolls-Bentley power plant has yet to do. The Hydramatic transmission is "almost perfect and more reliable than the one it replaces," according to Reid Railton. Rolls-Royce will eventually have to adopt it [They now have!—ED.], just as they adopted Cadillac's synchromesh and i.f.s. design, and will some day have to get rid of that ridiculous, outdated, gable-shaped radiator. (Sir Henry Royce's own opinion.)

Over the last two decades R.R. has almost invariably been several years behind Cadillac design and apparently inspired by much of it. Cadillac introduced their V12 and V16 models in 1930 and they continued in production for seven and ten years, respectively. Rolls' reply, the Phantom III, came six years later and was only in production for three years. Before somebody mentions the R.R. V8 which preceded the Cadillac V8, let him consider which one was the success and which was the failure.

Those who prefer hand-polished walnut and naked fairies on a motor car instead of in a museum or on a drawing-room, where they really belong, are welcome to spend the extra two or three thousand pounds which these things seem to cost on a Rolls-Royce. The proverbial fool and his money are soon parted. More level-headed and less snobbish motorists are likely to prefer the Cadillac, which, though of equal quality and more advanced design, is still able to justify itself as an economic proposition. Rolls-Royce themselves are beginning to acknowledge this, otherwise why do we hear of standardised-steel-bodied Silver Dawns, and Bentleys being "mass-produced" at the rate of 50 a month, and of Rolls engines being built for use in fire-engines and bulldozers? A blow to their pride, and done reluctantly no doubt, but it was either that or else go out of the automotive business.

Although I couldn't care less, it may be a good idea for you to "publish this letter fearlessly," for it is the only one from me that you're going to get. Except that a friend and I have just been looking at a 1925 Cadillac V8. If we buy it and if any Rolls passes us going the same way, I'll let you know.

I am, Yours, etc.,
M. D. HENDRY.

Christchurch. N.Z.

* * *

Sir,

I should like to add my humble support to Mr. Alan H. Middleton. concerning the ridiculous statements made against the Rolls-Royce Company and their products, which appeared in the August issue. Though I have not the advantage of Mr. Middleton's knowledge of figures on the subject, I cannot hesitate to repeat that the Rolls-Royce is not a car that claims high performance, but has a standard of craftsmanship never reached by any other firm. However, if high speed is the aim of a car manufacturer, look at the Bentley Continental, merely a modification of the Rolls-Royce! Hazy rumour has it that Mr. Eric Thompson, driving an Aston-Martin DB2 on Le Mans circuit while the Bentley was undergoing tests, stated that his car was unable to hold the Bentley on the straight. Could this be correct? If so, surely this speaks for performance and speed far ahead of that of Chrysler or Cadillac, which, in view of their high litreage, do not develop very great power.

As to the price, £6,000 is a lot of money, but if people are willing to pay for such an old-established and widely-respected name, as well as for craftsmanship—that, surely, is good advertisement for the firm!

I am, Yours, etc.,
J. PHILIP TURNER JONES.

Eyam.

* * *

AN INJUSTICE TO EVERY ROAD USER

Sir,

It was stated last week, at the Road Haulage Association's annual conference, that of the £280,000,000 paid in Road Fund taxation during the past year, only £29,000,000, or approximately 10 per cent., was spent on road construction and improvement. It was also claimed that an expenditure of £146,000,000 would enable all the notorious "black spots" on our roads to be eliminated. On the evening of that same day the Minister for the Co-ordination of Transport, Fuel and Power, speaking in Parliament, said that the Government were dealing with the matter of road accident reduction "with a great sense of urgency," adding that, "Altogether, £3,000,000 would be spent on black spots this year and next, £2,000,000 of which would come from Government funds."

What an amazing and disgraceful state of affairs these figures reveal. Following a single railway accident in which 112 people unfortunately lost their lives, the nationalised railways are prepared to spend £15,000,000 on improved signalling arrangements, without further hesitation, but for the improvement of the roads in Britain (the main cause of more than 5,000 fatalities annually) the Government are prepared to spend £2,000,000 with an additional £1,000,000 provided by local authorities!

Bearing in mind the "great sense of urgency" claimed by the politician, it will take nearly one hundred years to eliminate the *existing* black spots responsible for the great toll of death every year.

I am, Yours, etc.,
JOHN M. FLOUNDERS.

Colchester.

* * *

A TEAM TALBOT 105

Sir,

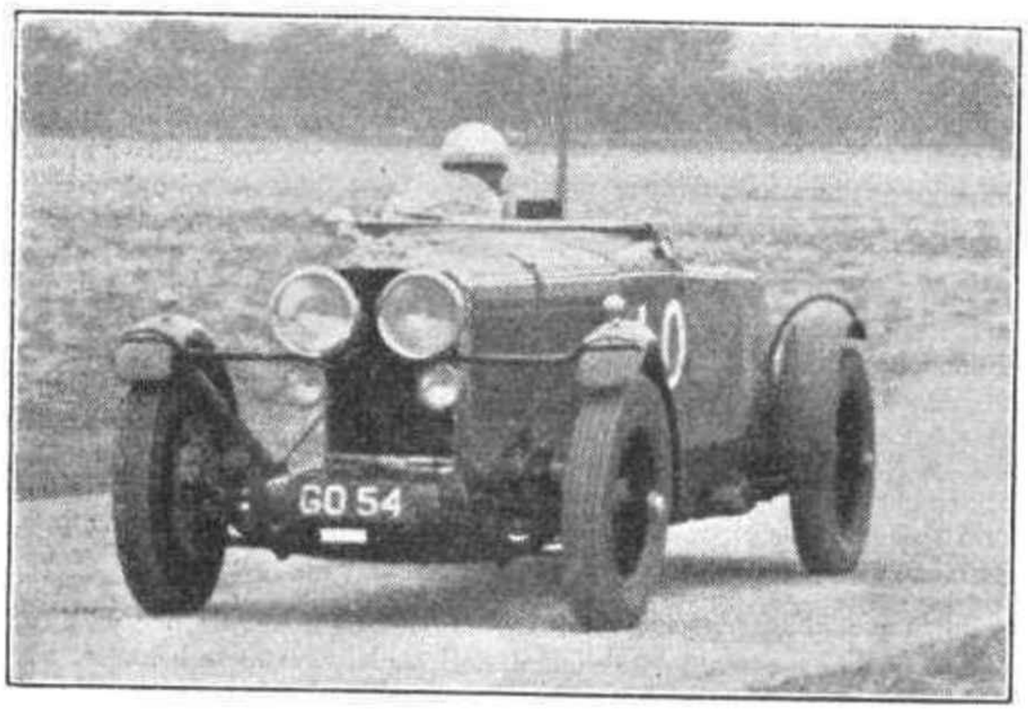
I was very interested to read your article in this month's MOTOR SPORT about the Roesch Talbots. I am the present owner of GO 54, one of the 1931 "105" team cars, which in that year, driven by H. E. Symons, was joint winner of the Alpine Rally. I came across pictures of it in the *Autocar* describing the 1931 Alpine Rally, and it was, I believe, the fastest car up some of the timed passes. I enclose a picture of her, taken at a speed trial near here on October 19th this

year. I intended to race her this year but was abroad and did not have the opportunity.

Of the team of four, I believe all are still extant, GO 51 is being rebuilt by Fuggle, GO 52 I saw in London last year, and GL 53 was seen in Bristol last year.

In 1931 these cars were a very successful team and, for instance, in the B.R.D.C. 500-mile race, Brian Lewis finished second at 112.92 m.p.h., the Colt/Wolfe Talbot averaged 104.7, and Rose Richards 104.23 m.p.h.—the latter two cars were four-seaters.

GO 54 still gives a good account of herself, with acceleration sufficient for most challengers. She will just top 100 m.p.h., and has a delightful gearbox, doing approximately 35, 62, 85 and 100 m.p.h. in her present form. Her previous owner claims that he was able to do 103 in third, but due to faulty hydraulic shock-absorbers I have never tried to exceed the "ton."



It is a delightful car to drive, full lock being one turn of the steering wheel! (but the lock is almost non-existent). The brakes are self-servo front and extremely powerful, so much so that to use the foot brake on a wet road locks all wheels and the car therefore goes straight on regardless of where the wheels are pointing. The hand brake works on the rear wheels only, and even on a dry road these can be locked with finger pressure on the brake.

The car is a four-seater, although I would not care to ride in the back. Even so an enormous amount of luggage may be carried. My brother and myself went in her to the north of Scotland this year, taking two guns, four holdalls, two suitcases, four fishing rods and fishing tackle. On the way home we left Helmsdale at 9.10 a.m. and arrived home in Norfolk at 1.20 a.m. the next day—610 miles in 16 hours and 10 minutes, including stops for petrol, lunch and dinner. There are not many cars today which are capable of that, carrying two persons' luggage for a fortnight's shooting and fishing.

I have written this letter in case you might be pleased to hear that a Talbot still gives such service and pleasure. I would like to heartily recommend John Bland for all Talbot work—he takes a great deal of trouble and is not unduly expensive.

I am, Yours, etc.,

MICHAEL PARKER.

Cambridge.

* * *

B.A.R.C. CAR BADGES

Sir,

It has come to our notice that in some cases cars are being disposed of still carrying the B.A.R.C. badge.

It would be much appreciated if you would point out in your columns that these badges are the property of the British Automobile Racing Club, and should be returned to the B.A.R.C., 55, Park Lane, London, W.1.

The co-operation of garages would be of great assistance to us in this matter and, of course, postage would be refunded by us, plus a small allowance for the badge.

I am, Yours, etc.,

H. J. MORGAN,

General Secretary, B.A.R.C.

London, W.1.

[We agree wholeheartedly—and this is *not* an invitation for the "wide-boys" to go round unscrewing the badge with the chequered flag and posting them to Mr. Morgan!—ED.]

CHARLES MORTIMER REPLIES

Sir,

Please may I be permitted to reply to the letter from Mr. R. H. Johnson in the November issue of MOTOR SPORT. In the first place, I should like to ask Mr. Johnson whether, if I make one or two concessions to him, he will in turn make one or two to me.

I will agree with him, for instance, on the first point raised in his letter. Contributions to the "Cars I Have Owned" series can and do, from time to time, create wrong impressions concerning certain marques or models, based on the favourable or unfavourable experiences of the owners in question. But even so, you know, one has only to look through the correspondence columns of MOTOR SPORT to see that these impressions seldom, if ever, go unchallenged, for there is always the enthusiast such as Mr. Johnson himself to rush to the defence of the marque in question.

Mr. Johnson does not say in his letter how many 36/220 Mercs. or Speed Six Bentleys he owned and he does not state the circumstances in which he owned them, which is a pity, in a way, because it makes his letter rather more difficult to answer. But, bearing in mind our conflicting opinions, I should be surprised if he owned his cars in anything like the same circumstances as I owned mine. I owned all my Bentleys and the Mercédès between the beginning of 1937 and the end of 1939. They were, of course, all large horsepower cars built between 1929 and 1931, which means that, in the 1937-1939 period, they were to all intents and purposes practically worthless in the open market.

They had all done a substantial mileage; maintenance over and above routine greasing and engine oil changing was very expensive. If anything went seriously wrong, it would have been out of the question to repair it and the car would have been scrapped. But that class of car was so well built that nothing ever did go seriously wrong. A lot of minor things went wrong and many parts became out of adjustment but the cars still kept going and still kept changing hands at absurdly low prices, with the result that nine out of ten owners could not afford or did not feel justified in footing a substantial bill to have these numerous small points put right.

From his letter, and in view of our divergence of opinion, I assume that Mr. Johnson was either fortunate enough to be able to acquire his cars new, or that he was even more fortunate in finding exceptionally good ones secondhand. Now, before Mr. Johnson shoots me down again, I will concede that I was wrong in the manner in which I described some of my cars, thereby giving a false impression that they were in first-class mechanical condition, which, of course, they weren't. I tried to describe their appearance but I do agree that I should have made it clear that their mechanical condition was not always on a par and I was obviously wrong in assuming that that would be understood.

But I think Mr. Johnson has treated me unkindly when he quotes a sentence out of its context in order to pin on me the statement that one of my Speed Sixes had a maximum of only 70-75 m.p.h. I didn't say that the car had reached its maximum, Mr. Johnson, for, in fact, this particular incident occurred between a series of bends at a point where no car with any sort of claim to performance could be travelling at its maximum. But I think that this should have been clear for I did begin the sentence with the words "The car could not have been going so very fast."

In case it might be of interest, I tried each of my Speed Sixes over the flying half-mile at Brooklands when I received them. The Freestone and Webb coupé recorded 88 m.p.h., the open four-seater 94 m.p.h., the Gurney Nutting coupé 95 m.p.h. and the Barker two-seater 84 m.p.h. I claim no credit or discredit for these speeds. They were put up by the cars in the condition in which I received them.

Again, as a point of interest, I found that the most usual things out of adjustment or requiring attention on the Speed Sixes were shock-absorbers, brakes, the balance of the wheels, road springs that required resetting and carburetters that were not properly synchronised. None of these may sound very formidable but several of them could let one in for a bill of £25 or £30, which was quite as much as the value of the car itself at that time. Would you agree, Mr. Johnson?

I am, Yours, etc.,

CHARLES MORTIMER.

Weybridge.

* * *

An interesting booklet by Bill Hartley, illustrated by many good Goodchild photographs, tells of the recent 10,000 mile non-stop run at Goodwood by an o.h.v. Morris Minor saloon. It is available free on application to the Central Publicity Dept., The Nuffield Organisation, Cowley, Oxford.

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SHORROCK SUPERCHARGER, standard crown-wheel and pinion, steering wheel, for TC M.G. Hardly used. Any reasonable offers. Tel.: Camberley 1233. [4812

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AUSTRO-DAIMLER, 1927, original Dan Higgins, two-seater sports. Complete overhaul, including sleeving just completed. Spare engine, gearbox, etc. Seen Service Garages, Stockport Road, Manchester. £200, o.n.o. [4805

ROLLS-ROYCE 40/50, believed 1920, running order, part body. Seen Service Garages, Stockport Road, Manchester. £50, o.n.o. [4806

LEA-FRANCIS, 13.4, 1927. New tyres, hood, etc. Four-seater. Good running order. Seen Service Garages, Stockport Road, Manchester. £50, o.n.o. [4807

ALVIS TJ 12/50, 1931, saloon. Well shod, new battery, interior good. £85, or exchange tourer. 9, Ravenscroft Road, Birkenhead. Tel.: Birkenhead 3283. [4804

FORD TEN-ENGINED SPECIAL. Hydraulic brakes, chassis assembled, body complete but not assembled. £75. Poole, 13, Ansdell Road, Rochdale. [4800

BREAKING 1936 RILEY NINE MERLIN, perfect engine. Write : 104, Borough Road, S.E.1. [4799

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SWIFT 10-H.P. tourer, Model P2. First registered March, 1928. Three owners only. New hood and in remarkable condition. £35. Write : Allington, 15, Malmesbury Road, Mapperley, Nottingham. [4795

SUNBEAM-TALBOT 80 coupé, 22,000 miles. £795. McDonald & Partners, 1, Unity Street, Bristol, 1. Tel.: Bristol 22374 or Nailsea 1427. [4794

ALVIS SPEED TWENTY Vanden Plas 4-seater tourer. Property of engineer-enthusiast for past four years. Well maintained, recently recellulosed, British racing green. Rewired, clutch relined, engine overhauled. Negligible oil consumption. Car is in daily use. Reason for sale matrimony. £250. Ibbott, "Westruther," Green Lane, Chesham Bois. [4792

DELLOW, 1949. Absolutely tip-top order throughout. Teledraulic and Scintilla, i.f.s. numerous extras. New Wade supercharger included. £350, o.n.o. J. Barnes, 97, Jackson Avenue, Mickleover, Derby. [4790

LEA-FRANCIS REAR AXLE, 4.7 : 1, 1929, £10. All spares 11-h.p. Clyno, 1928. Box No. M789, Motor Sport, 15, City Road, E.C.1. [4789

