Vol. XXIX. No. 3 ONE SHILLING AND SIXPENCE March, 1953

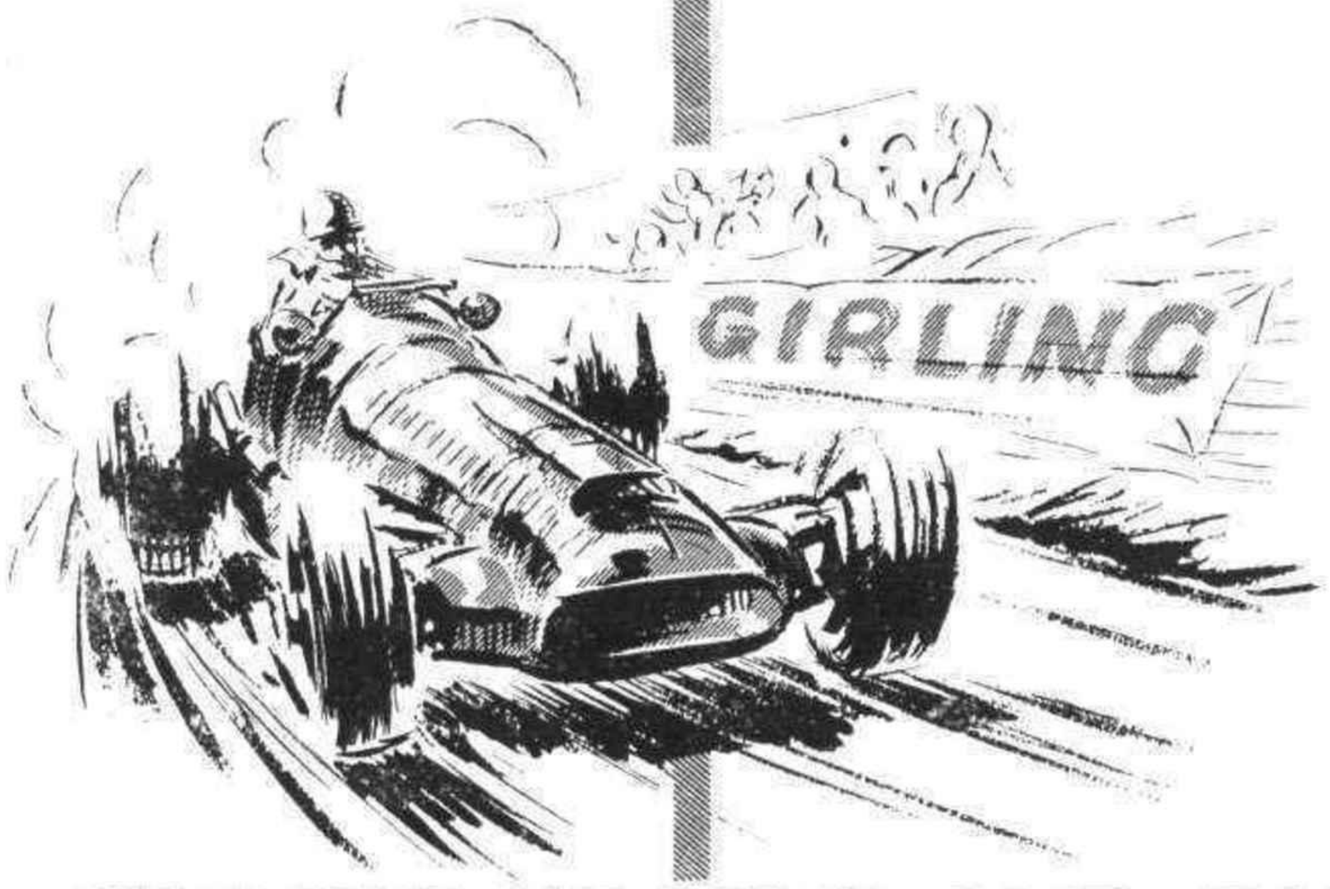
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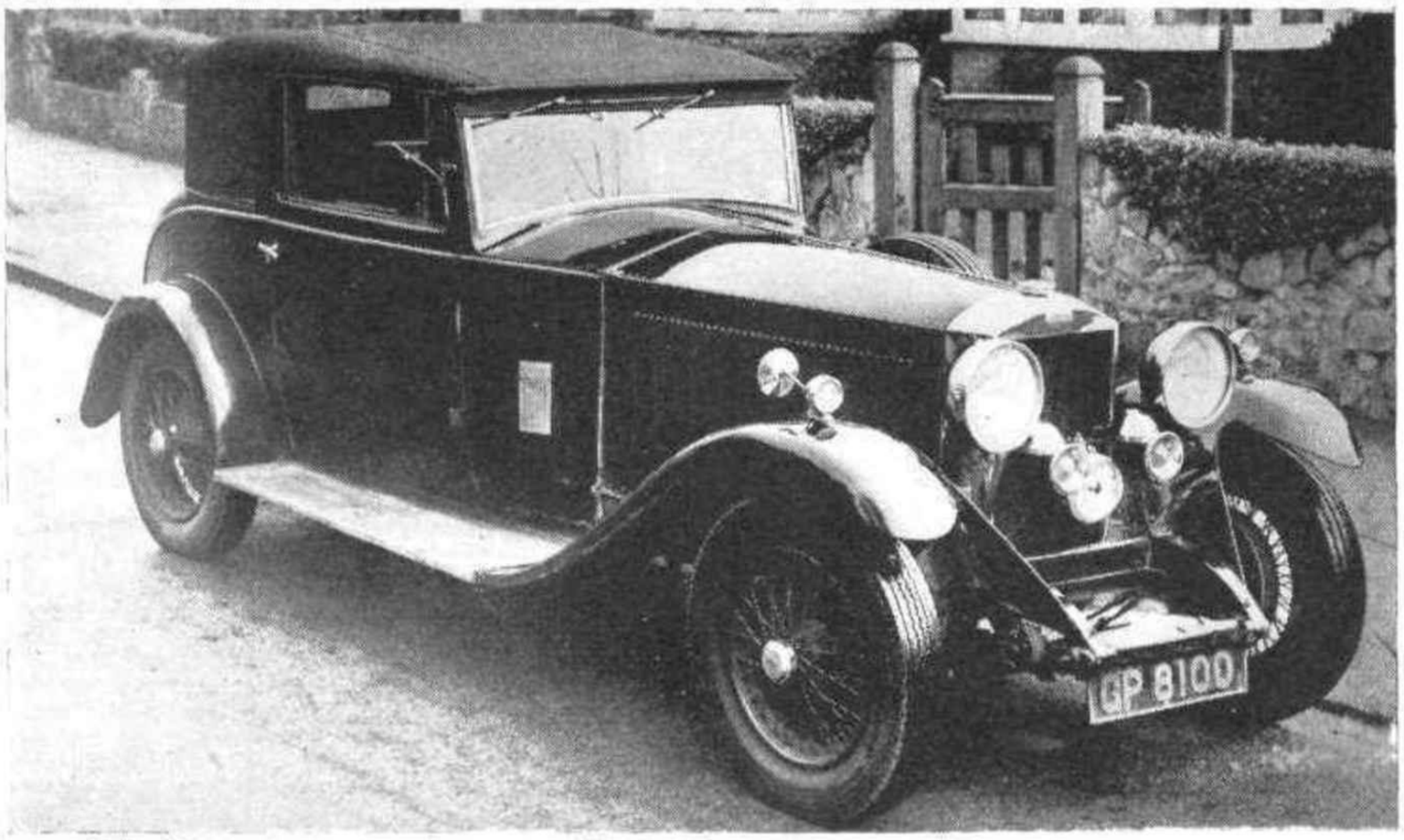
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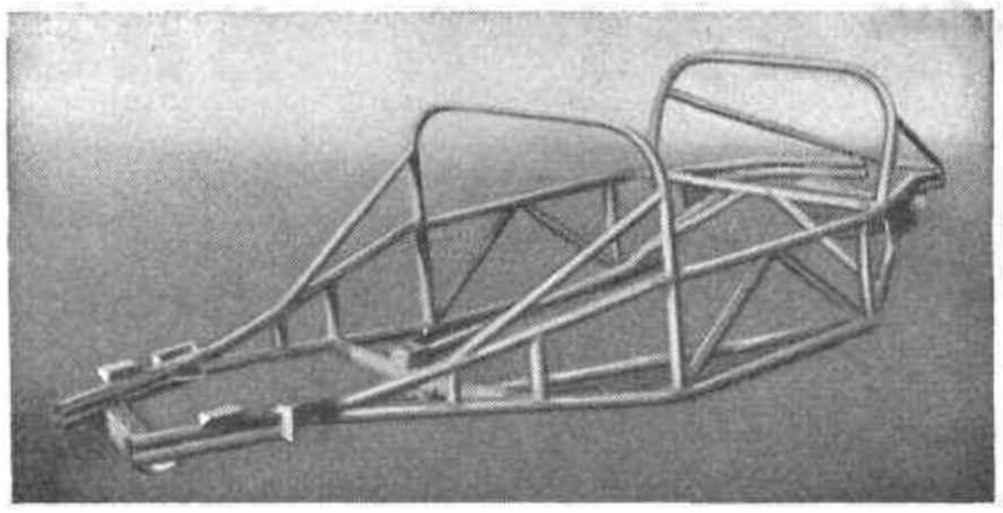
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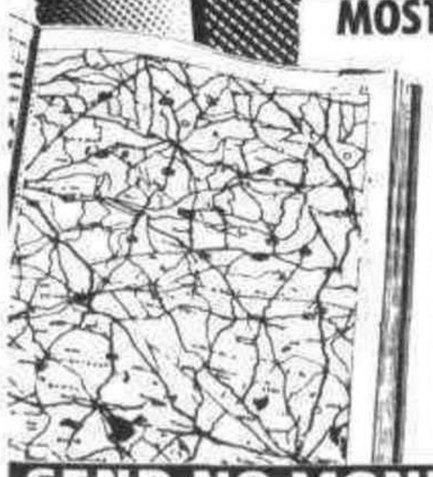
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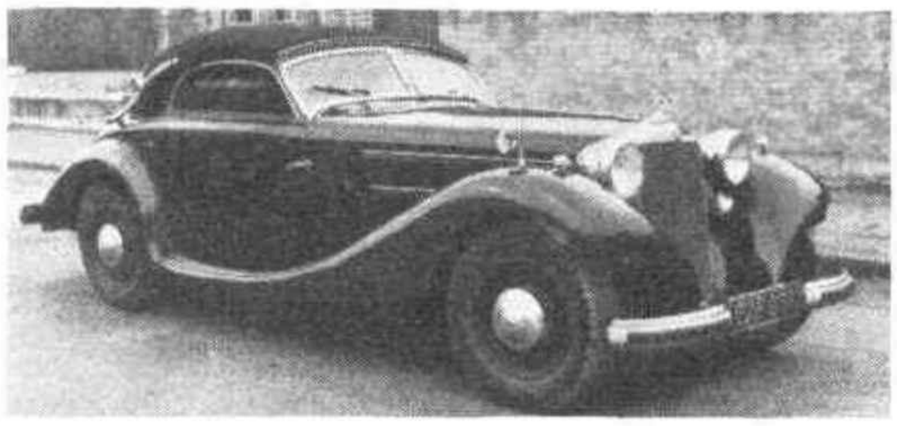
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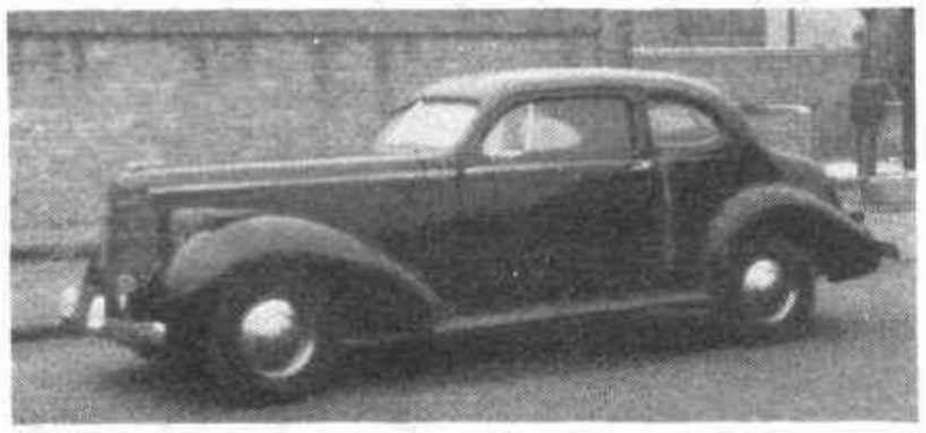
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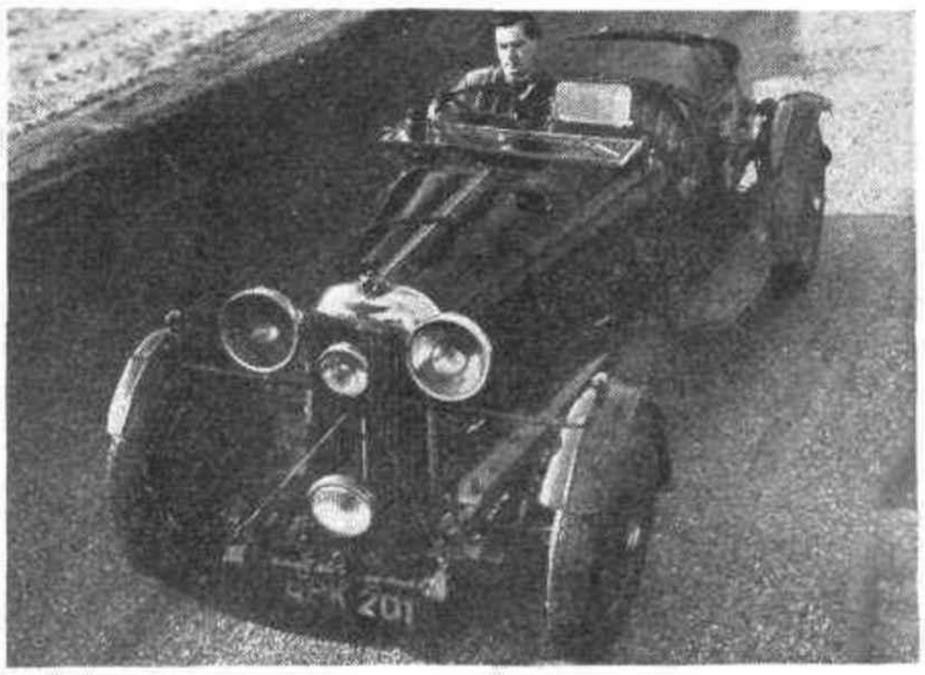
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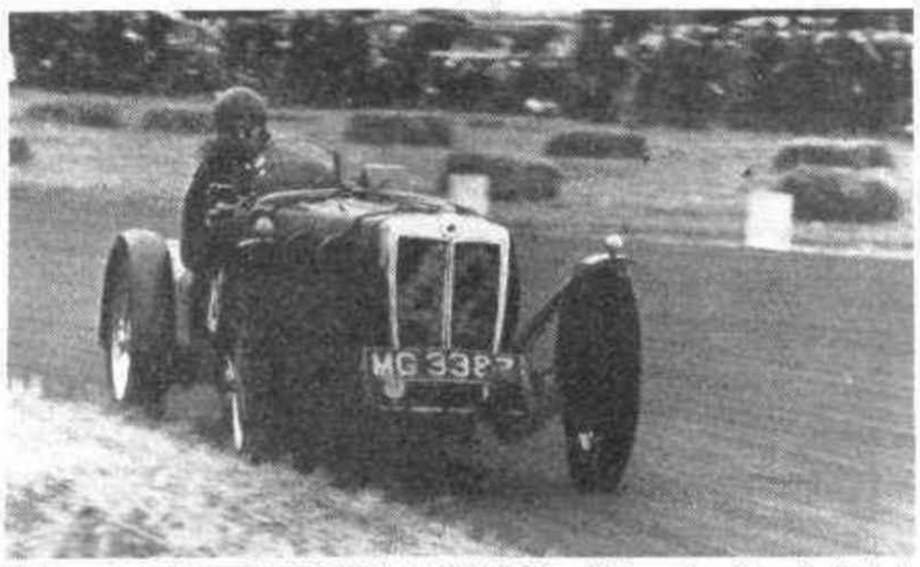