AUSTIN SEVEN SPARES. Dismantling several cars. Most parts available. Hudson, Rectory Road, Upton-on-Severn. Tel.: Upton-on-Severn 497. [4786

F.N./B.M.W., TYPE 55, roadster, three carburetters, 1937, mileage 53,000; engine, gearbox, back axle, overhauled. Very clean condition; 29 m.p.g. £340. Lang, Corfe Hill House, Radipole, Weymouth. [4785

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ALVIS, HUMBER, AUSTIN SEVEN. Large stocks of spares for these and other popular vintage models. Barnes & Winder Ltd., Spare Parts Specialists, Guiseley, near Leeds. [4776A

RILEY NINE 4-seater tourer, 1929. Clean, smart, economical, fabric body, and all-weather equipment in sound condition, £80. Riley Nine Monaco fabric saloon, 1928; body a bit clapped-out but weatherproof and a wonderful performer; £65. Barnes & Winder Ltd., Guiseley, Leeds. [4776B

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ASTON-MARTIN INTERNATIONAL. Engine re-sleeved, crank reground; block, head, machined, and engine rebuilt by specialists. New Arnott supercharger. New tappets, valves and pumps. Car unused since. Original carburation available. £300, o.n.o. Box No. M772, Motor Sport, 15, City Road, E.C.1. [4772

LANCIA AUGUSTAS : 1936 cabriolet £325, 1935 saloon £215. Bugatti, T.30 (1925 8-cylinder 2-litre), £200, or offers. One new Dunlop 895 by 135, £9. Two unused 895 by 135 Tyresoles, £5 10s. each. Two enormous C.A.V. Edwardian headlamps. £4 pair. One B.S.A. 3-wheeler half-shaft, 30s. 6v. radio, £5. Barker, Osborne Lodge, The Park, Cheltenham 567291. [4770

DARRACQ 3-litre aerodynamic saloon, registered 1950, exc. tyres. Interior requires seats. Exchange considered. £195. Tel.: Vandyke 4288. 2, Wynter Street, Battersea. [4769

ALVIS, 1931, TJ 12/60, D.H.C. Rebored, crank ground 4,500 miles ago; good tyres, body; new hood. One of the better 12/60s. £190, or best offer. Box No. M767, Motor Sport, 15, City Road, E.C.1. [4767

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ALFA-ROMEO, 1,750 c.c., single o.h.c. D.H. coupé. Reconditioned this year. Martlet pistons. All new bearings, crankshaft reground, new valves, brakes relined. Over £200 spent. New tyres, new battery. Beautiful condition throughout. £375, or near offer, to M. L. Taylor, Dolphin Hotel, Wincanton. Tel.: Wincanton 221511. [4752

SUNBEAM limousine de luxe. Near perfect. Betters 22 m.p.g. Possibly exchange. Halton, 13, Harrow Drive, Sale, Cheshire. [4750

FIAT 1,500, 1937. General condition good. £175. Burroughes, 49, Westbury Road, Bristol. [4748

SINGER NINE sports, 1939. Black, red leather. Reconditioned engine 2,500 miles. Lively car. Good condition. £225. 37, Elmhurst Road, E.7. [4747

1938 FIAT 500. New batteries. Good tyres. £200. "Ridgemount," North Foreland, Broadstairs. [4746

LANCHESTER SPECIAL, good condition, new tyres, £50. Wilson type preselector gearbox, as new, offers. Also Fiat front suspension complete. Wanted, Austin Ulster con.-rods. 25, Clieveden Road, Thorpe Bay, Essex. [4745

1½-LITRE ENGINE to give Plus Four performance to Morgan or other light car. Light, compact, powerful. Box No. M742, Motor Sport, 15, City Road, E.C.1. [4742

RILEY GAMECOCK, good general condition, £100. 30, First Avenue, Newton Hill, Wakefield. [4741

SINGER NINE sports coupé. Resprayed, rewired, reconditioned dynamo, steering-box, new king-pins, universals, crown-wheel, pinion, timing-chain, coil. Excellent engine and tyres. £165. Tel.: Valentine 4631. [4737

SPECIALS—7, 8, 30 H.P. Two complete, "30" dismantled. Reasonable offers accepted. Austin Seven M.G. spares. Beebey, Sages Lane, Walton, Peterborough. [4736

VINTAGE LEA-FRANCIS MOTOR-CYCLE, 400-c.c. twin, *circa* 1914, in original condition. Lovely specimen this rare model. Taxed. £30 632, Leeds-Bradford Road, Bramley, Leeds. [4735

RILEY NINE PRE-1935 SPARES. Also '36/38 pistons, plus .060 in., new, £4. Wanted : 1936 12/4 dynamo. Box No. M734, Motor Sport, 15, City Road, E.C.1. [4734

ALVIS FIREFLY, 1934, sports saloon, 11.9; pre-selector box; oil negligible. Good general condition. £165 or sensible offer. Green, 33, Green Street, Sunbury. [4733

SUNBEAM DAWN, 12 H.P., sports saloon, late 1935, £125. Miscellaneous : Zenith 1¼-in. downdraught, 1¼-in. updraught, S.U. 1¼-in. horizontal; Bentley 3-litre crankcase, crank and rods; 5.50–19, 6.50–19 rebuilt tyres; "4½" or "6½" stoneguard. Box No. M731, Motor Sport, 15, City Road, E.C.1. [4731

£115—WOLSELEY HORNET SPECIAL sports saloon. Registered 1935. Sloping radiator. 12 h.p. Good appearance. Any trial. Barnes, 1c, Venner Road, Sydenham. Tel.: Sydenham 7469. [4729

£44 10s.—AUSTIN SEVEN CHUMMY, 4-seater. Good hood, excellent runner. Any trial. Barnes, Tel.: Streatham 3129. [4730

T. A. BARBER offers the 1912 3-litre Gregoire, approximate value £140, in exchange or part-exchange for an interesting open car of later vintage. 70, Hervey Road, Blackheath, S.E.3. Tel.: Greenwich 0055. [4728

SCOTT ENTHUSIAST must part with 1948 Flyer for family reasons. Sell or exchange medium-size sports car. Croft, Colerne, Wilts. [4722

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All these are new component parts manufactured by us for the M.G. owners.

Toulmin Motors patent modified oil seal and hood completely stops oil on vertical drive and protects your dynamo.
New rockers all models.
New luggage carriers on all open models.
New speedo driven gears and bronze bushes.
New vertical drive forks for "P," "N," "L" and "J" series.
New rocker shafts for "N," "L," "P," "J" and "M" series.
These are new component parts—"P" water pumps; "J4" water pumps; "L" and "N" water pumps.
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"F," "J," "L," "M" clutch centre plates.
New water pumps for "TA," "TB," "TC" and "TD."
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New rear main bearings "J."
New bronze housings for the Rotax dynamo.
New "J2" clutch toggles available.

TOULMIN MOTORS would like to invite you to visit their showrooms and spares department. Our range of spares is so vast that it is impossible to advertise them all.

Why not have your complete overhaul carried out by us in our large and comprehensive workshops? A great point—all our spares and tools are solely M G. We think that this is a feature which can be claimed by no other service station.

★ WE HAVE THREE NEW COMPLETE M.G. CHASSIS FOR SALE TO PERSONAL CALLERS ONLY ★
TWO NEW "TC" ENGINES—SURPLUS TO OUR REQUIREMENTS

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and a
Prosperous New Year

Three (only) racing engines for disposal—completely reconditioned.
One "R" type, one "Q" type and one "J4." These are strictly for callers only.

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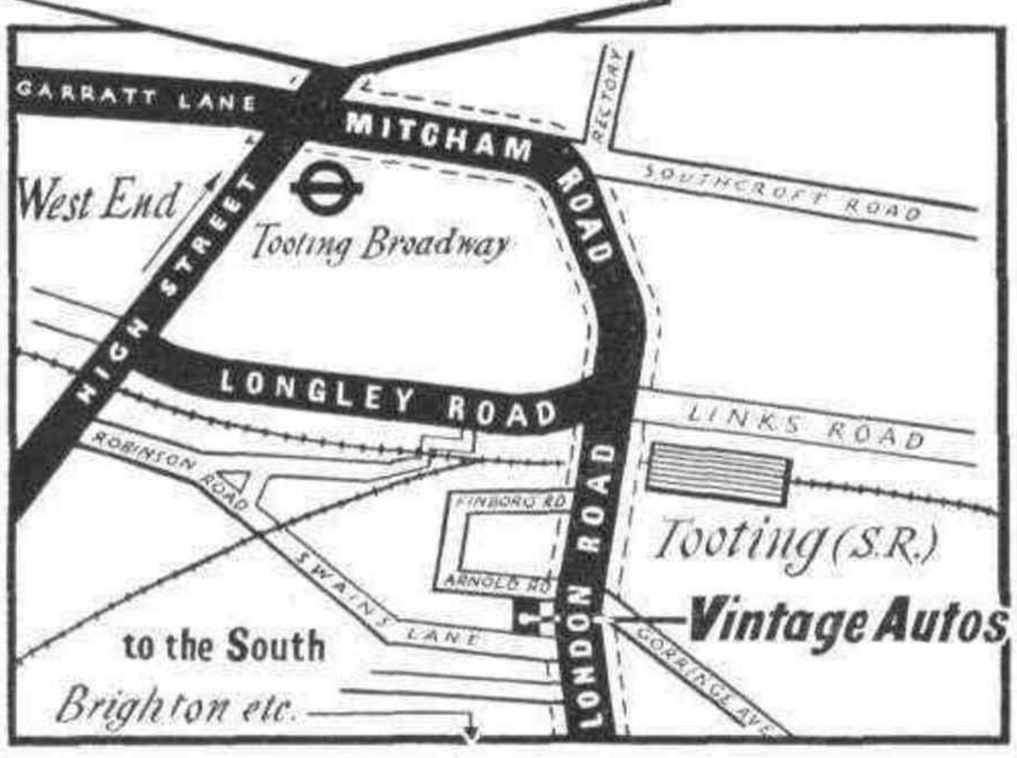
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1934 TRIUMPH SUPER TEN, 2-door saloon. Aluminium body, free-wheel. 38 m.p.g. Tatty but effective. £110, or would exchange working 350 Lloyd, or passable Fiat 500. 19, Montagu Road, Botley, Berks. [4724

MORGAN 4/4, 2-seater D.H.C. Twin spares. 1947. Condition throughout almost as new. Engine recently completely overhauled, excellent performance. £495. Newboult, Limetree Avenue, Retford. [4723

£50—TALBOT 14-H.P., 1929, 2-seater tourer. Engine overhauled, new battery, good tyres. 1933 Alvis Speed Twenty crankcase and sump, £3. Manning, 86, Clifton Hill, N.W.8. Tel.: Maida Vale 1992 (after 7 p.m.). [4721

BROUGH SUPERIOR S.S.100, 996 c.c., spring frame. Castle forks. Completely rebuilt with latest Lucas lighting; rebuild cost over £100; many spares. 1930 but first registered 1936. Over 100 m.p.h. Many spares. Hand or foot-change optional. £85. Derek Pickering, 68, Rochester Road, Coventry. Tel.: Coventry 60820. [4720

BOSCH 6-CYLINDER racing magneto, supplied with E-type E.R.A. but unused. Suit Riley or similar. £8 10s. Derek Pickering, 68, Rochester Road, Coventry. Tel.: Coventry 60820. [4719A

SUNBEAM 17-H.P. sports close-coupled foursome coupé. Just had new cords fitted, reconditioned radiator, etc. Bodywork excellent, superb hydraulic brakes; new battery; all instruments work. At present on tour of Cornwall; available for trial after November 3rd. Price £85, no offers. Owner bought larger car. Derek Pickering, 68, Rochester Road, Earlsdon, Coventry. Tel.: Coventry 60820. [4719

ALVIS, 1933, FIREFLY tourer. Good condition. Nearest £160. Yew Tree House, Stoney Stanton, Leicester. [4718

CAMBRIDGE ENGINEERING—indisputably indispensable to the Austin Seven owner for all standard and sports model spares, including special components for the conversion of standard models to that of sports. To those who intend during the winter months to rebuild their cars, we offer a comprehensive service second to none in respect of conversions, including light sports body shells, dropped axle and spring sets, light sports pistons, alloy high-duty high-compression heads, sports manifolds, straight-through silencers, 15- and 16-in. wheels, coupled brake sets for early models, Bowdenex braking system for all coupled brake models, wedge-shaped petrol tanks, 4-speed remote control units, new pinion and crown-wheels, including Nippy type. All from stock, s.a.e. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey (near Kew Gardens). Tel.: Richmond 2126. [4716

ROVER SIXTEEN Tickford D.H. coupé, 1939. Cream and black. Just completely recellulosed and mechanically overhauled. New hood, tyres, battery. Extras. Seen London. Offers. Tel.: Park 4830. [4915

FRAZER-NASH-B.M.W. saloon, Type 321, 1939. Immaculate; engine, gearbox and back axle overhauled. Interior unmarked. Mileage 37,000. £550, or near offer. Seen London by arrangement. Box No. M917, MOTOR SPORT, 15, City Road, E.C.1. [4917

VINTAGE 12-H.P. HUMBER saloon, 1926. Excellent condition, completely reliable. Nearest £90. Cook, 36, Mote Avenue, Maidstone. Tel.: Maidstone 2448. [4918

ALVIS 12/50, 1928; rebuilt 1952; 2/3-seater. £140, or will part-exchange for large vintage tourer. Also Scott-Sociable three-wheeler, limited number of spares available. Jackson, 10, York Road, Edgbaston, Birmingham. [4919

FOR SALE—*continued*

ASTON-MARTIN, 1934, MK. II saloon. Owner for last five years. Ulster rods, 80 m.p.h., 25 m.p.g., negligible oil consumption. £295. Tel.: Wraysbury 168. [4921

LAGONDA RAPIER, 1934, fixed-head coupé 4-seater. Good condition throughout. £250. Box No. M922, MOTOR SPORT, 15, City Road, E.C.1. [4922

LEIGH, GRANVILLE STREET, SHEFFIELD.—Riley spares: 1936 12/4, all spares; 1934 12/6, rear axle, torque-tube complete with bolt-on hubs, brake drums, etc., cylinder head complete with valve and manifold, bolt-on wire wheels, 18 in. and 19 in., front stub axle, hubs, back plates, brake shoes, drums, bolt-on hubs. " Nine, 1931: cylinder heads, manifolds, steering boxes, brake shoes, rocker boxes, etc. Offers for: Austin, 1938, 12/4; new crankshaft complete with bearings, con.-rods, pistons and flywheel. Armstrong Twelve, 1935; preselector gearbox; good condition. Singer Nine, 1938; engine suitable for reconditioning; spare cylinder block, head, etc. Austin Seven 4-speed synchromesh gearbox. Sunbeam 21-h.p., two rear half-shafts complete with splined hubs. M.G., 1940, 1½-litre, one new half-shaft. [4923

HUMBER, 1935, 12-H.P. tourer. Extensively overhauled and repainted professionally, good. Enthusiastic owner ill. £175. Stonard, Arehersmead, Wrotham, Kent. Tel.: Fairseat 72. [4924

RILEY NINE, 1936, at present 30-m.p.g. family car but easily returnable to former glory. Wilson gearbox overhauled November, engine recently. Well shod, sound transmission. No hidden snags. Regretful parting necessitated by Service reasons. Best offer over £150. Scott, Offices' Mess, R.A.F., Benson, Oxford. [4925

£45—1931 RILEY MONACO, metal body, reconditioned transmission, magneto. Tel.: Rippleway 2084. [4926

ALVIS 12/50 TH 4-seater tourer. Short-stroke engine, big-port head. New d.d. Solex. Oil pressure 30 lb. Good tyres and battery. Good condition. Hood fair. Seen Cheshire. £150, o.n.o. Box No. M927, MOTOR SPORT, 15, City Road, E.C.1. [4927

1928 RILEY NINE tourer, excellent running condition. £75, or nearest offer. 51, Sussex Place, Bristol, 2. Tel.: Bristol 56275. [4928

AMILCAR, 1927, GRAND SPORT SURBAISSE. New silencer, hood, windscreen, paint. £100. Two spare engines. Whittle, Feenagh, Beaconhill, Wickham Bishops, Essex. Tel.: Wickham Bishops 426. [4929

AMAL CARBURETTERS: six 1-in. bore needle type, spare jets, etc. £6. Box No. M930, MOTOR SPORT, 15, City Road, E.C.1. [4930

BROOKLANDS RILEY, completely rebuilt. New aluminium shell body, strengthened frame, 1932 axles and brakes, 14-gallon tank, new camshafts, KE 965 exhaust valves, double valve springs, Martlet pistons, lined block, 1⅛-in. crankshaft, one regrind, remetalled bearings, new twin S.U.s, close-ratio gearbox, 4.77 : 1 axle ratio, four new tyres. £250, or near offer. Seen in North Lancashire. Box No. M931, MOTOR SPORT, 15, City Road, E.C.1. [4931

RILEY NINE MONACO, 1930, superb condition. Completely overhauled, resprayed. Sell £100, or part-exchange later Riley Nine, preselector preferred. 78, Belper Road, Bargate, Belper. Tel.: Belper 440. [4932

BUCKLER MK. V FRAME, body supports, mountings, steering column, remote gear control, all new. Motor-cycle accident forces sale. List £102—offers. Lewin, 2, Elstow Close, London, S.E.9. Tel.: Eltham 6375. [4933

1934 AUSTIN NIPPY. 7,000 miles only since engine rebored and overhauled and four new tyres. £180, o.n.o. Garaged near Bromley, Kent. Box No. M935, MOTOR SPORT, 15, City Road, E.C.1. [4935

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Singer Nine Le Mans 4-seater, red cellulose and red upholstery, swept tail. With spare wheel cover. 1935 ... ... **£95**

Morgan 4/4 10-h.p. 2-seater. Green with black upholstery. A great deal of money has been spent on this car and it is a good one, 1937 **£175**

Alvis Firebird saloon, black, green upholstery. Overhauled by Alvis Ltd. and sound throughout. 1935 model **£195**

British Salmson coupe 4-seater drophead. Twin overhead camshaft engine. just run-in. 1938 **£235**

Frazer-Nash-B.M.W., Type 319, very smart 2-seater drophead. Cream and red. Low total mileage. New tyres. 1937 ... ... **£265**

Mercedes-Benz 230 saloon, 20 h.p. Independent suspension front and rear. £140 engine overhaul recently. Black, with red hide. 1938 ... ... **£325**

TC M.G., 1947, 2-seater. New engine. Black, with cream upholstery and chrome luggage rack **£375**

Aston-Martin Mark II long-chassis 4-seater. Laystall overhauled engine **£395**

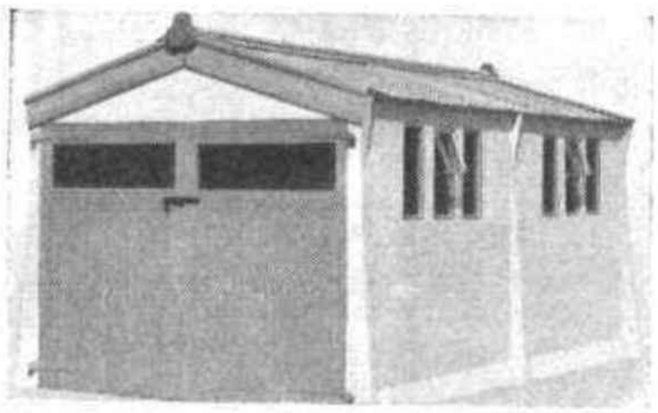
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1947 STANDARD EIGHT tourer. Enthusiast maintained. Excellent. £295. 5, Grove Road, Havant. [4934

MORGAN THREE-WHEELER, 1,100 c.c., o.h.v., w/c. Jap rebored, not yet run in. Two 100 per cent. tyres, good battery. £65. Tel.: Speedwell 5588. [4936

VOLKSWAGEN, 1947, immaculate. 3,000 miles since £170 overhaul. £345. Exchange Allard or Ford D.H. foursome. 604, Wokingham Road, Earley, Reading. [4937

1949 MODEL TC M.G., red, one owner; 37,000 miles; excellent condition. £425, or nearest. 28, Galloway Avenue, Castle Bromwich, Birmingham. [4938

FOUR GOOD SECONDHAND 4.75 by 21 Dunlop tyres and tubes, £3 5s. each. Two good secondhand 5.25 by 21, £4 10s. each. One Riley 19-in. 42 hub wheel, £2 10s. New Desmo bulb horns, £1 5s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [4939

YOUNG ENTHUSIAST with money troubles reluctantly offers for sale his Bentley 3-litre Red Label 4-seater, 1924. Reconditioned magnetos, differential, battery. A-type gearbox, cycle-type wings, twin spots. Good tyres, spare unused. Sprayed B.R.G. £235, or near offer for quick sale. Anthony Morris, 29, Riley House, Cremorne Estate, Chelsea, S.W.10. [4940

F-TYPE M.G. ENGINE and gearbox unit, complete with dynamo, starter, carburetters, etc. Engine in good condition and fitted with Fram filter; £35 Also 1938 Vauxhall D.X. 14-h.p. saloon, chassis perfect, top of body damaged; £100, o.n.o. 43, Glenhurst Avenue, Bexley. Tel.: Bexleyheath 1415. [4941

FORD SPECIAL. Built 1951. Low 2-seater on Prefect chassis. New 10-h.p. engine, radiator, shockers, lamps, hood, tonneau, etc. 1,900 genuine mileage. Over £300 spent. Photo. £275, o.n.o. Bennison, 63, Neville Street. Hazel Grove, Cheshire. [4942

THE ONLY 1926 " BULLNOSE " M.G. in the V.S.C.C. Excellent original condition, one owner 18 years. Full particulars and photo. Best offer. Walker, Nell Gwynne Cottage, Kingswick Corner, Sunninghill, Berks. [4943

SET SOCKET SPANNERS, ⅛ in. Whitworth to 1 in., £5; Alvis 12/50 magneto, Type G.A.4, 50s.; Alvis 12/50, Type TG, utility, two new tyres, new battery, resprayed, £98. Knight, Haywards Cottage, Blackwater, Camberley. Tel.: Yateley 3151. [4944

1937 JAGUAR 2½ NEW CYLINDER HEAD, complete valves. Quantity new and used racing plugs, various types, steering gears, wheels, prop.-shafts, quick open fillers, etc. Useful parts, special builders. Must clear, cheap. Box No. M945, MOTOR SPORT, 15, City Road, E.C.1. [4945

RILEY NINE CHASSIS FRAME, Monaco type, £8. Mayhew, 36, Rownhams Road, Maybush, Southampton. [4946

M.G., 1939, TB model. First-class condition and appearance. New car only reason for sale. £385, o.n.o. Palmer, 632, Leeds/Bradford Road, Bramley, Leeds. [4947

509A FIAT 2-seater drophead coupé. Fair condition. £75. P. E. Macey, Parkhouse Farm, Chart Sutton, near Maidstone, Kent. [4948

1927 ROVER 9/20-H.P. 4-seater tourer. Original gleaming maroon, black coachwork perfect. Toured Lakes, North Wales, this summer. Cruises 40 m.p.h., max. 55 m.p.h.; 35-38 m.p.g. Rewired, New exhaust valves, guides, timing chains. Excellent tyres, battery. Hood serviceable. Handbook. Photographs to genuine inquirer. Sell only to vintage enthusiast. Insured May. £90 cash or exchange really good Austin 7-h.p. sports. Box No. M949, MOTOR SPORT, 15, City Road, E.C.1. [4949

ROLLS-ROYCE TWENTY. Running order. Brake body a bit rough. Radiator chromed. Offers around £50. Georges Garages, Warton, near Lytham. [4952

SUNBEAM 16-H.P., 1928, total mileage 40,165, in good condition throughout. £75. F. Ward, 187, Newland Avenue, Hull. [4953

503B FIAT 12-H.P. s.v. engine, gearbox, complete. Also c.w.p., etc. Engine needs repair. All cheap for cash. Woollett, 3, Oakington Avenue, Little Chalfont, Bucks. [4954

MORRIS 4-seater tourer, 1934. Talbot engine, resleeved, new bearings. Aluminium body, completely repainted. Rewired, new battery, wiper. New hood, curtains, sidescreens. Four good tyres Excellent braking, roadholding. 30 m.p.g. Taxed. £95. Bungey, 49, Sloane Gardens, S.W.3. Tel. (Office) Victoria 2323; (Home) Sloane 3502. [4957

" MOTOR SPORT," 1939-1948, 120 copies, £3. McGee, Dulwich College, London, S.E.21. [4960

A.B.C. 12-40-H.P., 1926, 2-seater, excellent original condition. £85. Down Cottage, Crawley Down, Sussex. [4963

SUNBEAM, 1929, 20.9-H.P. tourer, in excellent order throughout, last owner 18 years. First £100 secures. Robert Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [4964

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1939/40 M.G. 2½-litre drophead coupé. Immaculate coachwork. Really superb mechanical order throughout ... ... **410 gns.**

1948 M.G. TC roadster, original black cellulose, very carefully driven and maintained. Genuine low mileage. One owner. ... ... **479 gns.**

1946 M.G. TC roadster, attractive pillar-box red paintwork. Very fast and economical ... ... **399 gns.**

1933 M.G. J2 sports 2-seater. Mechanically far above the average. Just resprayed attractive dual colours ... **169 gns.**

1939 M.G. VA 1½-litre sports 4-seater. This car can be classed as the finest example yet seen. Absolutely mechanically faultless. Recent complete overhaul by manufacturers at a cost of £250. Owned and maintained by an enthusiast ... ... **399 gns.**

1938 M.G. VA 1½-litre drophead foursome coupé. Really attractive maroon coachwork, interior as new. Superb order throughout ... ... **349 gns.**

1946 Singer S.M. roadster 4-seater sports. Exceptional condition, fast and economical ... ... **369 gns.**

1939 Alvis Silver Crest 6 light saloon. Chauffeur-driven and maintained, an example of pre-war British workmanship ... ... **349 gns.**

1933 Alvis Speed Twenty Charlesworth sports saloon. Recent engine overhaul by makers at a cost of £160. Nice clean bodywork, rustless aluminium... ... ... **129 gns.**

1939/40 Hillman Minx drophead coupé. Mid-blue cellulose, carefully driven and maintained. A model in short supply ... ... **329 gns.**

1935 Triumph Gloria 10.8 saloon. Nice condition for its age. Coventry Climax engine, recently overhauled. Choice of 4 others ... ... **149 gns.**

1935 Fiat Balilla sports saloon. 40 m.p.g., all spares available in England. Faultless mechanical order ... ... **139 gns.**

1939 Sunbeam Talbot Ten sports saloon. Fitted many extras, including Ace wheel-discs. Very smart. Looks post-war ... ... **349 gns.**

1940 Sunbeam Talbot Ten sports 4-seater, just resprayed attractive cream and black. Amazing performance for a light car ... ... **349 gns.**

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1949 ALLARD D.H. coupé. Small mileage. New tyres. Recent mechanical overhaul. Been used solely for touring, no trials or rally work. Offers. Beehive Inn, Newholm, Whitby, Yorks. Tel.: Whitby 703. [4962

1930 LAGONDA 2-LITRE Weymann saloon, recently sleeved to standard, needs two new tyres, otherwise good. Best offer over £140. Box No. M965, MOTOR SPORT, 15, City Road, E.C.1. [4965

PAIR WINDTONE 12-v. HORNS, good note, £5. 400 by 19 Goodyear, excellent, £2 5s. Pair P.100 Lucas headlamps, £9. Morris Minor dynamo, sound, 35s. W. Barnes, 1c, Venner Road, Sydenham. Tel.: Sydenham 7469. [4966

RILEY 9-H.P. MERLIN, 1936, Special Series, saloon. Taxed. Twin carburetters. Sound, reliable. Enthusiast maintained. Battery, tyres, body, good. Best offer. Down, Bridge, Canterbury. [4967

AUSTIN SPECIAL NIPPY. Completely rebuilt, extra child seat. Registered 1952. Alta head. Spare gearbox. Taxed, insured Oct., 1953. New hood, resprayed. £120, o.n.o. Deadman, 63, Raymond Crescent, Guildford. [4968

ALFA-ROMEO 2.9 MONOPOSTO P.3, ex-Fontes. Original Scuderia Ferrari specification. Partly assembled. Dodge tender. Box No. M969, MOTOR SPORT, 15, City Road, E.C.1. [4969

M.G. MAGNETTE, ex-Robin Jackson. Brooklands lap, 108.6, 93 miles in hour. As 1,100-c.c. unblown K3-type engine, Jackson head, now 1,425 c.c. Boxed L.2 chassis, special brakes, gears, etc. Nine new racing Dunlops. Ex-Howe K3 chassis, E.N.V.110 gearbox, 18-in. brake drums. New L-frame, K3 head, sump, rods, crankshafts, numerous other spares. Box No. M970, MOTOR SPORT, 15, City Road, E.C.1. [4970

LANCIA 2-LITRE foursome coupé. Registered 1940. Good order. Will accept best offer over the very low price of £295. Also an exceptional 3rd Series Lambda tourer, convertible top and fittings available. Kenning and Blyth Ltd., Dawlish Road, Birmingham, 29. Tel.: Selly Oak 0292. [4971

B.S.A., 1935, 4-cylinder three-wheeler. New mains, clutch thrust, gearbox bearings, rear spring, rings and guides. £85. Forrest, 27, Shirley Way, Shirley, Croydon, Surrey. [4972

1934 WOLSELEY HORNET SPECIAL, 12-H.P. 2/4-seater tourer. Good running condition. £110. 65a, Masons Hill, Bromley. [4973

LAGONDA RAPIER. Special 2-seater steel and aluminium body. Details of work and modifications to anyone interested. Worth £400, will accept £300. H. Dearden, 453, Lightbourne Road, Manchester, 10. [4974

1938 2-LITRE sports saloon, in grey and silver—red upholstery. Recently resprayed and rechromed. Extensive overhaul of engine and clutch. Good tyres and battery. Telecontrol shock-absorbers. Spotlight. A very good example of the model. What offers? R. E. Docwra Ltd., Llanover Road, Wembley, Middlesex. [4975

RILEY NINE DYNAMO (A.T.159), overhauled, £5. 500 by 19 tyres, £4 pair. Original maker's instruction book, also spare parts catalogue—offers. Box No. M977, MOTOR SPORT, 15, City Road, E.C.1. [4977

M.G. PA 2-seater, in excellent condition. Stevens, Old Timbers, Purley, near Reading. Tel.: Pangbourne 129. [4981

LAGONDA RAPIER D.H.C., April, 1935. Excellent all-round condition. Inspection and trial welcomed. Part-exchange considered. Offers. Box No. M983, MOTOR SPORT, 15, City Road, E.C.1. [4983

FRAZER-NASH T.T. REPLICA. Excellent condition. New battery, tyres, etc. Full history available. £335. 218, Sheen Road, Richmond, Surrey. Tel.: Richmond 3259. [5060

ASTON-MARTIN LE MANS, Bertelli 2/4-seater, B.R. green. Twin petrol pumps, 19½-gall. tank, good tyres, new batteries, stoneguards, screens, tonneau cover. Very good condition. £320, o.n.o. Mercer, 1, Linden Avenue, Maidenhead. Tel.: Maidenhead 1609. [4986

ASTON-MARTIN LE MANS, 1933. Short chassis. Engine resleeved, new mains, pistons and rods. Excellent throughout. Not yet run-in. £350. Tel.: Flaxman 9072, mornings, Stronach. [4987

M.G. 18/80, 1929, saloon, re-covered aluminium, black, interior renewed. Two retreads, two rough tyres. Needs details to complete. Offers around £85. Harmsworth, 13, St. Margaret's Road, Maidenhead, Berks. [4988

£95—1929/30 HUMBER 16/50 tourer, in original and excellent condition. Very sound and reliable carriage. Crankshaft reground, clutch relined, etc. Small mileage. 24 m.p.g. Box No. M989, MOTOR SPORT, 15, City Road, E.C.1. [4989