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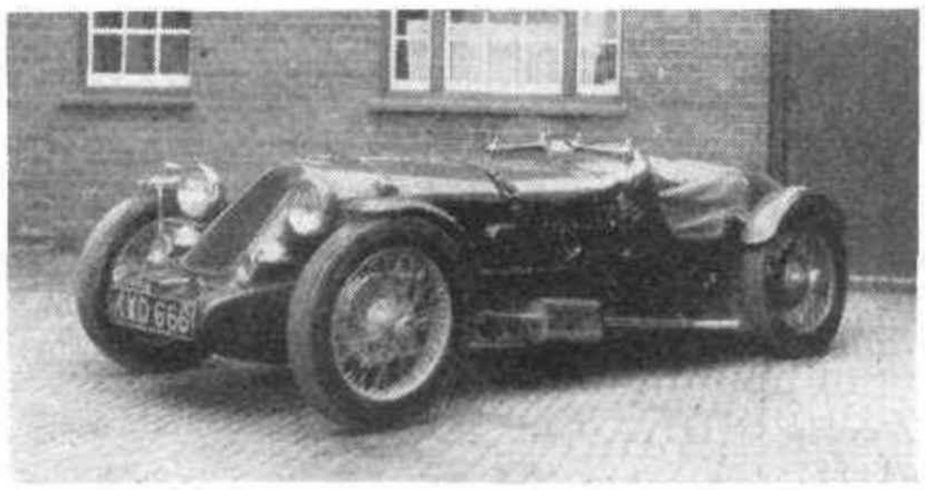
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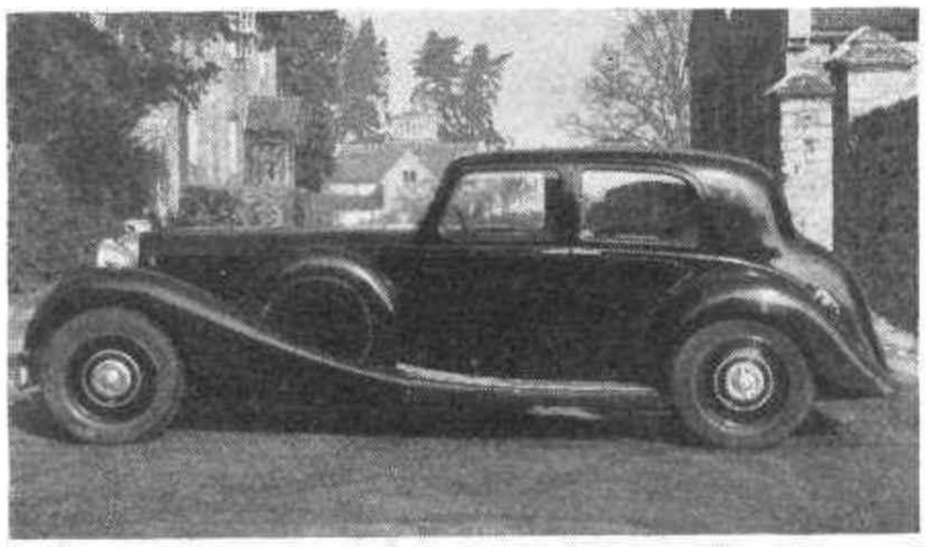
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M.G. MAGNETTE SPECIAL 2-SEATER. (Photo by Guy Griffiths.) We understand that this specially constructed M.G. has been in the possession of the previous owner, who has competed regularly in events catering for unsupercharged 1,100-c.c. cars, during the past sixteen years. The engine was modified by R. R. Jackson, and has since been completely dismantled, balanced and rebuilt by the Laystall Engineering Company at a cost of £82 (bills available) since when it has run in four races. For the impecunious would-be competitor this could be a stepping stone to better things **£235**