12/40 LEA-FRANCIS 4-seater. Stripped, linered, new alloy body cellulosed black, seats, radiator, hood, tonnean, screens. Fold-flat windscreen, twin wipers; rechromed throughout; good tyres. Smart, quick, distinctive. £190. Lieut. Kelsey, H.M.S. Hornet, Gosport. [4990

FOR SALE—*continued*

ALVIS 4.3 Vanden Plas black D.H.C., twin exhaust system, immaculate condition; £595. M.G. 1½ saloon, 1950, maroon, good condition; £725. Moore, Bott's Green, Whitacre, near Coleshill, Warwickshire. [5064

SWIFT 10-H.P. tourer, 1927. Sound order but needs rings or rebore. £40. Bolam, Parliament Street, Harrogate. [5065A

CLEARING BITS AND PIECES: Handbooks, magazines. Also unusually attractive Standard Nine coupé, 1932, unused since 1941, beautifully preserved; Armstrong Twenty, 1935; Riley Fourteen, 1933; Ford 14.9. S.A.E. please. Exchanges considered. Spani, 33, Warren Road, Farnborough, Kent. Tel.: Farnborough 4448. [5066

BENTLEY: Five 21-in. wheels, tyres and tubes for 4½ Bentley. Box No. M067, MOTOR SPORT, 15, City Road, E.C.1. [5067

SUNBEAM, 1915, 16/20 tourer. Exceptionally good mechanical and general condition. Entirely original. £125. Carter, Ninefields Nursery, St. Albans. Tel.: St. Albans 224. [5068

HILLMAN MINX, MK. III, IV and V accessories. Oil gauge and ammeter in panel, 35s. pair. Thermometer, £2. Above match standard instruments. Front seat cover, red, 30s. Fram filter, complete, £2. Smith's recirculating heater, £7. Workshop Manual, 12s. 6d. Crofts, 6, Petersfield Court, Stratford Road, Birmingham, 28. [5069

"ELTOS" REMOTE GEAR CONTROLS: Polished light alloy units, Austin Sevens, 3- and 4-speed. Ford Eights and Tens. Slab tanks, M.G. type, 10-gallon, quick-action filler caps, £7 5s. Dummy hub caps, polished aluminium, 7s. each. Fishtails, polished light alloy, 1–2¼-in. bore, width 6½–10 in., from 13s. 6d. each. S.A.E. L. Thomas, 80, Chaffcombe Road, Sheldon, Birmingham. [5070

SPARES: Hornet Special engine complete and many spares. M.G. axles, springs. O.H.C. Minor spares. Triumph Super Seven. J. P. S., 56a, Norman Road, Birmingham, 31. [5071

BRESCIA BUGATTI, completely overhauled; bills £120 shown. Best offer secures or would exchange bigger car, any h.p. Carpenter, Wellnigh, Woodmansterne Lane, Banstead. [5072

RAILTON 29-H.P., complete engine with all accessories and clutch, near new. Centric supercharger, all fittings and driving components, new. Box No. M073, MOTOR SPORT, 15, City Road, E.C.1. [5073

SINGER 14-H.P. sports complete chassis, excellent condition. Standard 10-h.p. engine, clutch and gearbox, excellent. Standard L.9 complete chassis, excellent condition. Preselector gearbox, 12 h.p. near new. Box No. M074, MOTOR SPORT, 15, City Road, E.C.1. [5074

CHRYSLER, 1931, 6-cylinder sports complete chassis. Fiat 514 sports car, Burtonwood overhaul. Fiat 501 engine, clutch and gearbox, excellent condition. Box No. M075, MOTOR SPORT, 15, City Road, E.C.1. [5075

SCHOOL BILLS DUE. Morris Eight sports, comfortable professional body, new engine, upholstery, tyres, wings, floors, hood, sidescreens, battery, cellulose; spent over £170 on this job. Now ready. First honest offer. Also—Clearance: Dismantling Rolls Ghost. Ford wheels, pair 12-in. chrome headlamps, various tyres, innumerable other bits. S.A.E please. "Glebe," Bishopsteignton, Devon. Tel.: Bishopsteignton 203. [5076

AMILCAR GRAND SPORT, with spares. Raced last summer. £95, o.n.o. Box No. M079, MOTOR SPORT, 15, City Road, E.C.1. [5079

£165—K TYPE MAGNETTE sports 4-seater. Large finned brakes, preselector. Just fitted new hood, full-length tonneau. Reliable and economical. Box No. M080, MOTOR SPORT, 15, City Road, E.C.1. [5080

1938 JAGUAR 2½ saloon, one previous owner. Genuine mileage 48,000. Well maintained in excellent condition. Must sell, nearest £300. Highfield House, Duxford, Cambs. [5080A

6½ BENTLEY CRANKCASE, camcase, camshaft, block, axle parts, brake-gear, dynamo, self-starter, etc. Silver Ghost engine, gearbox, radiator, self-starter, three types wheels, tyres, etc. 700, 600, 525 by 21-in. tyres, Armstrong Twelve wheels. What offers? Dale, 142, Chesterton Road, Cambridge. [5081

£47 10s.—1930 RILEY NINE, 2-seater body and chassis good, new magneto, engine poor. Many spares, including unbored engine. Applegate, Barn Close, Beetham, Westmorland. [5082

GENUINE DARRACQ, 1907, 8-H.P. car. New tyres and tubes, new roof, hand-painted, with bulb horn and original brass oil lamps. In running order. Nearest offer to £150. H. Birch & Son Ltd., 49-51, Victoria Road, Cambridge. [5083A

1936 3½-LITRE BENTLEY Park Ward saloon. Fitted ride-control, H.M.V. radio, screen spray, etc. Colour black. Top engine overhaul by Jack Barclay in 1951, car checked at Bentley's in same year. Coachwork immaculate, having been this year to Vincent's of Reading. Tyres excellent. All bills produced. Any inspection/test welcomed. Owner awaiting delivery of new car. £985. Box No. M084, MOTOR SPORT, 15, City Road, E.C.1. [5084

FOR SALE—*continued*

RILEY SPARES AND SPECIALISED SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands, as example:
NEW REPLACEMENT 9-h.p. bronze oil pumps, 47s. 6d. complete. Bronze connecting links, 8s. 9d. Pump eccentrics, 25s. Eccentric spindles, 25s. Timing gears. Valves, 11s. Guides, 5s. Valve springs: single, 10s. 6d. set; double, 20s. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. King-pins and bushes, 66s. set. Speedo. cables, 26s. complete. Brake cables, 18s. 6d. each. Small-end bushes, 3s. 6d. Magneto pinions, 25s. Service exchange brake shoes, clutch plates, B.T.H. magnetos, Rotax AT 145 and AT 166 dynamos. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. with all inquiries please.
WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. [5085

TALBOT 75, TYPE AW, sportsman's saloon, 1933. Beautiful condition, resprayed, all parts rechromed. Engine just overhauled at cost over £100. Reconditioned Wilson box. High back-axle ratio giving 25 m.p.g. Sacrifice at £180. Tel.: Stockbridge (Hants) 68. [5086

M.G. TD, July, 1951. One owner. Cream. Almost new condition. £635. Richards and Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5087

B.S.A. 4-seater tourer, 9 h.p. F.W.D. New engine, clutch, battery, tyres, upholstery. In superb condition throughout. Total mileage believed under 50,000. £120. Richards and Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5088

ALLARD J2 Competition 2-seater. Red. Nov., 1949. Under 6,000 miles. 4.4-litre Mercury engine. Twin carburetters, h.c. heads, luggage grid. Superb condition. £650. Also Allard dropheads from £450. Richards and Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5089

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CHEVROLET. Wonderful hack and touring car. Just thoroughly overhauled in every detail. Saloon body in excellent condition. 27 h.p. £135. Richards and Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5090

CITROENS. Richards and Carr always offer best value in Light Fifteens. 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5091

ROLLS-ROYCE 25-H.P., exceptionally smart saloon, with concealed division, by Corsica, modernised. £475, or exchange any type smaller car. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [5093

M.G. TC 2-seater, 1948. Spotless condition. £435, or exchange saloon. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [5094

ROLLS, 1923, 21.9-H.P. engine and gearbox complete. Centre lever. £180 spent on reconditioning this year. Bills available. Reason for sale, diesel fitted. Thomson, Ty Gwyn, Nantyderry, Abergavenny, Mon. [5096

RILEY ULSTER NINE, ex-Mrs. Gerard sprint car with the ex-Maclure engine. Whole car very special, terrific performance. Tuned ready for 1953 season. Road-equipped, racing pistons available. Domestic reasons for sale. Further details too numerous to mention from K. M. Towle, 107, Wharf Street, Leicester. Tel.: (Day) Leicester, Granby 158. £550. [5097

MORGAN 4/4, 1939, 4-seater. Coventry Climax engine. Finished in blue with grey hood. Radio, extras. Excellent condition. £350, o.n.o. Norman, 10 Bridge Street, Writtle, Essex. [5098

M.G. PA 2-seater, in good order throughout. New hood, tonneau, sidescreen, S.A.s, battery; dynamo rewired. Goes like a buzz-bomb. £245, offers considered. Kiddle, Tel.: Aldershot 1283 (mealtimes). [5099

ALVIS FIREFLY, 1933, 12-H.P. 4-seater saloon, excellent mechanical condition, new radiator. Nearest offer £120 secures. Jackson, Oak Cottage, Kingsdon, Yeovil, Somerset. [5101

F.W.D. ALVIS 12-H.P. short-chassis 2-seater. Increase in family enforces sale. £120, bargain. Bates, 8, Belle Vue, Penarth. [5103

FOR SALE—*continued*

BENTLEY BODY, complete fixed-head coupé. Black, aluminium, ex-4½, all interior trimmings, headlamps, petrol tank. E. D. H. Thomas, 63, York Terrace, N.W.1. [5102

ENGINE UNIT comprising ex-Morgan w/c, Matchless Twin, B.S.A. gearing and starter, Ford dynamo, £25. Jaggard, Kingshill, Nailsea, Somerset. [5105

M.G. BODY, standard PB complete wings, bonnet, radiator, seats, windscreen, hood and sidescreens; good condition throughout. Offers around £50. Box No. M106, MOTOR SPORT, 15, City Road, E.C.1. [5106

TWO BUGATTI INLET MANIFOLDS with S.U. carburetters, suit Type 49. 7, Forest Road, Dorridge, Birmingham. [5107

FIAT 500 SPARES, 19-in. M.G. wheels, J2 gearbox and Ford engine spares. Jepson, Styal, Cheshire. [5108

RILEY RACING ENGINE, 1,726 c.c., six Amals, Scintilla Vertex, Dixon camshafts, KE965 valves, electron sump, all parts lightened and polished, complete with racing gearbox (second gear damaged); runs on petrol; £100, o.n.o. 1936 12/4 Kestrel Six Light saloon, excellent condition, £200. Austin Seven saloon, 1933, 4-speed box, new tyres and battery, excellent condition, £75. Fiat 500, 1937, resprayed, rebored, excellent condition, £200. Clairmonte Bros. Ltd., Shanklin Road, London, N.8. Tel.: Mountview 5285. [5109

1952 ZEPHYR saloon, 8,000 miles; 2-colour finish; many extras, including telecontrols, extra lamps, loose covers, etc. Britain's nearest equivalent to the Aprilia. Permission to sell. Details from: K. Hutchison, Headley Grove, Epsom, Surrey. Tel.: Headley 14. [5110

TO MAINTAIN WIFE'S COIFFURE Bentley enthusiast must sell ONE of these tourers: Speed Six, short chassis, ex-Jason Henry, excellent all-round condition, black/red wheels; OR 8-litre, primrose/brown, probably most original model extant; photo on application. £300 each, no offers. Sidebotham, Bollin Hill, Wilmslow. [5111

M.G. TAILORED "TIGAN" SEAT COVERS, all T-type models. £5 8s. 9d. Seven days delivery. C.W.O. or C.O.D. State model and colour. Roy Pearce, Motors, 59b, Golders Green Road, London, N.W.11. [5113

1931 12-H.P. WOLSELEY HORNET 2-seater. Recently overhauled. Taxed, insured. £80, o.n.o., or exchange for motor-bike, good condition. Crick, 68, West Avenue, Chelmsford, Essex. [5114

M.G. 18/80, MK. II saloon, truly immaculate. New starter, battery, clutch relined, good tyres. Thoroughbred performance. £120. Brown, 141, Blackborough Road, Reigate. Tel.: Redhill 3321. [5115

LANCIA APRILIA, 1939, saloon. Overhauled and large engine, 14 h.p., fitted by Lancias. £575. Tel.: Hoylake 3623. [5116

FREDDIE DIXON offers 6-stud Riley brake drums, shoes, linings; four Girling shoes with good linings; Nine and Six starters; Scintilla Vertex "six," clockwise. Gaskets, all sizes. 19-in., 20-in. and 21-in. knock-off wheels. Steering arms, stub-axles. Cheap to clear. "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [5117

MORRIS EIGHT tourer, 1936. Engine rebored. £175, or offer. Tel.: Springpark 2971. [5118

G.P. BUGATTI, 2-LITRE, straight-eight. Road-equipped. Very good condition. £350, o.n.o. Tel.: Western 1275. [5119

ALVIS SILVER EAGLE 2-LITRE tourer, *circa* 1935. Rebuilt 1949, registered £10 tax. Superb all-synchromesh box, knock-ons. Four-seater, capacious boot. Recellulosed green. New brake cables, linings, windscreen, tonneau cover, front springs and bushes, two new 600 tyres, reconditioned carburetters. Good hood and sidescreens. Excellent appearance and performance. £220. Mayston, 68, Woodfield Drive, East Barnet, Herts. [5121

BENTLEY SPARES: 3-litre prop.-shaft, rear brake camshafts, con.-rods, front axle, starter motor, crown-wheel pinion and differential assembly, 6½-litre frame, etc. 65, Upper Elmers End Road, Beckenham, Kent. Tel.: Beckenham 1564. [5122

RILEY LYNX, 1937, 12/4 tourer, Sprite engine; crank reground, rebore; £250, or exchange 1936-7 Rapier, etc. Reader, 135, Sewall Highway, Coventry. [5123

1936 V8 2-seater drophead, excellent condition; many extras; 25 m.p.g.; offers or consider exchange smaller h.p. Also 1936 Ford Ten utility, reconditioned new motor; mechanically sound as a bell; body requires tidying up; £75. 1, Norman Court, Hampton, Middlesex. [5124

65 TALBOT SPECIAL, 1933 chassis, 1937 motor. 1952 very stark 3-seater body. Needs spraying, etc. Very rapid getaway, preselector gears, five new Dunlops. £85, or near offer. Williams, Nethyholme, Digswell, Herts. Tel.: Welwyn 521. [5125

BRITISH SALMSON drophead coupé, excellent condition, body and engine. £185. Tel.: Finchley 0817. [5127

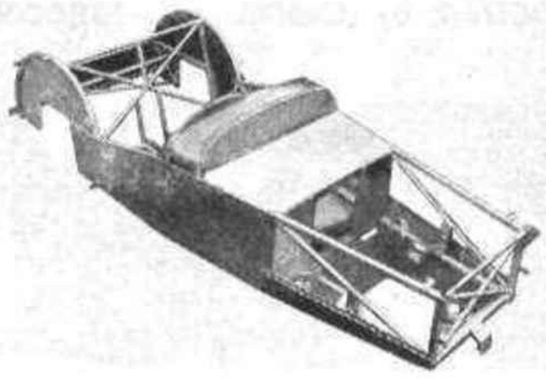
J2 M.G. ENGINE and quantity of J2 spares. Rich, c/o 33, Bishops Drive, Bishops Cleeve, Cheltenham. [5128

LOTUS ENGINEERING Co. Ltd.,

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FRAME





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Instructions and advice can be given to customers as to how to assemble this into a LOTUS replica with the minimum of difficulty and expense. A complete range of modifications, specialised components, etc., can be supplied to complete to customer's requirements. It should be possible to provide a complete body for this assembly for £75.