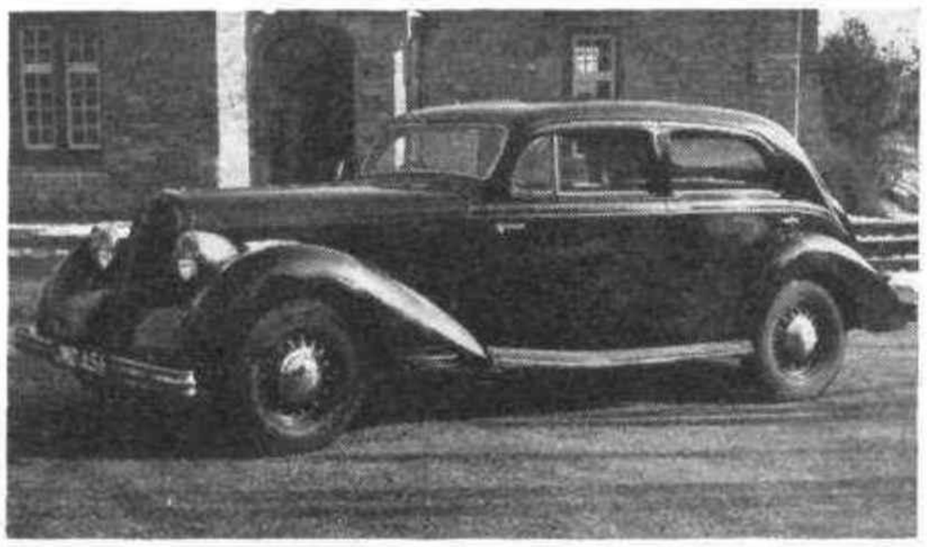
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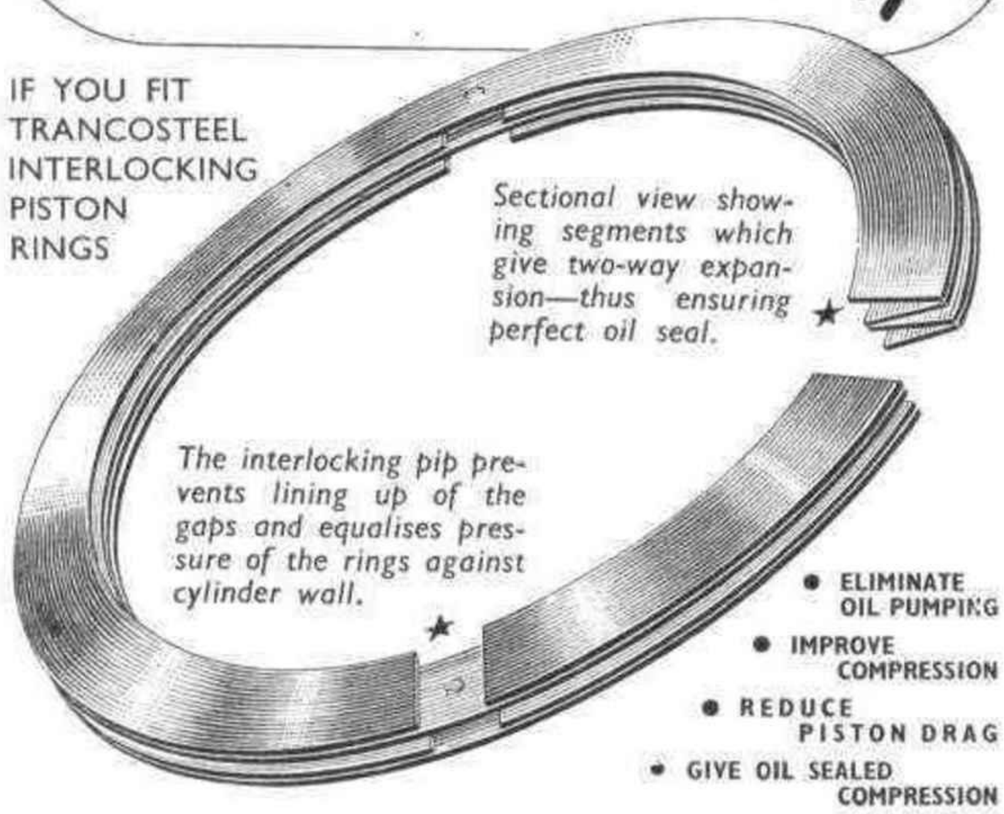


1938 3½-LITRE PARIS-NICE HOTCHKISS CABOURG SALOON. This attractive and comfortable 4/5-seater sports saloon has had one owner and covered approximately 60,000 miles since new. After being laid-up the car was reconditioned by the Concessionaires at a cost of £225, receipted accounts for which are available. We have used this car over approximately 2,000 miles during the past three weeks and have found 70 m.p.h. a normal cruising speed and on reasonably clear roads fifty miles are covered in the hour as a matter of course. Stability on ice and snow is remarkable and the uninitiated would certainly think the i.f.s. is responsible for its leech-like roadholding. (F.S. is, of course, by semi-elliptic springs.) **£295**

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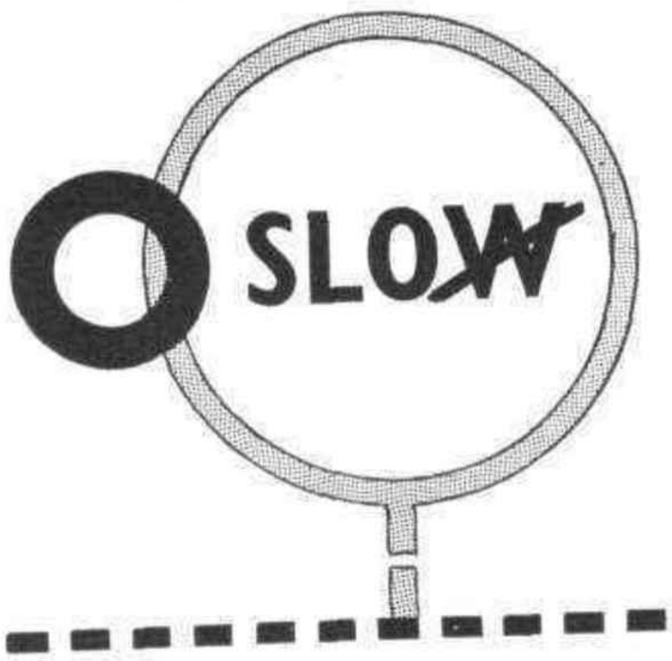
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CRITICISM OF BRITISH CARS

In the Motor Show number of MOTOR SPORT last year we published an outspoken criticism of modern British cars in the form of a letter from George H. Poske, air-line pilot and garage owner, of Peru. This letter has drawn a startling response from readers who are in full agreement with our correspondent—startling because their letters, a selection of which we have published, show up the British motor car under overseas conditions in a very poor light. Emphasis is also laid on this state of affairs by the comparatively few letters received which expressed disagreement with Mr. Poske's remarks and the generally weak *arguments* put up to meet *facts* furnished by "the opposition."

Certainly this is a serious matter, fully deserving of the present Editorial attention. We have been told Mr. Poske's original letter should never have been printed. We have been accused of being unpatriotic. We have been informed that we are biased against British cars.

We are prepared to meet each and all of these charges. It is because we are patriotic and because we appreciate the extreme importance of expanding sales of British cars in overseas markets, that we have hastened to provide opportunity for the airing of these grievances against the British motor industry. It is our belief and hope that by doing this those engineers and technicians responsible for the cars at which criticism is being levelled will be able to act quickly and effectively to set matters right before export markets contract for British products.

That the matter is serious and urgent, have no doubts. We have ourselves experienced bad faults in British cars here at home, which would be infinitely more inconvenient had they happened in the Far Places where it is so important that sales of British cars should not fall. Some of these shortcomings have been referred to in articles about staff vehicles which have appeared in MOTOR SPORT. But we could enlarge on them considerably. They include a Midlands product which had gearbox trouble, shed a wheel, and wore out its steering-gear within a few months of delivery. Other cars of this make, owned by friends, have played the same tricks on their unsuspecting owners.

Indeed, picking up a club magazine the other day we read an article on one of these cars, written by a well-known driver, in which it was mentioned that, although carefully run-in and serviced, in less than 10,000 miles the "automatic hood and window-raising and lowering apparatus lost most, or all, of its automaticity" and the radio ceased to function. The car manufacturers "repudiated all liability" for the hood trouble and the owner spent six months trying to discover who made the mechanism! Just one week outside the guarantee period the gearbox dropped a tooth. A replacement box wouldn't budge out of bottom cog, due to an agent's maladjustment of the steering-stalk linkage. This box became too noisy after 15,000 miles; the next replacement disintegrated after 500 miles while being carefully run-in. The car was out of commission for a couple of months because the makers had run out of spares. The fourth gearbox lasted 5,000 miles before throwing a tooth in third gear. The makers did some replacements free, others at half-cost, but "are still haggling about the labour costs." Other troubles concerned brake fade, shock-absorber failure and steering failure at 30,000 miles. The car was sold shortly afterwards.