WE are also able to supply a similar assembly to the above but expressly designed to the limits of the new R.A.C. formulae for trials cars. Although this will be a little more stark than the Sports-Racing unit, it will only weigh about 80 lb. and can use either normal, rigid, or swing axle front suspension system as preferred. Price £110

★ *All other components to complete such as upholstery, body panels, windscreens, steering-columns, shock-absorbers, etc., can be supplied from our large stock of spare parts if required.*
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★ *Swing axle independent front suspension.*
★ *Panhard rod rear axle location.*

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FOR SALE—*continued*

SINGER LE MANS, 1934, 4-seater, excellent condition. £145. 14, Duncroft Avenue, Coventry. [5126

FRAZER-NASH, 1931, 3/4-seater, Brooklands Meadows engine. Recent £80 engine overhaul. Very good condition. £240. Eaves, " Dalemoor," Netherfield Road, Guiseley, Leeds. [5129

1938 MODEL TA M.G. Good condition. Private sale. Lancashire. Bargain, £225. Details on request. Box No. M131, MOTOR SPORT, 15, City Road, E.C.1. [5131

M.G., LATE TA. Reconditioned engine, new Dunlops, shockers, batteries. Hood and body unmarked. Many extras fitted. Any test and inspection. Really exceptional throughout. Must be seen. Best over £325. Tel.: Stelling-Minnis 283 (Canterbury, Kent). [5132

£35—ALVIS 12/50, 1931. Complete, good runner but body finished. Rogers, 97, Felpham Way, Bognor. [5133

RILEY NINE, 1935, 4-seater tourer. Good running order. £145. Tel.: Dartford 4638. [5134

1948 HEALEY B-TYPE CHASSIS FRAME, damaged but repairable, also rear axle case. R.G. B. Thompson, 9, Beresford Drive, Southport. Tel.: Southport 88155. [5135

VINTAGE VAUXHALL, 1924, 14/40 coupé. Various spare B.E. wheels and tyres. Condition reasonable. Could be used to tow. £30. Seen Sutton. Bull, 46, Queen's Road, Wimbledon, S.W.19. Tel.: Wimbledon 5280. [5136

FORD 24-H.P., 4-cylinder engine, gearbox unit and accessories. Loaded Birmingham, £15. Smith, Bakers Lane, Knowle, Birmingham. [5137

COUPE BODY, 2-seater off Packard 33.4 h.p. Upholstery good. Rear wings bad. All instruments working. £25. Box No. M138, MOTOR SPORT, 15, City Road, E.C.1. [5138

RILEY NINE utility, £75 mechanical repairs, incluing rebore. Smart, roomy, economical. Must sell; offers. Joyce, 2, Manor Mansions, Hampstead, N.W.3. Tel.: Primrose 3789. [5139

M.G. TA. Excellent condition. Best offer or cheap car and cash. 24, Quarry Road, Swindon, Wilts. [5140

S.S.1 20-H.P. saloon, 1934. Really nice sound car. Taxed. Bargain, £75, near. Tel.: Leeds 8222908. [5141

ROLLS-ROYCE SILVER GHOST 1922 landaulette. What offers? Coveney, College of Aeronautics, Cranfield, Bletchley, Bucks. [5142

FOR SALE—*continued*

16/50 HUMBER, 1930, 5-seater tourer, good condition. £50 or offer. T. B. Ash, " Ford Bank," London Road, Buxton. [5143

BENTLEY 4½-LITRE, 1929. Shortened 9 ft. 2 in. chassis. All steel body. Completely rechromed and engine overhauled. £275. Detailed description and photo on request. Tombleson, 11, St. Clements Road, Chorlton, Manchester, 21. [5144

AUSTIN SEVEN, without body, otherwise complete, needs assembly. Reconditioned engine, gearbox, suspension. £40, o.n.o. Must sell. Tel.: Greenwich 2472, 5-6 p.m. [5146

LAGONDA, 1932, 2-LITRE saloon. £165. Excellent tyres. Seen near London. Box No. M147, MOTOR SPORT, 15, City Road, E.C.1. [5147

ALVIS 12/60 TJ tourer, 1931½. Excellent mechanical condition. Sound hood and body. Twin carburetters. Chrome good. £100, o.n.o. Humphreys, Tel.: Dorking 2595. [5148

BENTLEY 3-LITRE RED LABEL, 1925, 4-seater tourer. Aluminium body by Park Ward. T. Crawshaw, Byards Leap, Cranwell, near Sleaford, Lincs. [5149

1928 AUSTIN 7-H.P., good reliable car, clean condition: £40, or offer. Standard 9-h.p., 1932, differential planet pinions and star wheels—offer. Also one new 6v. electric petrol pump, £2 15s. 21, Cambridge Road, Teddington, Middlesex. [5150

BENTLEY RED LABEL, 1926, 3-LITRE, in good condition. Owner desperately needs the money. Taxed and insured. Tel.: Sloane 6032. [5151

509A FIAT, 8 H.P., o.h.c. tourer. Good condition. Reconditioned engine, new tyres. Must sell. Box No. M152, MOTOR SPORT, 15, City Road, E.C.1. [5152

1936 RILEY NINE KESTREL, Special Series engine, twin Zeniths, Girling brakes. First registered July, 1936. Good condition. Nearest £245. Also 1935 Daimler 15-h.p. saloon, mechanically very sound—£60. 1, Post Office Cottages, Ollerton, Knutsford, Cheshire. [5153

RILEY KESTREL NINE, 1935, 100 per cent. throughout. Just recellulosed and recarpeted. First £195 secures. Box No. M155, MOTOR SPORT, 15, City Road, E.C.1. [5155

M.G. J2, excellent condition. P-type wings. Recent engine overhaul. New hood and battery. Taxed and insured. £175, or offers. Tel.: Silverthorn 4780, after 5.30 p.m. [5156

GEARBOX. 1934 Wolseley 12-h.p., good condition. Offers. Tel.: (London) Sydenham 7518. [5157

FOR SALE—*continued*

FAMILY COMPELS SALE 1934 M.G. PA 2-seater. Enthusiast owner. Immaculate. £185. The Priory, Godstone, Surrey. Tel.: Godstone 292. [5154

FRAZER-NASH. The famous ex-Brooks T.T. Replica MV 1620. Winner of 1932 Alpine Trial and many other awards. Now in standard touring trim with newly rebuilt Meadows engine, new matched S.U. carburetters, and transmission overhauled throughout. Seen South London. Dr. Chapman, Epsom District Hospital, Epsom. Tel.: Epsom 4441. [5112

1939 CITROEN LIGHT FIFTEEN roadster, cream, with new maroon hood, new tyres; excellent condition; £250. 1929 36/220 Mercédès supercharged open 2-seater, completely rebuilt by aircraft engineer; stove-enamelled wheels, new tyres; all other parts stoved or plated; very attractive appearance; £240. 1936 Fiat Balilla 2-seater; new tyres, new hood and sidescreens; resprayed, engine overhauled by Anti-Friction Bearing Company; 75 m.p.h. with 37 m.p.g.; £230, or n.o. Wynch Motors, Station Garage, Droitwich. [5109

M.G. MAGNETTE 2/4-seater. Good condition, full weather equipment, new tyres and batteries, black with silver wheels. Absolute bargain, £165. Tel.: Flaxman 6051. [5161

MANY AVAILABLE SPARES for Alvis Twenty, Daimler Fifteen, Singer 12/4, Pierce Arrow, Rolls 21.6, S.S.1, Hillman Sixteen, Bentley 3-litre, Invicta 1½-litre, Lagonda 3-litre, 16/80, 4½-litre; L.G.45, Rapide, M.G.—all types, Ford V8, 10.8 Lanchester Ten, Riley Nine and Fourteen, Buick 1928. Performance Cars, Windmill Garage, Great West Road, Middlesex. Tel.: Ealing 8841. [5162

TRIUMPH DOLOMITE, 14 H.P., 1939, D.H. coupé. Genuine 44,000 miles, two owners. Immaculate condition throughout. Nearest £260. 23, Molesey Drive, Cheam, Surrey. Tel.: Derwent 7450. [5163

THE LONDON TRIMMING CO. are specialists in rhe repair or the renewal of car hoods, sidescreens, toofs, and all interior upholstery. Definitely competitive price. 40, Queensgate Mews, London, S.W.7. Tel.: Western 3663. [5165

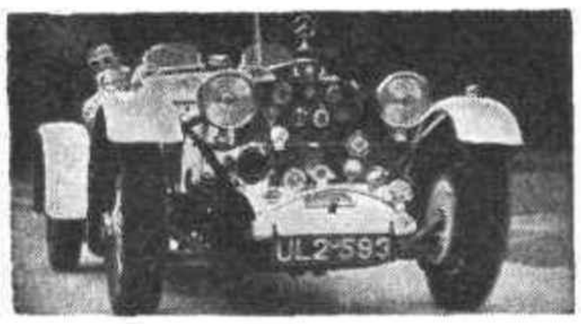
LAGONDA 3-LITRE pillarless saloon, 1933. Excellent condition. £280. Davies, 5, Oak Close, Bedworth, near Nuneaton. [5158

ROLLS-ROYCES : 1924 S. G. Windover limousine, daily use, f.w.b.; 1922 S. G., break down for spares; 1924 21.6-h.p. Mulliner limousine, shocking state. Banker slowly going mad. The lot, £150, o.n.o. Hughes, 41, Sidney Road, Rugby. [5168

SIMMONS

GROSVENOR 1188 **GROSVENOR 2635**

offers the following selection of sports carriages from a varying stock



ROLLS-ROYCE PHANTOM II REPLICA, Chassis No. GN 21. First registered April, 1933, with contemporary sports saloon coachwork by Southern (1939). Black and chrome, sun roof. Recent extensive mechanical overhaul by Messrs. Rolls-Royce Ltd. at cost of £675—nominal mileage since. All bills available. Rolls-Royce specialist serviced this month. Performs incomparably well.

£665

ROLLS-ROYCE 20/25 (1931), Chassis No. GXO 14. Owner-driver landaulette by Mann Egerton. In mechanically excellent condition, a considerable amount of work having been completed on the engine, brakes, clutch and electrics as recently as last month. The coachwork, however, although not really shabby is somewhat below Rolls-Royce standard. The interior, leather throughout, is excellent, as are the tyres and accessories. An opportunity for the relatively impecunious to acquire a thoroughly sound and economical vintage Rolls of some character.

£275

RILEY 1½-LITRE (1939/40), fitted with foursome drophead coupe coachwork by Abbott. Recently recellulosed pale blue, with blue leather upholstery. Two owners only since new have maintained this rare and desirable Riley in tip-top condition throughout its life, and we hold receipt bills for £320 in support of this. Tyres, battery, electrics and accessories are beyond reproach. One of the last of the pre-war Rileys in post-war condition.

£350

HUMBER SUPER SNIPE (1947). One wealthy owner only from new. Mileage to date is only 37,000. Fitted with H.M.V. push-button radio, heater, and new tyres. The whole car has been fastidiously maintained, and is one we can thoroughly recommend to any prospective purchaser requiring modern comfort, coupled with a very satisfying performance. All mod. cons.

£385

ROLLS-ROYCE (TWENTIES), 1927/8. At the time of going to press we offer a choice of two owner-driver saloon models—both in very reasonable condition, having undergone a thorough and complete checkover in our workshop. Tyres and batteries have been replaced, and brakes relined, where necessary. Since it is an inordinately and often unnecessarily expensive process to recondition a Rolls-Royce completely, all existing faults not rectified will be fully disclosed to potential purchasers. Apart from these disclosed faults these Rolls will be fully guaranteed. We are expecting three other Rolls Twenties during the ensuing month.

£250 — £450

or thereabouts as and when available.

TALBOT 65 (1934). Sports 4-door sun-roof saloon by Darracq. The sum of £280 was expended in 1950 on a complete mechanical overhaul, including rebore, resleeve, springs reset, brakes relined, etc., since when only 12,000 miles have been covered. The coachwork, chrome, and interior are in equally faultless condition. Altogether a thoroughly sound, attractive, and reliable car, which will give a discerning owner many thousands of miles of trouble-free and economical motoring.

£125

BENTLEY 6½-LITRE (1928/9) foursome tourer with full weather equipment. Excellent chassis with good tyres and coachwork, but upholstery requires some attention. Taken in part-exchange last month.

£85

We have a number of inquiries for Rolls-Royce 20/25 and P.II owner-driver models—both in saloon and drophead form—and we would be grateful to receive particulars of these or similar models in good condition.

EXCEPTIONAL HIRE PURCHASE FACILITIES. PART-EXCHANGES ONLY IF IN GOOD MECHANICAL CONDITION.

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INVICTA

3-litre (twin-o.h.c.)

BLACK PRINCE

Chassis No. 101

One of the original prototype models manufactured by the late Invicta Company prior to going into line production, and fitted with special coachwork for the 1947 Paris Salon. The original unsuccessful torque converter transmission was scrapped and replaced by a 5-speed manual gearbox, and a considerable amount of money has been expended on modifying and replacing a number of items to the owner's own exacting specifications. As a compelling example of contemporary British craftsmanship of the highest grade this Invicta is comparable to anything produced in post-war Britain. The original list price was £3,770. Extras include motorised built-in Jackalls, H.M.V. radio, electric immersion anti-freeze unit, independent battery charger, etc. This is a beautiful, unusual and striking car and the advertiser desires to exchange for a car of similar calibre with far greater luggage capacity and a sunshine roof. It being impracticable for him to be without a car, he will only consider outright sale if he finds a suitable alternative in the meantime.

INQUIRIES PLEASE TO OWNER'S AGENTS :

MESSRS. SIMMONS, 12, REX PLACE, LONDON, W.1 **Telephone: GROSVENOR 1188**

FOR SALE—*continued*

1935 MARENDAZ SPECIAL, S.S. engine. Resprayed scarlet. Excellent condition inside and out. Owner posted abroad. £175, o.n.o. Jackson, 35, Davenant Road, Oxford. [4991

TALBOT 10-H.P. drophead coupé, 1937. Reconditioned engine and radiator, brakes, steering, overhauled. Brand new hood. Fitted radio. A very pretty car in excellent condition, for regretful sale at £275. 573, Chelsea Cloisters, S.W.3. [4992

AUSTIN NIPPY, 7 H.P., Abbey coachwork. Very pretty 2-seater. Mechanically sound, body fair, rewired. £75, o.n.o. Tippetts, R.N.A.S., Gosport, Hants. [4993

AUSTRO-DAIMLER 19/100, short chassis, with very beautiful 2-seater coachwork by Castagna. Front and rear axles, steering and brakes completely reconditioned. All new tyres. Easily converted to V8. £60. Bowles, 20, Windermere Road, N.10. Tel.: Tudor 2935. [4994

ROLLS TWENTY tourer, perfect mechanically. New battery. Body solid but aged. £100, o.n.o. Cluver, 18, Carlton Crescent, Southampton. [4995

STANDARD AVON SPECIAL, 10 H.P. Rebuilt body, grey, new maroon hood. Rechromed, new dash and instruments. New magneto and carburetter, good tyres. Very pretty economical sports car. Nearest thing to an "XK120." Price £110. 38, Constance Crescent, Hayes, Kent. Tel.: Hurstway 3176. [4996

DEC., 1946, CITROEN, 15 H.P.; good condition, radio, etc.; offers. Complete power unit (about 1,000 miles since works reconditioning), front and rear axles, etc.; 1939 Wolseley, 21 h.p. M. W. Groom & Sons, Central Garage, Towcester, Northants. [4998

1930 ALFA-ROMEO blown 2-seater, ex-Shawe-Taylor, ex-team car. Certain vintage winner. £295, or exchange 500 or 1,000 Cooper. Cuffs Garage, Frome. Tel.: Frome 2511. [4999A

1947 M.G. 2-seater, recently reconditioned by works. Well-known car. £465, or exchanges anything interesting. Cuffs Garage, Frome. Tel.: Frome 2511. [4999

DYNAMOMETER, Walker enclosed type. Load up to 120 b.h.p. at 7,000 r.p.m. New 1952, very little used. £165, or near. John Quantrell, 172, Mile Cross Lane, Norwich, Norfolk. [5001

OLDSMOBILE for sale, 26.3 drophead coupé, 1936 model. New battery, recent overhaul; 20 m.p.g. Best offer or exchange for 8- or 10-h.p. van or car. John Quantrell, 172, Mile Cross Lane, Norwich, Norfolk. [5002

CYCLE WINGS (domed and beaded): 5 in., 6 in. and 7 in., 10s. each fronts, 12s. 6d. rears. Packing and carriage 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [5004

MAJESTIC AND IMMACULATE Daimler limousine, 25 h.p., 1928, 30,000 miles only. Late property Lord Mayor. A connoisseur's car without blemish. £195. Eric Thompson, Eaton Corner, Cobham, Surrey. Tel.: Cobham 555. [5005

ALVIS 12/50, 16.9, and Speed Twenty spares. 12/70 engine, less components, sound, £40. Gearbox, overhauled, £25. Rear axle complete, overhauled, £35. Wheels, sound, £3 10s. each. Front axle, £15. 1936 Speed Twenty rear axle complete, perfect, £25. B.T.H. vertical magneto and drive, perfect, £10. Dyno and water pump, £12. Starter, Lucas, £8. Speed Twenty, 1934, radiator and cowl, £15, collected. Carriage extra. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [5006

HEALEY saloon, low mileage, immaculate. Part-exchange considered. "Sandhey," 114, Meols Promenade, Cheshire. [5007

FRAZER-NASH, 1934, Meadows engine. Genuine Brooklands head. Just resprayed. New tonneau cover. 35 m.p.g. Professionally maintained. £280, or exchange Brough Superior or Railton (Brough preferred) saloon or convertible. Box No. M009, MOTOR SPORT, 15, City Road, E.C.1. [5009

TRIUMPH DOLOMITE, Sept., 1938, 14-h.p. sports saloon. Mechanically good; tow-bar fitted. £175. Bolton, 4, Crogsland Road, London, N.W.1. [5012

3-LITRE BENTLEY SPARES for sale. (1) Noisy but sound "A" type gearbox complete. (2) Replacement crown and pinion, 3.53 axle ratio. (3) Steering column and box. £25 the lot. Tel.: Cranleigh 616. [5013

1932 TRIUMPH SUPER SEVEN, 2-seater. Hydraulic brakes. Economical. Taxed. Nearest £45. Bosch magneto, ZH4, reconditioned. Veteran gas headlamps, 50s. Five Easiclean wheels, 16 in. 6-v. petrol pump, 20s. Rev.-counter, 10s. Sheppard, 11, Vincent Avenue, Stratford-on-Avon. [4798

RILEY ALPINE, 1931. Good mechanical order, hood, sidescreens, good tyres. £90 or offer. Tel.: Egham 598. [4817

1908 7-H.P. DARRACQ 2-seater. Spotless, economical, complete. Rallied enthusiastically Belgium and England. Nearest £150. British purchaser only. Tacon, Witton, Norwich. [4821

ROVER SPARES. 10 H.P., 1937: Engine being dismantled, all spares available, also pair of 16-in. wheels. Rudge hubs, suitable for M.G. All inquiries answered. 101, Crompton Road, Handsworth, Birmingham, 20. [4826

FOR SALE—*continued*

M.G. (J2). Immaculate, many extras and spares. £195. 260, Staines Road, Twickenham. [4819

RILEY AUTOVIA, 1938, sports saloon. Grey. Green leather upholstery. Preselector. All in excellent condition. Offers around £400. Box No. M822, MOTOR SPORT, 15, City Road, E.C.1. [4822

RILEY NINE GAMECOCK. Cream and red. Excellent condition. Engine overhauled. £150. Engley, 58, London Road, Stone, Dartford, Kent. Tel.: Dartford 3385. [4823

ULSTER AUSTIN SEVEN, 1931, with touring engine. Just completely overhauled (bills available) and in exceptional condition. £160. Box M825, MOTOR SPORT, 15, City Road, E.C.1. [4825

500-C.C. ENTHUSIASTS: Maurice Cann has for disposal late type 500-c.c. o.h.c., wide-angle, unit-construction, twin-cylinder Motor Guzzi in full racing trim. All light alloy, large carburetter job. 40 h.p. on Pool. Ideally suited for a 500-c.c. car. Same type engine as used by Count Lurani in Nibbio. Genuine offers invited. 20, Lavender Road, Leicester. [4827

SINGER LE MANS, 9 H.P., breaking for spares, including crankshaft, new 18-in. tyres, dynamo. S.A.E. list. 1, Molyneux Park, Tunbridge Wells. [4828

EDWARDIAN B.S.A.-DAIMLER tourer. Believed 1910. Extremely original condition. £35. Geoffrey R. Amey, Wootton, Boars Hill, Oxford. Tel.: Oxford 75492. [4829

HEENAN AND FROUDE DPX2 dynamometer, 60 b.h.p., 8,000 r.p.m. Electric starter and Safran water pump unit, 3 ph. 400 v. 100-gallon tank. Instrument panel, 10,000 r.p.m. tachometer, etc. Offers. 186, Allesley Old Road, Coventry. [4831

TRIUMPH 1.800 roadster, 1948. One owner. Excellent all round, new engine, tyres. Sacrifice, £495, nearest. Woodhouse, Market Place, Bolsover, Derbyshire. Tel.: Bolsover 372. [4832

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1933 TALBOT 75 black sports saloon by Darracq. Fitted with passlights, electric pump, new tyres. Good condition, engineer's certificate available. £120, o.n.o. Elliot, Terriers, Great Camfield, Dunmow, Essex. Tel.: Takely 301. [4835

RILEY NINE MERLIN saloon. Engine, transmission, steering, reconditioned; new shocks, tyres, battery. Manual gear-change. Nearest £300. Tel.: Redhill (Surrey) 1169. [4838

PISTONS: 3- and 4½-litre Bentley, high compression, all sizes. Alick Pitts, 174/6, Streetsbrook Road, Shirley, Birmingham. Tel.: Shirley 1251. [4840

AUSTIN 12/4 tourer, 1928. Perfect mechanical condition. Two new, three good tyres. New hood and front sidescreens. Body good, paint fair. £50. Sexty, Home Farm, Hinton Parva, Swindon, Wilts. Tel.: Wanborough 264. [4841

1933 ALVIS Speed Twenty. Vanden Plas 4-seater, Car No. 14837. Mechanically perfect. Following work completed during last year: engine "cromard" sleeved, crank ground, new camshafts, dynamo-starter, carburetters reconditioned, new S.U. petrol pump, brakes relined, new prop.-shaft, battery and 4 tyres. Good hood and screens. Family reasons compel sale. Offers: Sexty, Home Farm, Hinton Parva, Swindon, Wilts. Tel.: Wanborough 264. [4881

E.N.V. CRASH BOX. Excellent condition. Removed from 1932 1½-litre Invicta (Blackburn) bell housing. Any reasonable offer accepted. Box No. M842, MOTOR SPORT, 15, City Road, E.C.1. [4842

SUNBEAM TWENTY tourer, 1928, body very stark, offered vintage enthusiast wishing restore. Engine thoroughly reconditioned; tyres, brakes, dynamo, magneto, good. Battery poor. Non-runner. South London. Tel.: Vigilant 5972. [4843

FOR SALE—*continued*

TALBOT. Genuine George Roesch 18/90, 1931, 2-door Weymann saloon, sunshine roof. Five new tyres. Total mileage 46,000; beautifully kept. Strong tow-bar. £175. Stevens, Bridian Farm, Alfold, Surrey. Tel.: Loxwood 384. [4844

1931 FRAZER-NASH COLMORE, 11.9 H.P., open sports 2-seater, 4-cylinder; outside exhausts, fold-flat screens, cycle-type guards; with a cruising speed of 60 m.p.h.; maximum 90 plus; 25 m.p.g. Recently resleeved and fitted with new pistons. Overhauled in May by Frazer-Nash specialists. This car has been enthusiast maintained since birth by only three owners, and is in quite exceptional condition. Trials or examinations welcomed. £290. Myers, Tel.: Dormans Park 269. [4845

1929 BENTLEY 4½ open tourer, Vanden Plas body, 4-seater. Recent engine overhaul; body fabric renewed this August. New red hide (genuine) upholstery; metal parts resprayed light grey. New hood, tonneau and sidescreens. Varied assortment of lights (front and rear). New battery six months ago. Any test or any inspection. Taxed and insured. Genuine m.p.h. 85 plus and consistent m.p.g. 17-18. This car is in condition almost as new and is an outstanding example of the Black Label as Mr. Bentley built it. Will exchange, with cash adjustment either way, for one of the following: Mercédès 38/250, Bentley Speed Six 2-seater, Bentley 4½ blown 2-seater, or Bentley 3½ open tourer, 1934-35. Or will sell to first person of suitable character offering around £600. Photos available. Seen anywhere, any time by arrangement. Jackson, Acton Farm, Over Alderley, near Macclesfield, Cheshire. Tel.: Alderley Edge 3221. [4846

M.G. PB 4-seater. New hood, sidescreens and full tonneau cover. Four new tyres, new king-pins June, 1952. 5,000 miles since rebore, crank regrind, bearings, etc. New carburetters, valves and guides, camshaft drive. £260, o.n.o. 6, Warwick-dene, W.5. Tel.: Ealing 4189. [4849

1931 ARMSTRONG 12-H.P. tourer, excellent condition. £50, o.n.o. Williams, 14, Tirlemont Road, Croydon. [4850

1½-LITRE RILEY SPRITE 2-seater. Laystall balanced crank and Chromard liners; 4-branch outside exhaust. Latest type Girling and telecontrol dampers. Aluminium cycle-type wings. New upholstery. Resprayed green. Many extras. Immaculate condition. Any trial. £450, or exchange for good saloon. J. H. Compsty, 50, Whitecroft Road, Bolton. Tel.: Bolton 1592. [4851

RILEY SPARES, 1934, Special Series: all engine spares, radiator, etc. Tel.: Pollards 4385. [4852

BUGATTI, TYPE 37. Famous competition car, road-equipped and in excellent order throughout. No reasonable offer refused. Full details from G. Neale. 1624, Bristol Road South, Rednal, Birmingham. [4854

LAGONDA 3-LITRE ENGINE, less cylinder head and sump. Reconditioned throughout, *i.e.*, rebored plus .020. Opportunity for owner of a 3-litre to purchase reconditioned engine for £25. John Jordan, Sandy, Beds. Tel.: Sandy 64. [4855

THREE CON.-RODS, Lagonda Rapier, 10 h.p. Offers. Conway, 19, Langdale Road, Preston. [4856

1927 BEAN FOURTEEN tourer. One previous owner. Excellent condition. Original equipment, even snow chains. £80. Peal, 69, The Close, Salisbury. [4857

FOUR M.G. P-TYPE BRAKE DRUMS and backplates, complete with shoes. £5 10s. Smith, 173, Attenborough Lane, Attenborough, Notts. [4858

"MOTOR SPORT," 1948 onwards. Also vintage manuals. S.A.E. 119, Kensington Avenue, Watford. [4859

£140—M.G., L TYPE, 2-seater, late 1933. Clean and reliable, maintained by engineer owner. New battery, hood, windscreen. Hampshire, Thatcham, Newbury. [4860

RILEY NINE LYNX, 1932, 4-seater tourer. Nice condition. £75. 1, St. Dunstan's Gardens, W.3. [4861

1931 14/45 TALBOT. Excellent condition throughout, recent mechanical overhaul. Tools and manual. £165, or exchange 10-12 h.p. Box No. M863, MOTOR SPORT, 15, City Road, E.C.1. [4863

LAMBDA, SERIES 7, Torpedo tourer. Series 8 wheels and brakes. Tyres sound. New batteries. General condition excellent. Low mileage. £200. Write: Tyler, Fishbourne Cottage, near Ryde, Isle of Wight. [4864

1928-9 SUNBEAM, 20.9 H.P. Complete car for spares. Wardhaugh's Garage, Church Street, Berwick-on-Tweed. [4866

ALVIS 12/60 TK "Beetleback"' Probably the finest example of this marque today. £250, o.n.o. Eaton, Wilmslow, Cheshire. Tel.: Wilmslow 3598. [4867

INVICTA 1½ saloon. Extensively rejuvenated and fine example of this sporting family saloon. Taxed and insured. 12 h.p. £170. Spare engine, gearbox, rear axle, wheels, springs, etc. £30 with or after sale of car. Charlton, "Ellesmere," Swanage Road, Lee-on-Solent, Hants. [4869

FOR SALE—*continued*

S.U. CARBURETTERS. Pair of nearly brand new H4s. 1½-in. bore. Thermochoke (ex-D.B.2 Aston-Martin). Offers to John Ching, Sportscar Service, Launton, Bicester. [5164

1938 HUDSON straight-eight. No extras, but good throughout, including tyres. Taxed. £180. Adams, Great Gidding, Tel.: Winwick (Hunts) 216. [5159

MORGAN 4/4, 1939, red, 4-seater. Economical, lively performance, well maintained throughout. £295. Tel.: Pollards 1389. [5166

TYRE BARGAINS. Unused makers' remoulds. Twelve of each, 6.50 by 19, 125s.; 6.00 by 20, 125s.; 6.50 by 20, 130s.; 6.00 by 21, 130s.; 7.00 by 21, 140s.; 33 by 5, 140s.; carriage paid. New 710 by 90; 30 by 3½; 815 by 105; 875 by 105; 820 by 120; 880 by 120 tyres. Tubes. Most sizes in stock. Hamilton's, 22/24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [5167

WANTED ENTHUSAST ONLY—will sell my 1930 1,025 Rover complete or parts. Offers to Stanley-Adams, 95, Riverview Gardens, S.W.13. Tel.: Riverside 7530. [5169

SPECIAL, built this year. Bugatti chassis, 2½-litre Jaguar engine and gearbox. Smart 2-seater coach-built body, all-weather equipment. Knock-on wheels, hydraulic brakes. 100 m.p.h., 20 m.p.g Twin spares. £250. Pettit, Stoney Street, London, S.E.1. Tel.: Hop 1962. [5170

IMMACULATE ALVIS, 20 H.P., drophead foursome by Vanden Plas. Comprehensive chassis and body overhaul. Rechromed. Good tyres. No expense spared to keep this car in mint condition. Offers to : 19, Bull Ring, Ludlow. [5171

3-LITRE BENTLEY, mechanical condition very good. £80 engine recondition, crank grind, bored, etc. Give-away price, £100. Box No. M172, MOTOR SPORT, 15, City Road, E.C.1. [5172

8-LITRE BENTLEY SPARES : Front and rear axles, including 3.7 c./p. and differential, starter, dynamo, wheels, steering, radiator, etc., etc. 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114. [5173

1950 (May) HEALEY SILVERSTONE. Red. Magnificent condition. 7,000 miles. Never raced. Offer around £750. Tel.: Palmers Green 2953. [5175

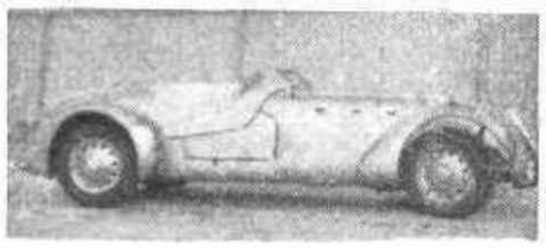
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1936 **F.N.-B.M.W. 2-litre** coupe, extensively overhauled **£225**

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1947 **Healey,** very low mileage Special saloon body has excellent lines ... **£695, o.n.o.**

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1937 **Talbot 105** saloon, very good condition ... ... **Offers**

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£495 Lancia Aprilia, 1939, saloon. Absolutely rust-free, magnificent appearance. 14-h.p. engine, wide-base wheels, heater, etc.

£275 Fiat 500, 1939, coupé (fixed-head). New tyres, new springs, new steering box. Just decoked. Fitted S.U. carburetter.

£175 Alvis 16/95 2-litre, 1930, Silver Eagle touring car. This lovely specimen is in original condition and complete with good all-weather equipment. Tyres as new.