We had some experience of their service methods ourselves, on the occasion of the aforesaid wheel detaching itself through shearing of the studs. Although the P.R.O. said only one type of wheel existed for this model, the first two replacements dispatched had a stud too many, the next scored two studs too many, and when a four-stud wheel did eventually get through it was the wrong colour. If this made us choleric 80 miles from the works, how should we have felt with 8,000 miles and lots of water between the stranded vehicle and its creators? Their P.R.O. remained unabashed—soon after the steering had failed (in less than 10,000 miles) we met him in the glamour of the Motor Show and told him of the latest trouble. "What do you do with your —— cars?" was the helpful comment.

There have been big-end failures, blown gaskets and worse with another make, less than 10,000 miles old. That there is widespread unrest at these examples of faulty design and/or assembly of home-produced cars is evidenced by letters from amongst the most recent batch of correspondence on this sad subject.

One reader, quoting from a letter received by him from a friend, states that it contains the following comment on three years' usage of a British car bought in England and taken out to Northern Nigeria:—

"Last night I returned from the garage where I had left my poor English car in the hands of the agents for repairs—cracked chassis frame, faulty front shock-absorbers, body-securing bolts, door catches, etc. So far this year I have had to spend £180 on it and now there will be another bill. They can say what they like about Austin A40s going from London to Cape Town in 10½ days but British cars of the type that we can afford are useless after 20,000 miles or two years. Admittedly they will do what Yankee cars

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FRONT COVER PICTURE.—Sinclair-Sweeney's Ford-engined trials special, which has Ferodo-lined brakes, winning the 750 M.C./W. Hants and Dorset C.C. "All-comers" Trial on February 8th.

can do but in the process they will suffer much more. After three years and whatever mileage done, a Yankee car sells for a good price, whereas the British car practically has to be given away. I was misled by the outward condition of my car last November, when it appeared to be quite good. This third year and mileage over 20,000 has shown me how foolish I was not to have sold the car."

Our correspondent concludes that the comparison his friend makes between British and American cars appears to be " the same as that expressed over and over again by British car users in various parts of the world."

Another letter, picked at random from this dismal pile, reads :—

" In vain did I look in your last issue for a manufacturer's statement on the letter of Mr. Poske. Are we to assume, from their silence, that such a state of affairs is known to them ?

" Many of us connected with the trade know of some shocking things associated with modern British cars. Recent examples include a car of popular make, supplied by a Birmingham agent, who would substantiate the facts, that had five tyres break up in under 2,000 miles. Who, among us, does not know the make of car which gave continuous clutch trouble ? Who has not heard of the gremlins which live in a certain gearbox, of the toy shock-absorbers, the springs which ' go soft,' and the shoddy equipment which the vision of libel actions forbids me to name ? Most of us have, unfortunately.

" Let this state of affairs stop *now*, before the foreigner learns and the damage is done. Appeals to the manufacturers only fall on junior clerks' ears, so can we look to the motoring Press, especially MOTOR SPORT, which champions honestly-built cars, to publish the grumbles, to *shame* the manufacturers into doing something ? "

So it goes on. So the evidence builds up of British products not coming up to scratch in the face of overseas conditions and in competition with foreign-built cars.

This is not good enough. We do not profess to know the reason for failings of cars which on the drawing-board look thoroughly sound. One reader has this to say :—

" It is important that the critics of the quality of British cars should understand the reasons for such deterioration, because it affects so many things produced in Britain. The situation is a legacy of the war and earlier post-war years; in the former we had : ' Don't you know there's a war on ? ' And the latter was the sellers' market, with its abuses of quality and price, and the employees' *laissez-faire* : ' Couldn't care less, chum.' This attitude is always the result of restricted competition and the bolstering-up of the inefficient and unenterprising to the detriment of the competent and conscientious.

" When the leaders of industry once again feel confident (and are allowed) to abandon a system of flat-rate reward, employees at all levels and in all industries may be rewarded in proportion to their efficiency and conscientiousness. And then we shall see a halt to the emigration of the enterprising and imaginative; better materials and end-products will become available because the men who are interested in such things are encouraged and rewarded to the relative prejudice of the slacker, the soap-box boys and the ne'er-do-wells. At present the latter preponderate and the former are at a disadvantage. How can we get good quality and service in such conditions ? Enterprise must be encouraged; the ' couldn't care less ' attitude heavily penalised; and every heart put into the chaps who are *interested* in producing something good *for its own sake*. Then—and not until—we shall enter another ' Silver Ghost era.' "

Whatever the reasons, action *must* be taken to remove the causes of complaints and criticisms and restore the reputation of our motor industry to " Silver Ghost " status.

Rather than try to muzzle the technical Press (and attempts *have* been made to muzzle us), the industry should open its eyes to what our readers are writing and should offer an explanation of its difficulties and its future intentions.

In some cases faulty design is to blame for lowered reliability in the field. Are designers aware of their mistakes ? Have they plans to rectify them ? In other instances, poor service facilities are complained of. What steps are manufacturers and agents taking to get better supplies of vital parts to outposts of Empire and backs-o'-beyond ?

Tell the Press these things and we can counter the rising tide of anti-British feeling by telling of errors eradicated, better cars and service facilities on the way. The British industry has never had a better chance to test its cars conveniently and quickly in matters appertaining to overseas requirements than recently. The M.I.R.A. test ground at Lindley, with its three-mile perimeter circuit, 1.4 miles of Belgian *pave*, half-mile of corrugated-concrete, $1\frac{1}{4}$ miles of cross-country track, 200 yards of noise-generating surface, its shallow water splash, its wading trough, its dust tunnel, its 125-ft. radius steering pad, its long-wave pitching track, its 5-in. high sine wave 20-ft. single-bump and its 5-in. deep sine wave 20-ft. dip, offers admirable testing facilities.

Yet not one P.R.O. has written a letter to us about the use his company makes of Lindley, to counter the many letters of complaint we have published of poor springing, cracked chassis frames, useless shock-absorbers and the rest of it. (We note from M.I.R.A.'s seventh annual report that out of 4,070 vehicle-hours logged at Lindley in the last quarter of 1951, 2,100 were accounted for by *heavy commercial vehicles.*)

Naturally, MOTOR SPORT is concerned with the success of British cars in races and competitions generally. Here our percentage of successes is satisfactorily high and we take heart from this fine showing of British cars, for it proves that our designers know how to obtain power and performance equal or superior to that of foreign competitors. Alas, the car-buying public proves less ready to be dazzled by race and rally victories. Our gallant attempt to allay the Poske criticisms of high-performance British cars by remarking that after all we *had* won the Monte Carlo Rally and Le Mans race, instantly brought forth comment from readers to the effect that such cars are known to be specially prepared and that the car-buyer is concerned primarily with how production-models behave in his and her hands. One of the correspondents quoted earlier in this Editorial concludes thus : " Let us banish this Le Mans-winning business, and get down to brass tacks; some of the Coventry-Birmingham gentlemen should thank their lucky stars they don't live in Russia . . . ! "

Racing and rally successes certainly *do* sell cars in appreciable numbers, but only if the production cars so sold are satisfactory to the purchasers.

By all means let British manufacturers support competition motoring, but let them set in order their tottering houses, when the boost of a big race or rally victory will be long-lived and not of limited and temporary effect.

Since Mr. Poske's October outburst was (dare we say, bravely ?) published by MOTOR SPORT, we believe two of our largest manufacturers have sent representatives post-haste to Peru to investigate the charges against them. This is a sensible and praiseworthy action. But were we informed ? No ! These business and technical emissaries slunk off on their mission with a secretiveness which would have done credit to the " Man Who Never Was " scheme (with apologies to the *Sunday Express*).

This unhappy tide of criticism from users of British cars overseas springs from *facts*. We are confident the British industry, if it takes the trouble, can counter the charges and set its house in order. But it must be done *today*; tomorrow is not soon enough.

As patriotic Englishmen we feel we are only doing our duty in allowing our correspondents to air their grievances for, thus forewarned, the British manufacturers concerned may be persuaded to *act*. Now it is high time for the P.R.O.s of our leading British companies to climb from their lofty pedestals and, as a change from sending out miles of statistics about sales, specifications, clinical and canteen facilities and the like (figures can be made to prove anything, you know !), use the correspondence columns of MOTOR SPORT to reassure potential buyers of British cars abroad that more durable vehicles and better service facilities are on the way.

SIGHS OF RELIEF IN CERTAIN QUARTERS ?

Mercédès-Benz have announced that they will not take part in sports-car races this season, as they are well satisfied with the results of 1952 with their still-experimental 300 SL cars and will now concentrate on preparing for 1954 Formula I racing.

NO RACING AT BOREHAM

Those of us who enjoyed the excellent racing organised last year at Boreham by the W. Essex C.C. will be sorry to learn that this year racing at the Essex circuit is banned. The *Daily Mail*, which sponsored the big fixtures there in 1952, seems to have withdrawn its support. In consequence, The Motor Racing Company, which is linked with the Greyhound Racing Association, has also ceased to back the W. Essex C.C., at any rate for the time being.

The company states that it has no objection to races being held at Boreham if the owners of the circuit sanction it, but this the manager of Co-Partnership Farms, Ltd., resolutely refuses to permit.