£165 Aston-Martin 1½-litre o.h.c. sports saloon. Rebuilt wheels, splendid tyres and sound mechanical order

£95 Lancia Lambda, 8th Series, Weymann sports saloon. Original order, quiet, and everything working.

SPARES !

Now dismantling Speed Twenty sports saloon, Firefly and 12/50s. All parts at competitive prices. Quotations willingly.

Alvis Cars Wanted, please.

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PADDINGTON 3952

FOR SALE—*continued*

SPECIAL BUILDERS. £25—Ford Ten engine and clutch, works reconditioned with liners, etc.; 2,000 miles; perfect. "Silvertop" aluminium head spring with new main leaf, steering wheel, all for Ford Eight and Ten. Runbaken oil-coil, 6v. Cabin-blower, water or oil thermometer. Offers? Jackson, 36, Oaklea Avenue, Hoole, Chester. [5174

BENTLEY 3-LITRE tourer, Speed Model. Completely rebuilt on long chassis. Body rough, mechanically excellent. Also following spares : Blue Label radiator, two pairs rear, one pair front brake drums, all with hubs; two wheels, B.E. rims; Blue and Red Label camshafts; late model starter; 13/55 crown and pinion. Also 8-litre ribbed rear drums, no hubs, 8-litre distributor drive. £250 for lot, or separately. Tel.: Hounslow 3868. [5267

FOUR 6.00 BY 20-in. DOMINION ROYAL tyres, £6 each. New 710 by 90 mm. B.E. cover, £2 10s. Two 4.50 by 19 in. new retreads, £3 10s. each. One 6.00 by 16 in. new retread, £3. One 5.50 by 17 in. new retread £3 17s. 6d. One 6.00 by 16 in. nearly new Dunlop, £5. Zenith 30 VIG d.d. pump type carburetter for Ford Ten, with adaptor plate, £8 15s. Ford Ten block, suitable for exchange scheme, £8. Ford Eight ditto, £5. Corgi scooter, £20. Bugatti G.P. radiator. Apply Phoenix Green Garage, Hartley Wintney, Hampshire. [5266

1935 CROSSLEY 12-H.P. saloon; easy spares; engine overhauled. £130, o.n.o. Exchange Austin special/sports—adjustment. 212, Princes Avenue, London, N.13. Tel.: BOW 5964. [5268

1935 TALBOT 75 saloon. New battery, wiring and bodywork require attention. 23 m.p.g. £75 or near offer. 39, Bowershott, Letchworth, Herts. [5275

M.G. PA, June, 1936, 2-seater. Extensively reconditioned this year, just run-in. Whole car 100 per cent. in red unmarked cellulose. Bills shown for £115. Offers around £265. "Campion," Oakdene, Little Baddow Road, Danbury, near Chelmsford, Essex. [5276

LAGONDA 4½-LITRE pillarless saloon, 1934. Bodily and mechanically excellent throughout. Nearest £270 secures. Below.

M.G. PA. Laid up for many years, original and complete. Small crack in block and needs new battery. Excellent runner—delivered anywhere. First £75 secures. Evans and Cutler Ltd., North Street Garage, Totnes. Tel.: Totnes 2340. [5298

A.C., 1928, 2-seater coupé. Four new tyres. Reconditioned magneto and dynamo. Good coachwork. Fast and reliable. 2 litres, but only 19 cwt. and 23 m.p.g. First £100 cash or exchange for pair of 2-year-old Hereford bullocks. Fountaine, 14, De Parys Avenue, Bedford. Tel.: Bedford 2398 (evenings). [5324

ASTON-MARTIN MK. II 4-seater. Laystall engine overhaul. New clutch, differential; resprayed. 100 per cent. throughout. £395. W/Cdr. Amsden, R.A.F., Andover. [5339

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VINTAGE CLYNO, 1926, tourer, 3-door, 4-wheel brakes, three good tyres, running. Spare engine and gearbox. £30 the lot, or offers individually. B.D.J. (England) Ltd. (Dept. S.), Lowlands Road, Harrow, Middlesex. [5338

¼-in. ELECTRIC DRILL, £5. Three micrometers (1-2 in., 2-3 in. and internal 2-3 in.), £5. Pair of 35-mm. Solex carburetters, ex-Bugatti, with 20 pairs of jets and alternative chokes, £5 or offers. Jones, 15, Portman Close, W.1. [5176

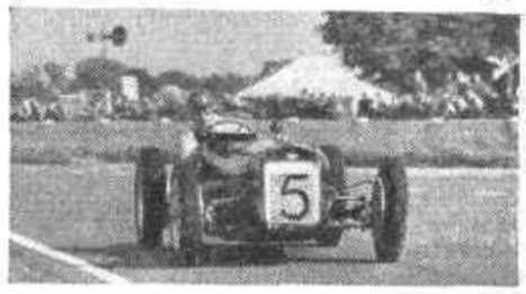
RILEY KESTREL 12/6 grey saloon. Aluminium. Original, two owners. Manual box. Zenith. No oil. Clean. £210, o.n.o. Tel.: Acorn 6485. [5177

VINTAGE SUNBEAM limousine, 1929. Completely as original, low mileage. Genuine 23 m.p.g. Servo brakes, etc. £75. Full aristocratic history and details from Richardson, Merchiston Cottage, West Linton, Peebles. [5185

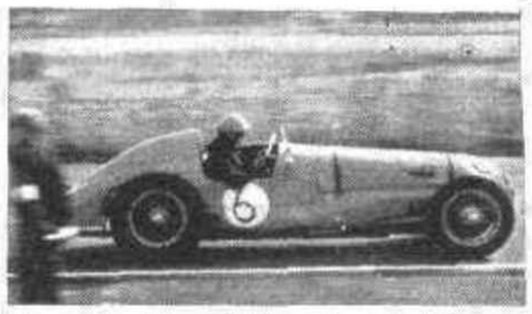
SALOON ALVIS FIREBIRD, Sept., 1935. Rebored, new big-ends, tyres; well-kept car; £150, o.n.o. Bentley Blue Label back axle complete, radiator, bonnet and touring body. Tel.: After 7 p.m., Barnet 2416. Strawn, 7, Henry Road, New Barnet, Herts. [5181

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1948 ALLARD foursome, drophead coupé. New hood and Mercury engine this year. The interior is in red hide, the body resprayed mist-green. Fitted heater, windscreen washer. An immaculate car. 20 m.p.g. **£475**



1927 BENTLEY 3-LITRE RED LABEL, short-chassis Speed model. New hood and screens, good mechanical condition. Very fast. **£260**

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1926 BENTLEY 3-LITRE RED LABEL, in absolutely first-class mechanical condition, with Spicer couplings to prop.-shaft. Four-seater, V.D.P. body, with almost new weather equipment and tyres. The chrome is excellent. In fact this car can be viewed from any angle, including underneath, without finding faults. **£300**

1937 S.S.100 2-seater, in grey. Rebuilt throughout in 1946, including the 2½-litre engine. The interior and body is completely standard; all the instruments are working. **£350**

1949 ALLARD 2-seater tourer. Blue, red hide interior. Fold-flat screen, good hood and screens. **£510**

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TALBOT 75 sportsman's fixed-head saloon, 1934, with sun roof. The paintwork and general condition of this car is amazing in the extreme. The tyres are as new; all original instruments; the gearbox just overhauled, bills available. **£185**



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BREAKING UP FOR SPARES, 1928 and 1932 Riley Nines. All parts available. 68, Oak Road, Redcar, Yorks. [4873

SUNBEAM 23.8-H.P. drophead coupé by James Young. Excellent order. Also 4½ Invicta Meadows engine, almost complete. Offers! Owner posted overseas. Quirke, Flat 1, 30, Hyde Park Gate, S.W.7. Tel.: Western 9917. [4874

1936 ALVIS SPEED TWENTY saloon. Black, green leather. Excellent condition throughout. Tyres nearly new. Taxed end year. £350. Duncan, Welchwood, Crowborough, Sussex. Tel.: Crowborough 424. [4875

BENTLEY 3½ (1934) Mulliner sports saloon. Delightful model. (£800 spent on complete overhaul and maintenance since Jan., 1950.) £695, part-exchange considered. Rain, Winterstoke Crescent, Ramsgate. [4876

1928 CHRYSLER "62" saloon. Fine vintage carriage in excellent running order. Aluminium body by Hoyal. £45. Kelly, 11, Clifton Street, Brighton. Tel.: Brighton 26036. [4877

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STAR, 1929, saloon, 18 h.p. Engine and coachwork excellent condition. £100. Box No. M015, Motor Sport, 15, City Road, E.C.1. [5015

RED LABEL, 1927, 2/4-seater, 26 cwt., black, red leather. Reconditioned throughout, lightened valve gear, Martlet pistons, new drain tubes; tyres excellent; 3.53 axle, "C" gearbox. Nearest £335. Cocke, Tel.: Bristol 48051, Extension 289. [5016

LANCIA AUGUSTA, 1935, saloon. Bodywork good, engine as new. £200 recondition; tyres excellent. Nearest £290. Cocke, Tel.: Bristol 48051, Extension 289. [5017

ARMSTRONG-SIDDELEY, 1936, 17-H.P. tourer. Unique model. New hood and generally good condition but needs rebore. Photo. £100. Russ, Dolymynach, Rhayader, Radnor. [5018

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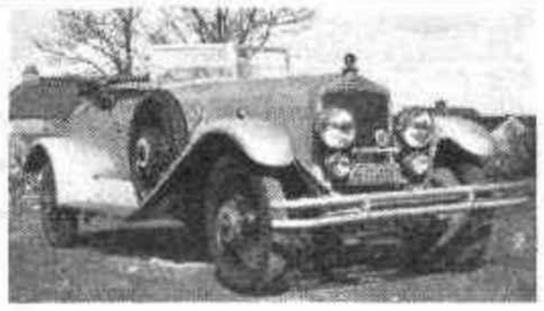


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LAGONDA 4½-LITRE tourer, 1933. Excellent condition, remarkable performance. Recent new batteries and tyres. £200. Satchwell, Norton Canon, Hereford. Tel.: Weobley 224. [5026

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LAMBDA, 7TH SERIES, in excellent condition. Brakes relined, engine titivated to tune of £55. Price £185. Touche, " Evening News," Portsmouth, or seen Reigate, Sundays. [5028

1932 FRAZER-NASH 2-seater, a ED Meadows. Good tyres. Best offer over £110. Harold Garage. Low Moor, Bradford. [5032

VINTAGE COWLEY and Oxford spares. Pair brass acetylene headlamps, £4. Most Citroën 7.5 parts. Smith, 174, Bromyard Road, Worcester. [5036

1933 S.S. 16-H.P. 4-seater fixed-head coupé. Good condition throughout, including new battery and king-pins. First £100. Located at Bristol, but could perhaps rendezvous near London if necessary. Box No. M037, MOTOR SPORT, 15, City Road, E.C.1. [5037

M.G. TC, 1948/49. Reconditioned engine. Best offer over £385. 2, Lynton Avenue, Rotherham. [5038

RILEY 12/4 OIL PUMP, perfect, £1; new fan, 10s. Riley Nine knock-on wheel, £1. Alvis 12/50 dismantled engine (less head), clutch, 4-point gearbox, half-shafts, casings, rear brakes, hubs, etc., £8 to clear, or sell separately. Wilkinson, Balsham Rectory, Cambridge. [5039

RILEY NINE SPARES, 1928-35. New and second-hand. Reconditioned dynamos and magnetos. Pair of new 12/6 road springs, £4 10s. J. Turnill: 46, Corngreaves Road, Cradley Heath, Staffs. Tel., Cradley 69449. [5040

BRESCIA BUGATTI, 1½-LITRE, 16-valve, 4-seater, just assembled after overhaul. Resprayed blue, starter, dynamo, Marechal lights. Around £125. Seen Dudley Road Garage, Portsmouth. Tel.: Portsmouth 2643. [5042

M.G. PA. New hood and tyres. Perfect. First offer over £200 secures. 68, Yarborough Road, Grimsby. [5043

£145, O.N.O., or exchange post-1938 Ford Eight or Ten—Wolseley Hornet, E/W Special Series; re-sleeved, new bearings, valves, springs. 5, Riddons Road, Grove Park, S.E.12. [5044

£85, O.N.O.—M-type M.G., exceptional condition. New rings, hood, screens, clutch and carburetter. Over 40 m.p.g.; extremely reliable. T. & I. Tel.: Gladstone 0383. [5045

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RILEY MONACO saloon, 1937, Special Series model. Exceptional condition. Twin carburetters, extras; 35 m.p.g. £325, o.n.o. Tel.: Torquay 4637. Dungey, 2, Villa Borghese, Torquay. [5047

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BARGAIN HUNTERS: Rolls Ghost 4-w.b. pick-up tourer; 1950 body coachbuilt, polished aluminium; 3 to 1 axle; fold-flat screen, indicators, cycle wings, balloon tyres; 12 ft. from driver's nose to extreme front; real eye-catcher; tons of spares; £148. Humber Eight 2-seater and dickey, 1922; beautiful condition, good tyres; recently had £80 engine overhaul; lovely car; unbelievable performance; £70. 16-ft. caravan, well built, nice appearance; 4-berth and cot; Calor-gas, tent, rubber dinghy, new tyres; completely weatherproof; £100. Steel-bodied trailer, 11 ft. by 6 ft. by 4 ft., side and rear doors, on Rolls axle; carry 30 cwt.; cost £70 to build; £30. Would accept £320 for the lot. Wanted: 40/50 shooting-brake. Enderby, Merevale, Atherstone. [5049

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1936 4½-LITRE LAGONDA 4-seater drophead. New radiator. Not yet run-in after rebore by specialist firm. Bills to confirm above. Automatic jacks, excellent tyres. Exceptional performance, comfort, condition and appearance. £500. Baxter, 11, Hope Street, Liverpool, 1. [5056

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M.G. MAGNETTE saloon, 1934. Completely overhauled. Condition admirable. £80. Tel.: Hunton 85248. [5059

BENTLEY, LATE TYPE 4½. To be broken up for spares. What offers? Alick Pitts, 174, Streetsbrook Road, Shirley. Tel.: Shirley 1251. [4879

1933 RILEY NINE. 2-door Lynx. Mechanically good. £145. Box No. M882, MOTOR SPORT, 15, City Road, E.C.1. [4882

FOR SALE—*continued*

M.G., MODEL J2. Excellent condition. Tyres, battery, sound. Reliable and economical. Resprayed sports green. Demonstration by appointment. £165. Wilson's Motors, Ulverston, Lancs. Tel.: Ulverston 3209. [4878

MERCEDES-BENZ, 1938, 500K, cabriolet, black. Engine completely overhauled. Body and interior perfect condition. £725. Box No. M880, MOTOR SPORT, 15, City Road, E.C.1. [4880

M.G.—Connoisseur's car. 1934 Midget P series. Preselector gear. Battery, hood, tyres, as new. Coachwork perfect. Maximum speed over 75 m.p.h. Value £300. Beautiful model. Box No. M883, MOTOR SPORT, 15, City Road, E.C.1. [4883

BUGATTI. Type 49 engine in Type 43 chassis. Grand Sport body. Four carburetters. 3.6 top gear. Extremely fast and reliable car. £250. Also Rolls-Royce, 1923, Hamilton saloon. Uses oil but otherwise sound. £70 or offer. Box No. M884, MOTOR SPORT, 15, City Road, E.C.1. [4884

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M.G. TD, MK. II. First-class condition. Set of four sodium-filled exhaust valves, 34 mm., with guides and cotters, for above. Offers. Wanted: " TC " engine and gearbox or components. Crashed " TC " considered. Ridley, 14, Albert Crescent, Bury St. Edmund's. [4887

1932 TALBOT 14/45 SPARES. Engine, good condition, £20; five wheels, excellent tyres, cheap; axles, etc.; damaged gearbox. Box No. M888, MOTOR SPORT, 15, City Road, E.C.1. [4888

M.G. TYPE NA 4-seater. Mechanically sound. Body recently repaired, resprayed. £180, o.n.o. Box No. M889, MOTOR SPORT, 15, City Road, E.C.1 [4889