Consequently, the W. Essex C.C. will this season use Snetterton Circuit, retaining the same (provisional) dates as already published for its Boreham fixtures but changing International fixtures to National, the first of which will be on May 30th. The International date of August 1st has been cancelled as clashing with an A.M.O.C. fixture at Snetterton.

The loss of Boreham's interesting three-mile circuit is a grave reminder that first-line motor races with an International entry cost more money than a club or company can usually find and that if Daily Press backing is withdrawn, so must be the motor racing.

We commiserate with the W. Essex C.C. over its unexpected change of plans, very much at the last minute, but feel sure it will stage some excellent racing at Snetterton's Norfolk circuit nevertheless. (Official W. Essex C.C. announcement—page 110.)

The Future of Grand Prix Racing



PACEMAKER.— Ferrari is in many ways responsible for the increased pressure of development in racing and this was made very obvious as long ago as Monza 1951 *when this prototype* 2½*-litre Ferrari appeared in practice.*

NOW that the races in the Argentine have become so popular that they command full factory entries from the regular European Grand Prix teams, it means that development and preparation has virtually no rest at all. At one time the Grand Prix season was a cut-and-dried affair starting at Easter and ending in September, so that teams had at least six months in which to prepare for the next bout of racing. Gradually this six months has been whittled down, first by the addition of events on the end of the season, such as the Spanish Grand Prix, extending activity to the end of October, while at the beginning of the seasons of recent years, the Syracuse meeting has begun things long before Easter. With the Argentine races in January and February there are but two months in which to modify existing designs or prepare new ones. Evidently this is far too short, so that development and design of new ideas must of necessity be coincidental with the actual racing programme, which in turn means that a factory going all out for racing can no longer plan in terms of separate years of activity but must continue their racing and development plans on parallel lines, and as each new idea or new car is completed it must be put into service almost immediately. This inevitably entails extra workers in order to keep a full racing team on the go at the same time as a full design and production staff are operating. This state of affairs is all right for a large or wealthy organisation, but comes very hard on the semi-private concerns who are hard pushed to keep a full racing team going, and if things go on as they are many names will disappear from the entry lists.

In some ways events have turned full circle, for in the immediate pre-war era of Grand Prix racing the main fixtures were a playground for the German Mercédès-Benz and Auto-Union teams, with Alfa-Romeo, Maserati and Delahaye struggling to keep pace with the rapid developments and speeds produced by the efficient German organisations. The private owner, or even the independent driver with a degree of factory backing, considered himself very lucky to get a start in a major Grand Prix, let alone have any hope of success. In addition to front-line Grand Prix racing there was " Voiturette " racing, in those days the 1½-litre class, in which the small man could have quite a good go. Today it is the Italians who dominate the Grand Prix world and one can foresee nothing to stop them during 1953; equally their speed of progress in design and power goes ahead at such phenomenal velocity that there is only the French Gordini team that can hope to compete. The rest of the runners, most of which are British, have little or no hope of keeping up, and towards the end of last year it became very obvious that British cars such as Cooper-Bristol, H.W.M., Connaught, Aston-Butterworth and Frazer-Nash were only being accepted in races to make up the starting-line numbers. All things being equal, none of them had much chance of getting into the picture at all in a first-line event. Now, with the season already well under way, the Argentinian races having been run, the outlook gets even worse, for only one new Cooper-Bristol was ready to compete, and that was very much outclassed by Ferrari, Maserati and Gordini. With the new Formula I coming into force in 1954 it is understandable that our regular team, H.W.M., and the up-and-coming Connaught Syndicate, are retaining the same cars for this season due to a shortage of finance, but it will mean that they cannot hope to put up much of a show against the Continentals. If everyone's plans for 1954 materialise then we can look forward with a degree of confidence, but whatever happens we are going to be losing a year's racing experience, so one hopes that 1954 designs will be raced wherever possible during 1953, for it will be useless to wait until the first official Formula I (1954) event is held. Ferrari has already tried out one of his 1954 designs under race conditions, and the 2.3-litre engine in the sports Gordini is obviously teaching Amedee a great deal. Now that Colombo is working for Maserati we can expect some pretty rapid development work from that factory, and Mercédès-Benz have announced their withdrawal from 1953 sports-car racing in order to concentrate on preparing their 1954 Grand Prix cars, which will undoubtedly appear under racing conditions on test during the coming season. So far none of the projected 1954 ideas from this country has made any appearance, even on test, and unless some of them appear in Formule Libre events this season, the results of the new formula races will not be calling for " God Save the Queen."

This urgency of enforced progress in the design, development and production of racing cars is regrettable in many ways but nevertheless it is inevitable, and is merely a reflection of the speed of progress in all scientific spheres. Grand Prix motor-racing is no longer a sport for moneyed young men, but a technical battle between designers, factories and organisations, and this ever-increasing urgency is just one more factor in the game.

Returning to the Argentine races, we can foresee with very little effort the form for 1953. Ferrari has obviously regained his self-confidence, which appeared to be waning at the end of last year, and whatever transpires during the coming months no one can gainsay the fact that his organisation have two victories' lead over everyone else, and race victories are bound to add much to a team's experience. With Ascari, Villoresi, Farina and Hawthorn making up his team of drivers, Ferrari can be considered to be in an almost unassailable position. Not unbeatable by any means, but whoever is to knock Ferrari off the top of the tree has a mighty big task in front of him. At one time it looked as though Gordini was going to do this, but now his team do not seem to be so dangerous as they were in mid-season 1952. Manzon, Behra and Trintignant still form the Gordini team and there is no doubt that it is just about as good as France can produce, though one feels Simon deserves a place in a French *equipe*. He is probably still contracted by the Sacha-Gordine concern, but one cannot help feeling that this project, though interesting technically, has been hanging fire too long to provide much serious opposition when it does appear. As a French contemporary said : " It has made rather too much noise already." The remaining first-line contender for the tree-top is



GRAND PRIX CAR.—Gordini will no doubt agree that the gap between sports cars and racing cars is closing so rapidly as to justify a single classification for racing. Johnny Claes and the Le Mans Gordini fitted with a 2-litre engine at Spa last year—and it was not outclassed.

Maserati, and one foresees some truly immense battles between the Colombo-influenced cars and the Lampredi-designed Ferraris. With Fangio, González and Bonetto driving the six-cylinder Maseratis there can be no doubt that justice will be done to the car's potentialities and already Fangio has shown that he has lost none of his form, while González has never been known to do anything other than "go like a rocket." It is a pity that business dealing has caused the Maserati firm to be Maserati only in name, for actually the true Maserati racing car comes from the O.S.C.A. concern, which is run by the brothers Maserati, all of which makes things a little confusing. The new Osca that appeared at the end of last year showed good promise, but as yet nothing has been revealed for 1953, so that they are already two races behind everyone else, and as pointed out earlier, the present situation will not allow anyone, even an Italian, to get one race behind the leaders in development.

One thing that seems possible in the coming season is that teams will have to decide between competing all-out in Grand Prix events or in sports-car events, for there is so much activity that it will be impossible for anyone to support both to the full. Already Mercédès-Benz have shown their appreciation of the situation by withdrawing from International sports-car racing, and it is not difficult to foresee Gordini having to do the same. Ferrari seems to have unlimited resources and will probably race teams of sports cars and Grand Prix cars longer than anyone, but the day is fast approaching when most people will have to make the same decision as Mercédès-Benz have made. Now that sports cars of the 300 SL, 4.1 Ferrari, Gordini, XK120C, DB3 and so on have nearly the same performance as the leading Formula II cars, and a greater performance than many, one wonders whether the era of the early 1930s is not approaching. The way things are going the time would appear to be ripe for considering a single class of racing for the leading lights. Somehow one cannot visualise such classics as the Mille Miglia or Le Mans being discontinued, neither can one see Grand Prix events being dropped, but there is a great deal of duplication among the competitors in both categories. Mercédès-Benz have found their saloon 300 SL to be faster than the open version, Gordini's sports car is faster than his single-seater Grand Prix car, and the 4.1 Ferrari cannot be far off the Formula II cars from that factory. Alfa-Romeo have been perfecting their *Disco Volante* sports car with a view to duplication in Grand Prix form, so that it looks as though the 1954 Formula could happily constitute the sole form of first-line racing. While this would ease the lot of the factories already in the game, it would mean that the gulf between the beginner or private owner and the top-liners would become impassable and little concerns like H.W.M., Ecurie Ferrari France, Scuderia Espadon, Scuderia Platé, Ecurie Richmond and so on would be ruled right out of the game.

With all scientific progress one is left wondering where it is going to lead, and with Grand Prix racing there is the same feeling, although one can surmise on the probabilities; but somehow there is the feeling that it cannot be controlled, and the old saying about "the survival of the fittest" would appear to be the true answer. Come what may, 1953 does not look like seeing any falling off in the battle for honours, and if that is so it will provide some excellent racing, but it will inevitably mean that the note of urgency will be raised to an even higher level.—D. S. J.

RENAULT 750

MOTOR SPORT, speaking strictly or strictly speaking, should be above, or beyond, or indifferent to, or in other ways ignore economy cars. But what with petrol being taxed at 2s. 6d. a gallon and the untaxed part getting so much better of late that it costs more than ever, small-engined cars cannot be ignored.

So although we reported fairly extensively on a used baby Renault not long ago, we couldn't turn down Renault's kind offer to loan a more recent British-built 750-c.c. saloon for extensive trial.

This car had winding front windows and better suspension than the earlier versions. It served admirably over an appreciable throttle-wide mileage, of which every minute almost was jolly good fun. This because, in spite of only three forward speeds and an engine capacity of ¾ of a litre, this little four-door, four-seater saloon, driven intelligently, can show up far bigger cars in traffic and because round corners it handles so very well. The rear-engine location promotes only mild oversteer and the steering, low-geared without appearing to be so, is entirely taut and free from unpleasant return motion. There are some pleasingly clever details, like the interior lamp whose switch can be set to "light" when the doors open, a lamp in the engine compartment, the under-bonnet fuel-filler which is thus rendered thief-proof by locking the "bonnet," etc.