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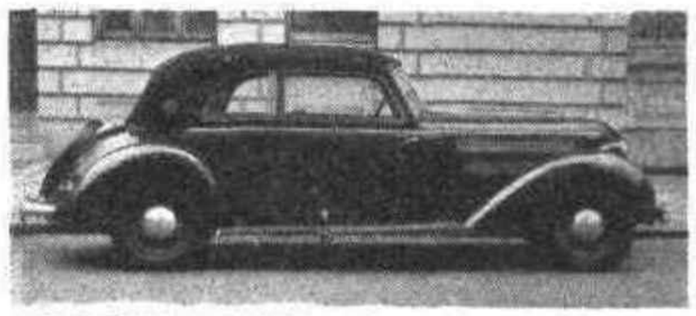
1935 MILLE MIGLIA FIAT BALILLA, fitted with modified and tuned Riley Nine engine. New tyres and battery; resprayed metallic-green; £225. Also 1931 Riley 6-cylinder saloon, resprayed black, very good condition, £90. Baxfield, Greystone House, Wilmington, Honiton, Devon. Tel.: Wilmington 352. [5061

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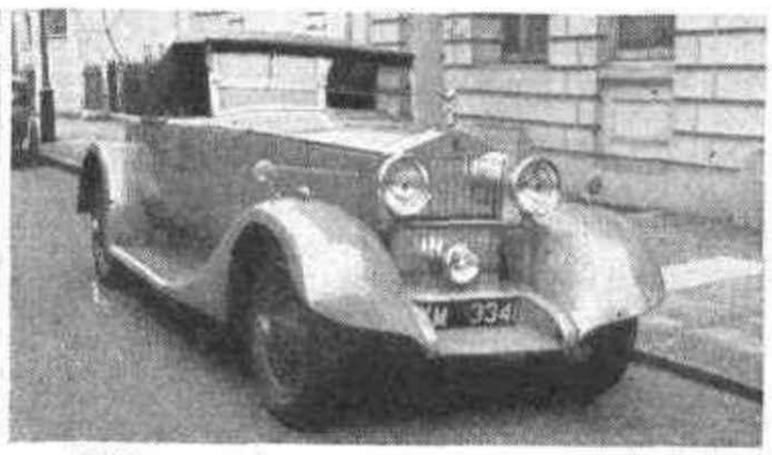
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1934	**Lagonda 3½-litre** V.D.P. tourer	£195
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1934	**Lagonda 4½-litre M.45** V.D.P. tourer	£345
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1936	**Lagonda 4½-litre L.G.45** saloon	£265
1933	**M.G. PA** s/c. 2-seater. Lockheeds	£225
1935	**M.G. PB** 4-seater tourer	£265
1936	**M.G. PB** 4-seater tourer	£295
1936	**M.G. NA Twelve Magnette,** 4-seater	£225
1938	**M.G. TA** 2-seater. Reconditioned unit	£365
1938	**M.G. 2-litre** D.H. foursome	£265
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1949	**M.G. TC** 2-seater. Two owners	£565
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1933	**Singer Nine** 4-seater tourer	£115
1936	**Singer Nine** tourer. Reconditioned unit	£345
1934	**Talbot 105** V.D.P. tourer	£245
1935	**Talbot Ten** 4-seater tourer	£195
1936	**Talbot 105, 21 h.p.,** V.D.P. tourer	£245
1938	**Triumph Vitesse 16-h.p.** D.H. foursome	£245
1938	**Triumph Dolomite 14-h.p.** saloon	£345
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1934	**Austin 7-h.p.** 2-seater tourer	£105
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1939	**Austin 16-h.p.** saloon	£265
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1934	**Armstrong-Siddeley 20-h.p.** 7-seater F.F. limousine	£75
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"AERO" CYLINDER HEAD wanted, for Czechoslovakian 18-h.p. front-wheel drive, 4-cylinder, 2-stroke car. 57, High Street, Alcester, Warwickshire. [4787

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RILEY BIG FOUR saloon or engine, gearbox and axle for same. Condition not important. For cash or exchange Riley 1936 15/6 engine in excellent condition. Box No. M738, MOTOR SPORT, 15, City Road, E.C.1. [4738

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WANTED—*continued*

2-SEATER SPORTS or reasonable looking special still wanted. Gibson, Norwich Road, Watton, Norfolk. Tel.: Watton 447. [4692

FOR 1937 RILEY FALCON TWELVE, cylinder head. Must be sound. Stevens, 98, Cecil Road, Hale, Cheshire. [4681

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GOOD DELLOW OR BUCKLER. Cash or exchange 30 h.p. Ford shooting brake. Box No. M345, MOTOR SPORT, 15, City Road, E.C.1. [5345

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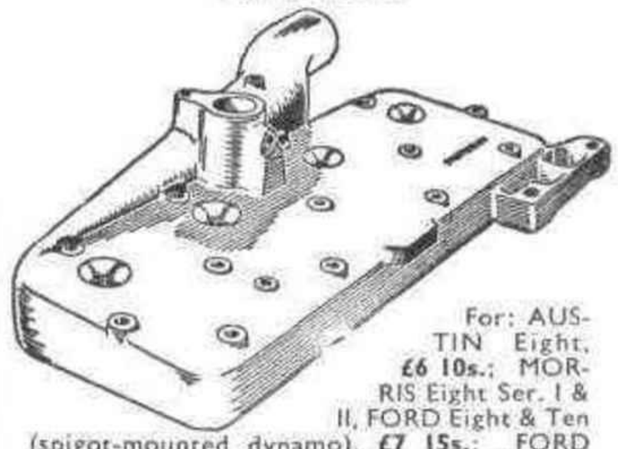
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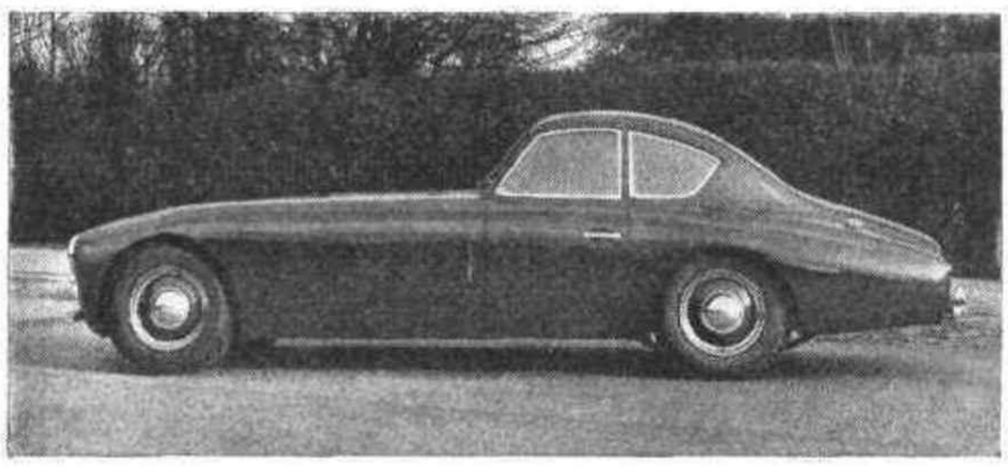
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SPORTS or saloon. Reasonable price. Medium h.p. Butlin, 92, Adelaide Street, Northampton. [4958

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BENTLEY SPEEDOMETER and drive complete, to suit "A" box. Condition and price to: BM/GBM, London, W.C.1. [5008

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SELF-CONTAINED OVERDRIVE GEARBOX suitable for 30-h.p. car, approximate ratio 2 to 1. Thomson, Ty Gwyn, Nantyderry, Abergavenny, Mon. [5095

4½ LAGONDA LG 45 RAPIDE, 1937/8, cylinder head or engine. Marsh, Batheaston House, near Bath. [5104

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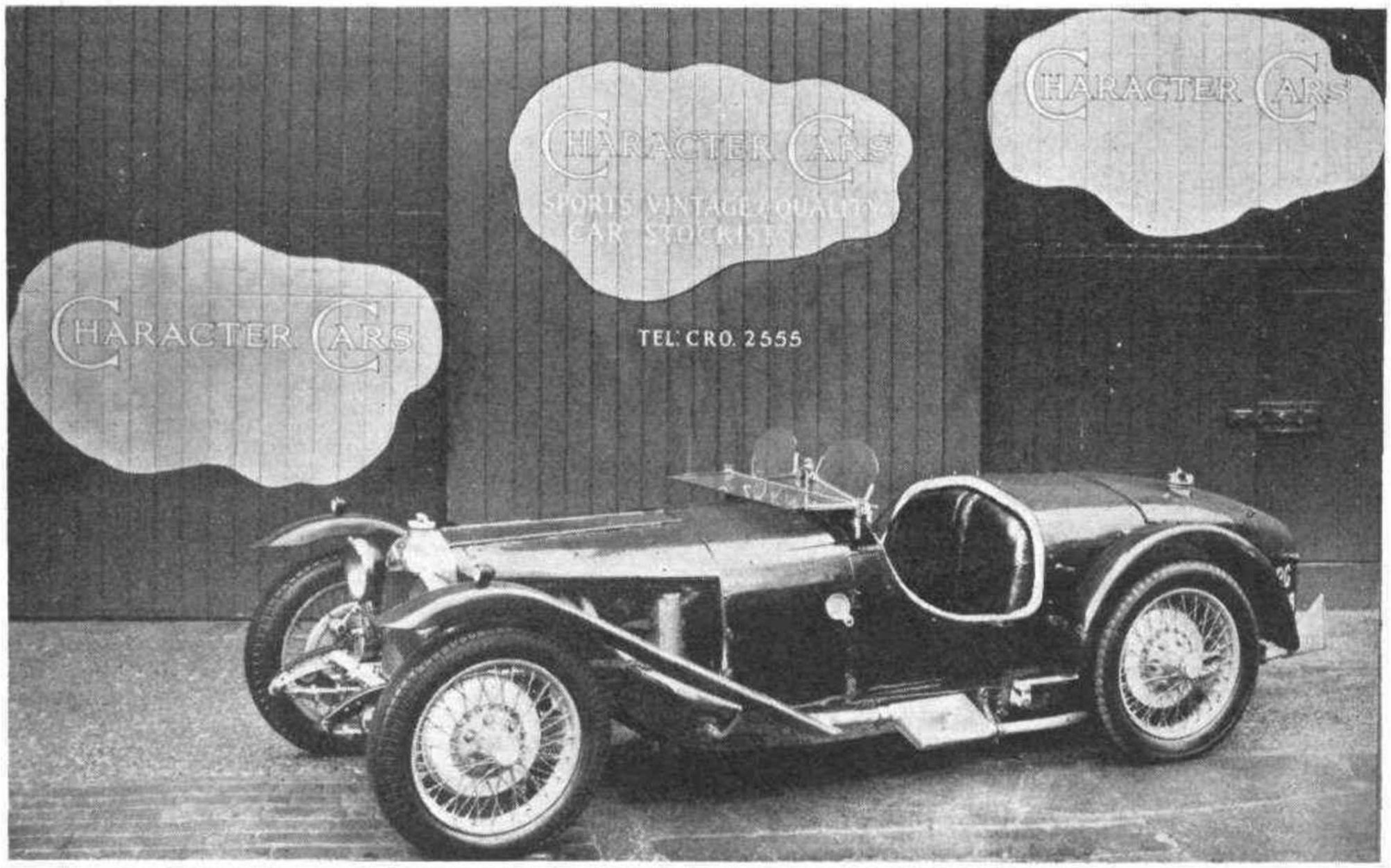
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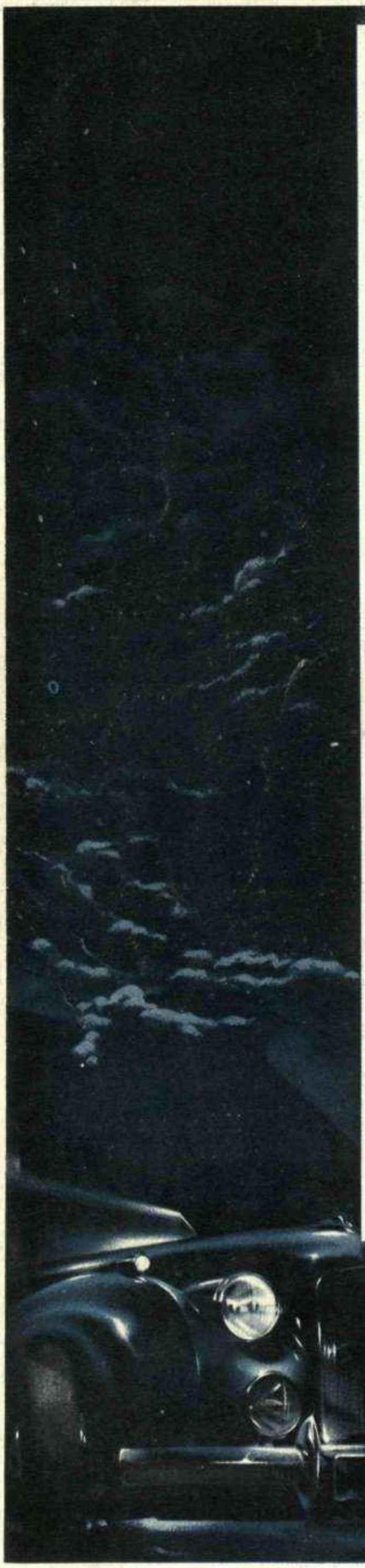
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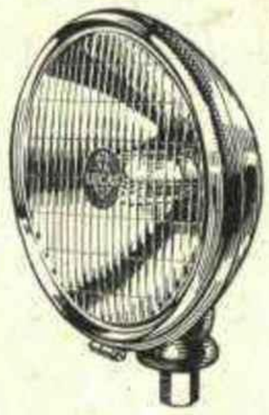




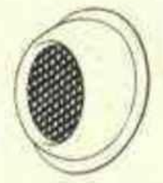
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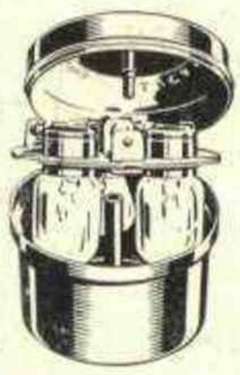
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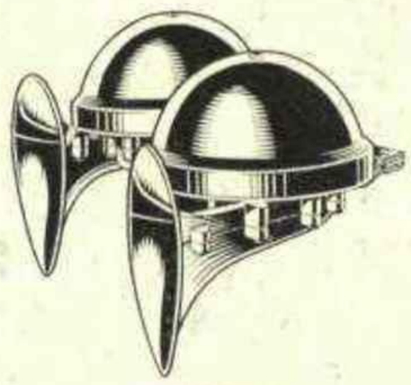
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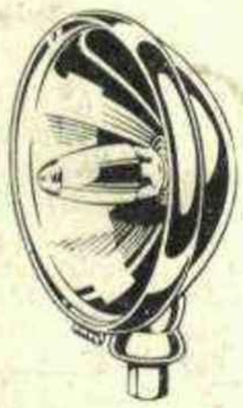
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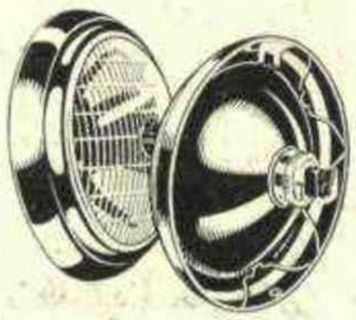
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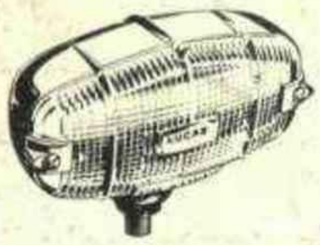
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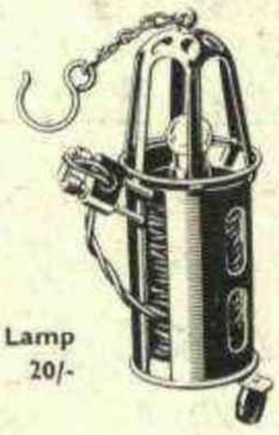
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