The interior is spartan and fortunately we carried no luggage, for there was nowhere to put it. The ignition key is rather awkwardly located against the steering column, brake and clutch pedals are rather small, and a steering wheel direction-indicator switch would be preferred to the facia-sill location. But we liked the blue anti-dazzle vizors, neat little gear-lever, floor-located levers for choke and starter. We liked even more the Renault's appetite for mile upon mile full-collar work, its ability to start surely and at once when thickly-coated with frost, its comfortable flat ride and its 45 m.p.g. Water and Mobiloil Arctic did not require topping up, either.

There were body rattles and squeaks, plenty of engine noise, some nice judgment needed (and not always realised) in quickly getting bottom cog from second, the headlamp beam was lousy and the car never got warm. (The engine was probably running cool but use of the radiator blind made it boil). The low roof and thick screen pillars somewhat spoil the forward view. But the brakes are excellent, the steering lock most useful and the little car such practical transport, which is both economical and highly satisfactory to drive, that we rate this Renault 750 very highly indeed. We found the back bumper entirely adequate for fending off a clot in a Rolls-Bentley when he rammed us in a London traffic block—an important aspect of a rear-engined car. Renault, Fiat, Morris Minor—they are all excellent motor-cars. The new Austin Seven has so far eluded us but is promised for test during March. The report will appear in the May issue.—W. B.

BOREHAM RACING CIRCUIT

We have received the following from the West Essex C.C. :

"The Club have been informed that The Motor Racing Co., Ltd., lessees of the track, will not be sponsoring or running motor racing at Boreham in 1953.

"They have also announced that they have no objection to the owners of the circuit allowing the West Essex Car Club to organise events there. The Club has approached the owners who have refused to allow any form of motor sport to take place at Boreham.

"The above decision is very disappointing and a surprise to the West Essex Car Club, whose members have worked so hard to bring this track from small beginnings three years ago to an international racing venue. They wish to thank the many people who have helped them in their endeavours, *i.e.*, the Press, Motor Trade and members of other Motor Clubs.

"The Club has made arrangements with the owners of another well-known circuit in East Anglia, 'Snetterton,' near Thetford, Norfolk, to allow their various race meetings in 1953 to take place there with R.A.C. permission.

"The following are the new details :

April 12th.—Speed Trial. Half mile instead of one kilometre. Closed Invitation. Not National.
May 30th.—Race Meeting (R.C.S.). National. Not International.
June 27th.—Race Meeting (R.C.S.). Closed Invitation. (Tim Birkin Bentley Trophy and Bill Lyons Jaguar Trophy races.)
August 1st.—Race Meeting. Closed. Not International.
October 17th.—Race Meeting. Closed Invitation. Not Closed.

"It is hoped that our many friends and competitors will support us at our new venue, and the Club will assure them of the usual friendly West Essex Car Club welcome."

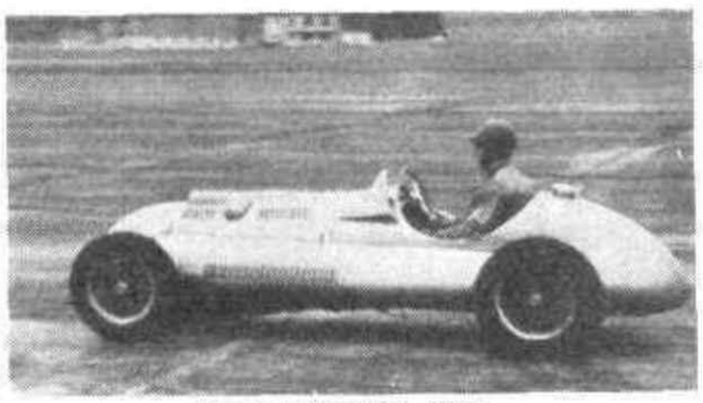
WHAT IS THE COMPONENT SHARED BY ALL EIGHTEEN?*



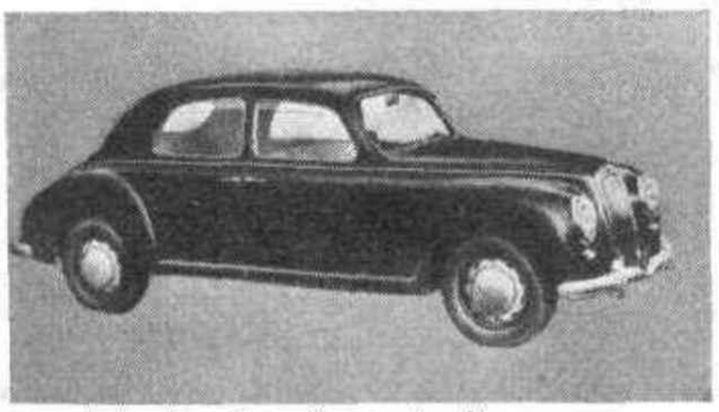
Porsche.



Mercedes 300 s.l.



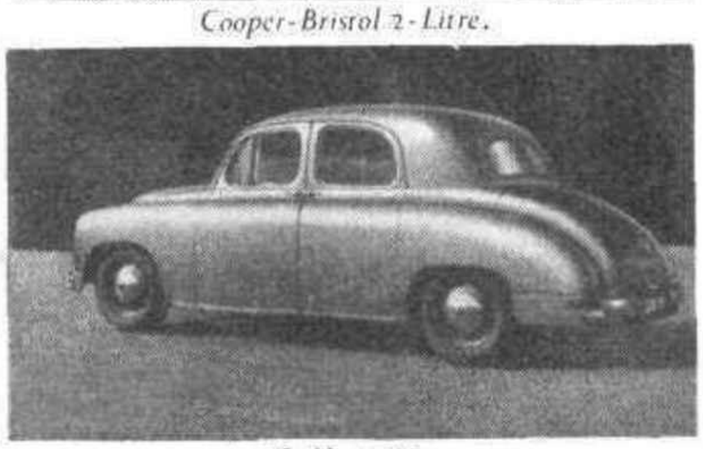
Cooper-Bristol 2-Litre.



2-Litre Lancia Aurelia.



Bristol 401.



S.M. 1500.



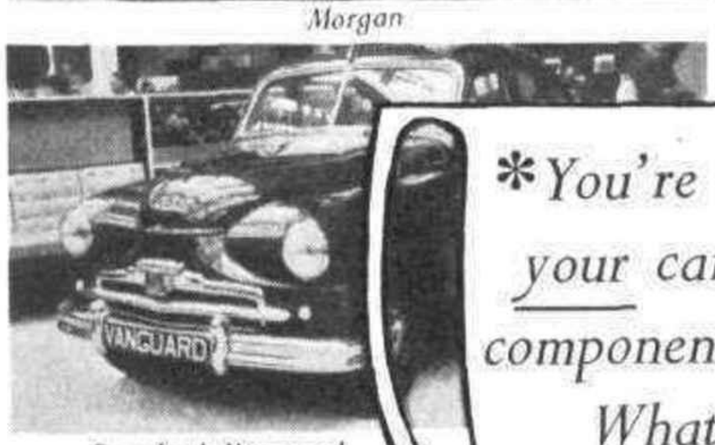
Morgan



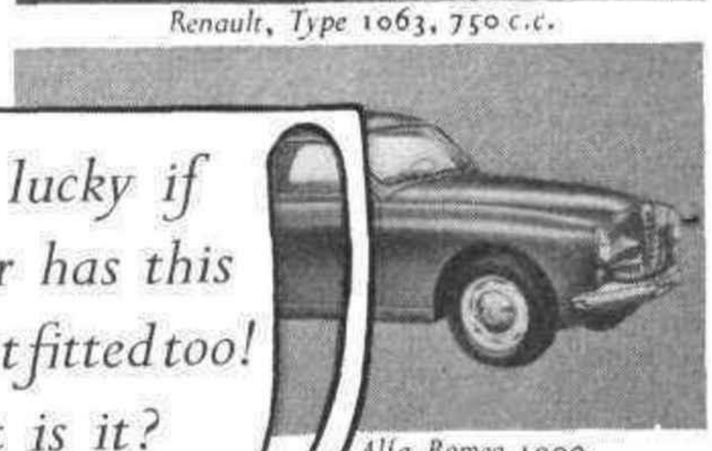
Renault, Type 1063, 750 c.c.



Volkswagen.



Standard Vanguard.



Alfa Romeo 1900.



130 Dyna Panhard Junior.



Simca Sports.



Frazer-Nash Mille Miglia.



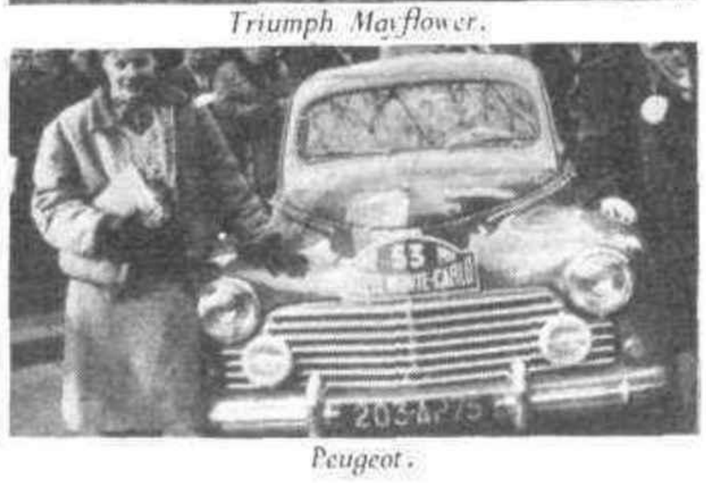
Triumph Mayflower.



Morgan Plus 4.



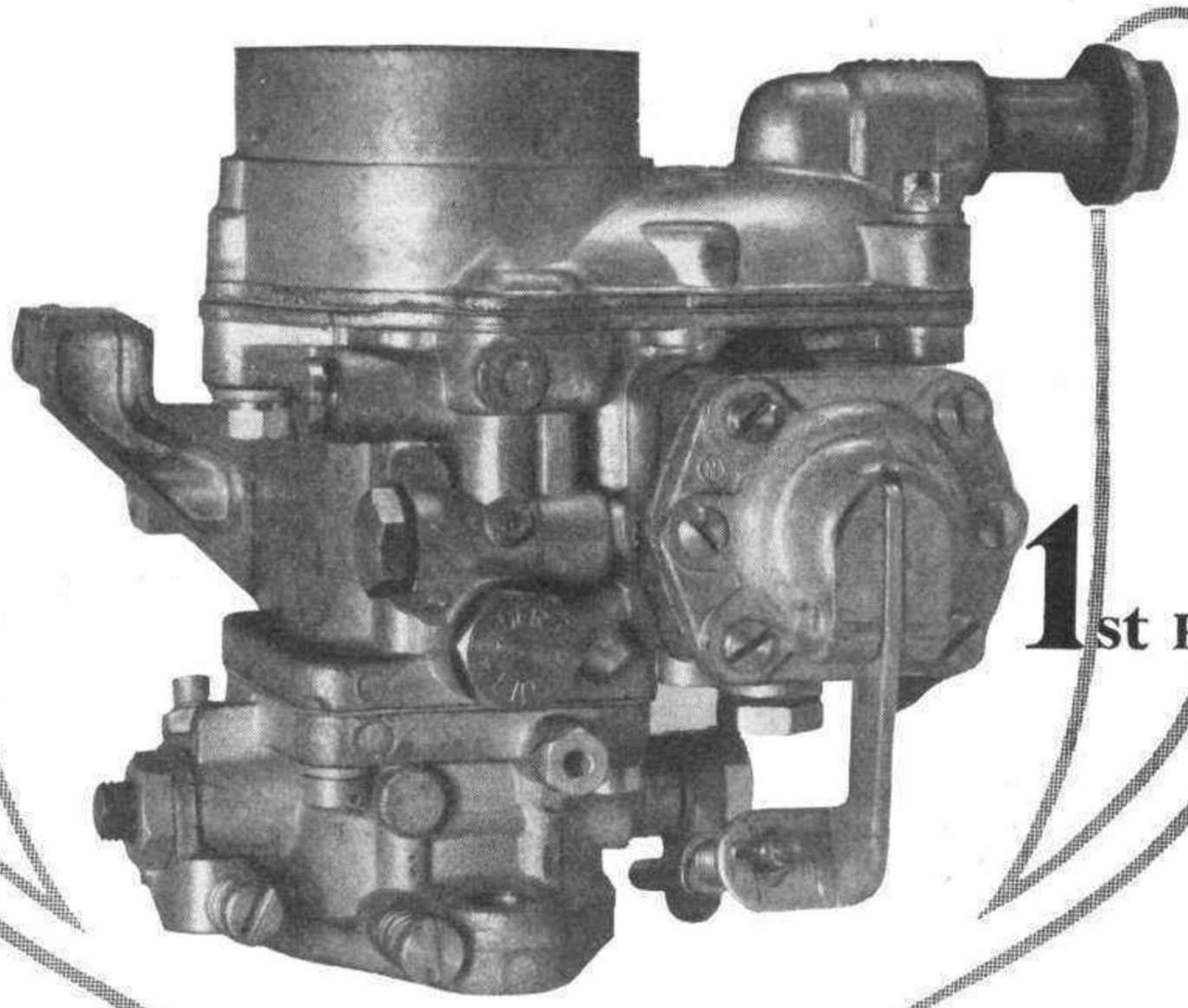
Hillman Minx.



Peugeot.

*You're lucky if your car has this component fitted too! What is it? Turn over and see

THE SOLEX



1st PLACE

1st PLACE

CARBURETTOR

Were you present when SOLEX contributed to any of these motoring successes of 1952? Check through the list and see!

Speed

Le MANS 24 HOUR RACE *1st & 2nd* MERCEDES *also 2,001–3,000 c.c. Class—1st* MERCEDES : *1,501–2,000 c.c. Class 1st* —LANCIA : *751–1,100 c.c. Class 1st*—PORSCHE. **SEBRING** *(Florida) 12 Hour Race 1st* FRAZER-NASH. **MILLE MIGLIA** *2nd, 3rd, 4th, 5th, 6th (Mercedes, Lancia, Mercedes, Lancia, Lancia).* **GOODWOOD,** *14th April. Lavant Cup : 1st, 2nd, 3rd* COOPER-BRISTOL. *Chichester Cup : 1st* COOPER-BRISTOL. *Easter Handicap : 1st* COOPER-BRISTOL. **BOREHAM,** *17th May. Formule libre. 1st and New Lap Record* COOPER-BRISTOL. **CHARTERHALL,** *1st June. Formule libre. 1st and New Lap Record* COOPER-BRISTOL. **GOODWOOD,** *17th May. 2-litre Sports Car Race. 1st, 2nd, 3rd, 4th* FRAZER-NASH. **GOODWOOD,** *2nd June. Sussex International Trophy, Formule libre 1st* COOPER-BRISTOL. **TARGA FLORIO.** *1st, 2nd, 3rd* LANCIA. **BRITISH EMPIRE TROPHY.** *2-3-litre class 1st, 2nd, 3rd* FRAZER-NASH. **PRIX DE BERNE.** *1st, 2nd, 3rd* MERCEDES. **SILVERSTONE,** *10th May. 1,500–2,500 c.c. classes : (1) Production Touring Cars : 1st and 3rd* BRISTOL '*401*' *(2) Production Sports Cars : 1st, 2nd, 3rd* FRAZER-NASH. **BOREHAM,** *2nd August, Formula 2. 1st and 2nd* COOPER-BRISTOL, *3rd* E.R.A. "*G*" *Type.* **BO'NESS HILL CLIMB.** *1,501–2,000 c.c. U/S Sports 1st and 2nd* FRAZER-NASH *(New class and Sports Car Records). Pan-American Road Race (Mexico) 1st and 2nd* MERCEDES.

TO SOLEX FOR MILES PER HOUR, MILES PER GALLON

Reliability

RALLYE SOLEIL *(Cannes) 1st* FRAZER-NASH. *1st and 2nd 1,501–2,500 c.c. Class.* **TULIP RALLY** *(Holland) 2-litre class 1st* BRISTOL '*401*'. **'AIX-MADRID-AIX' RALLY.** *1st* FRAZER-NASH. **RALLY DU NORD** *(France). 1st* RENAULT '*750*'. **MONTLHERY TRACK.** *World Record 750 c.c. class for 2,000 miles* MONOPOLE-POISSY *27 World Records class F (70.01 m.p.h. average for 50,000 miles)* SIMCA ARONDE. **MONTE CARLO RALLY.** *1,101–1,500 c.c. 1st* SIMCA. *751–1,100 c.c. 1st* VOLKSWAGEN. *Under 750 c.c. 1st* DYNA-PANHARD. *Ladies' Cup* SAAB. **TOUR OF SICILY.** *Grand Tourisme class over 1,500 c.c. 1st, 2nd and 3rd* LANCIA. **MOROCCO RALLY** *1st* SIMCA. **LIEGE - ROME - LIEGE RALLY** *1st* PORSCHE. *Ladies' Cup,* PEUGEOT *and* **LONDON TO CAPETOWN RECORD,** *in over two days less than previous record, and only just over half the engine size* HILLMAN MINX.

TO SOLEX FOR SPEED, RELIABILITY AND ECONOMY

Economy

At steady 40 m.p.h. (extracts from 'The Motor' Road Tests).

Ref. B/13/50 **MAYFLOWER 40 M.P.G.**
B/20/52 **BRISTOL '401' 27.5 M.P.G.**
B/21/52 **VANGUARD (Overdrive) 31.5 M.P.G.**
B/13/52 **MINX 38.5 M.P.G.**
B.F./8/50 **RENAULT '760' 53.5 M.P.G.**

NEW YORK SCOTSMANS DERBY

Over 1-litre class.

1st HILLMAN MINX=*41.54* M.P.G.
(34.62 miles on 1 U.S. *gallon).*

TALKING POINT *The first aeroplane to fly* PARIS–NEW YORK *(Costes and Bellonte) and the last British car to win an International Grand Prix (Sunbeam) were both fitted with Solex Carburettors.*

Solex Carburettors . . . the finest record in the world!

SOLEX LIMITED, *Solex Works, 223-231 Marylebone Road, London, N.W.1*

BRANDS HATCH FOR THE AMATEUR

If there be any amongst you who reckon they can circulate Brands Hatch quickly, the Tunbridge Wells Motor Club are giving you the opportunity to prove your claim (and the poor old vehicle) at a Closed Invitation Event to be held on Sunday, March 29th, 1953, for members of the following Clubs : The 750 M.C., Maidstone and Mid-Kent M.C., Kentish Border C.C., Surrey Sporting M.C., Vintage Sports C.C., B.A.R.C. (S. Section), and the Singer O.C.

The entry fee will be 10s. 6d. The entry list, which is limited to 50, closes first post on Monday, March 23rd, 1953.

All details from the Secretary of the Meeting : Mrs. S. T. Roe, 24, Molyneux Park Road, Tunbridge Wells. Kent (Tunbridge Wells 21453).

OH DEAR . . . !

"Heights of Danger," a film made by Associated British Pathe, Ltd., for the children's Film Foundation, is a story with a moral in which two cars, an M.G. TD Midget and a Riley 1½-litre saloon, play leading roles including some thrilling scenes based on the Alpine Motor Rally.

It is the first of a new series of films being produced for children's Saturday morning cinema clubs and designed to replace the less desirable type of film which, it is alleged, is so often a feature of these programmes.

Running for about an hour, it tells the story of a roadside garage proprietor who is temporarily out of business because the road is being converted into a dual carriage-way. Anxious to hold on until traffic once more thunders—in greater volume than before—along the road, he enters the Alpine Rally with his M.G. Midget in a courageous bid to win the £500 prize. Despite foul play on the part of the crooks (competing in their Riley 1½-litre saloon) who wish to wrest the goldmine garage from him, virtue triumphs over evil and after many narrow escapes, the M.G. wins through.

THE "BLUE PETER" CUP

The "Blue Peter" Northern Sales Cup, awarded annually by Auto Tyre Services, Ltd., for the best sales of their products, north of a line from Bristol to the Wash, has been won by Messrs. Hurden's, Ltd., of Swansea, and the presentation was made by the Mayor of Swansea, Councillor W. T. Mainwaring Hughes.

The award coincided with the 40th anniversary of Messrs. Hurden's entry into the Motor Trade and the celebration dinner was attended by dealers from all parts of South Wales and representatives from the new tyre manufacturers.

Mr. W. G. W. Bird, managing director of Auto Tyre Services, Ltd., presided, and in the course of his speech he mentioned that Hurden's, Ltd., had been valued customers for twenty-five of his firm's twenty-six years of existence and he hoped that they would be trading together for another quarter-century.

The toast of "The Guests" was proposed by Mr. W. Mills, northern manager of "Blue Peter," and replies were made by Mr. D. V. Turner, Chief Constable of Swansea, and Mr. H. Dillistone, regional manager of Messrs. Goodyear Tyre and Rubber Co., Ltd.

ALVIS OWNER CLUB (S.E. SECTION)

The Chiltern Rally on February 1st attracted an entry of 19 cars, representing 25 years of Alvis design. The competitors found that keeping within the 40-mile minimum distance and averaging 25 m.p.h. was no mean feat on the winding country lanes. The special test consisted of a stop with the front wheels between two lines and a restart followed by an observed hill, all on loose surfaces of about 1 in 5. Only four competitors retained full marks on the stop and restart but most made light of the observed hill. Some 70 members and friends had tea at Beaconsfield, where results were announced and awards presented.

Results :

1st : E. M. Longton (1927 12/50).
2nd : Tie—A. W. Hardy (1934 Speed Twenty) and K. G. Rawlinson (1937 Silver Eagle).
3rd : J. A. Ballard (1928 12/50).

* * *

J. S. Atkins has resigned the Hon. Secretaryship of Morgan 4/4 Club and his place is taken by S. G. Dyke, whose address is : "Hawthorns," Sandy Lane, Newcastle, Staffs.

CASE FOR NATIONALISATION ?

Sir,

I have a 1937 Riley Monaco. It is not, I must admit, anything to write to MOTOR SPORT about. I have not owned it long enough to be able to claim any outstanding performances and, apart from a pretty little "mod." on the tail, there is nothing outstanding about the car.

It has acquired some distinction, however. It is the first car I have owned on which I have been refused insurance, and my past is strewn with enough superannuated saloons and misbegotten two-seaters to stock a small breaker's yard.

There was a 1929 Singer which always caught fire on Tuesday afternoons ; a 1931 Morris Minor which didn't know its right from its left ; a Model Y Ford which collapsed under me after two years of dreadful hack work ; and a 1939 8-h.p. saloon which darted about the road like a Mexican jumping bean when one steered it straight, and rolled murderously when one cornered above 18 m.p.h. All these, and several more, underwriters fought to insure and, except for two trivial damage claims, they did nothing but give me a receipt for my money.

Now, when for the first time I have a car which is in first-class order throughout, I am turned away. Insurance company No. 1 made me pay a guinea for an engineer's report which said that two spokes were loose in a front wheel and there was slight play in a steering ball joint, and then turned me down flat. Insurance company No. 2 is insisting on having these very serious faults remedied and will then, I understand, consider taking me on, subject to various other undertakings. I am hoping to be allowed to drive the car sometimes . . .

My brokers, who are as angry with firm No. 1 (a Lloyd's syndicate) as I am, tell me that underwriters have taken a beating on car accounts lately. Evidently, the blanc-mange shapes you mentioned last month and the multi-millionaires who drive them are proving expensive. But it seems to me that you and I and everyone who drives a pre-war car are going some way towards bearing the burden. Insurance company No. 2 has not yet been sordid enough to discuss the cost of underwriting my 1937 death-trap. They need not ; they have the law on their side and I must pay a king's ransom to any company who will deign to exact it. Without being political, is it not time the Government provided the cover the law demands and put an end to this legalised blackmail ?

I am, Yours, etc.,

London, S.E.1. MAURICE LANDERGAN.

ROOTES GROUP LUNCHEON

A distinguished gathering of Motor Trade personalities forgathered at the Dorchester Hotel on Tuesday, February 17th. A most excellent lunch was served in true Dorchester style—and the company was in keeping with the lunch.

Sir William Rootes, in his speech, announced that this was the 21st birthday party of the world-renowned Minx. He traced the development and history of this British family car through the two decades of motoring. He was confident that British manufacturers were holding their own in overseas markets—as far as the Rootes Group were concerned the prospects in the U.S.A., Australia and the Caribbean seemed fairly hopeful.

When the 21st birthday cake was "cut" to a fanfare by four Household Cavalry trumpeters in gleaming array—out rolled the Minx "Anniversary"—which was a most delightful looking motor car. This was followed by the Minx "Californian"—which has been designed for the American market. The last show piece was the Minx "station wagon"—this, we understood, is in very short supply. —J. M.

CONNAUGHT RACING SYNDICATE

The Connaught Racing Syndicate can now announce that the drivers for the official Connaught team in 1953 will be in this order : Geoff. Duke, R. D. Poore and Ken McAlpine. Geoff. Duke and R. D. Poore are engaged subject to their commitments with Aston-Martin in sports-car racing.

Peter G. C. Murdoch, who is now managing the Syndicate, is arranging a comprehensive programme in Home and Continental events and expects that the cars will first be in action at Goodwood on Easter Monday.

The cars will be 2-litre models similar to those raced in 1952. The Syndicate's objective consists of the new 1954 2½-litre formula, when it is hoped to operate cars now being designed and built at the Connaught Engineering Works to provide an effective challenge to the existing Continental supremacy.

Technical Development of
THE JAVELIN AND JUPITER FLAT-FOUR ENGINES

An Account of the Modifications Adopted by the Jowett Engineers since the Javelin went into Production Eight Years ago

[Criticism is sometimes levelled at British manufacturers on the grounds that they lack initiative and fail to develop their designs adequately. Consequently, we are glad to be able to show, in this article, that the old-established concern of Jowett Cars, Ltd., of Bradford, is exempt from this charge. Their advanced Javelin saloon of 1945 has had its share of " teething-troubles " and it may not be generally known that much research has gone into curing early shortcomings. Today, in the words of a Jowett spokesman, the present Series III Javelin and Jupiter engines possess a tremendously increased reliability factor and incorporate many modifications resulting from experience in racing which may not be strictly essential under touring conditions. MOTOR SPORT readers will be particularly gratified to learn that, according to Mr. C. B. Grandfield, Jowett's Engineering Manager, who generously provided the data on which this article is based, 95 per cent. of the new features incorporated in the Series III Jowett engine are directly related to Jowett's participation in racing.—ED.]

THE old-established Jowett Company commenced car manufacture as long ago as 1905. Some time ago, under the auspices of John Baldwin, the present Publicity and London Manager, a fascinating little book was published which outlined the history of this sturdy Yorkshire concern. Consequently, we can dismiss the earlier years after remarking that the firm's speciality was the water-cooled, horizontally-opposed twin-cylinder light car, for many years of 7-h.p. rating, afterwards increased to 8 h.p. A very impressive number of these two-cylinder Jowetts is still in service, visual testimony to their good quality and design which resulted in long-wearing qualities.

Some years before the Second World War it was decided to add a four-cylinder model to the Jowett range and experimental cars embodied in-line engines. It was felt inadvisable, however, to break with the long horizontally-opposed tradition and when the new car, known as the " Jason," went into production in 1936 it had a side-valve flat-four engine. An attempt to offer good visibility by using a sloping radiator met with a mixed response from the motoring public, but it can be said that the flat-four engine was adopted for sentimental rather than engineering reasons.

It was not until after the war, when an entirely new post-Armistice Jowett was designed, that the horizontally-opposed four-cylinder engine was fully exploited. When Gerald Palmer introduced his brilliant Javelin six-seater saloon, inspired to some degree by the popularity in England of the Italian Lancia Aprilia, he retained the flat-four engine and achieved comfortable, spacious seating within the wheelbase by reason of the compact dimensions of this engine layout. In addition, freedom from vibration, a low centre of gravity, and good visibility by reason of the modest height of the power unit were other flat-four advantages.

The new engine had overhead valves and was at first prepared in two forms, a 1,200-c.c. unit of 69.5 by 78 mm. bore and stroke, and a 1,500-c.c. version of 72.5 by 90 mm. bore and stroke. The former engine was intended for the home market, the bigger unit for export; both had a compression ratio of 7.25 to 1.

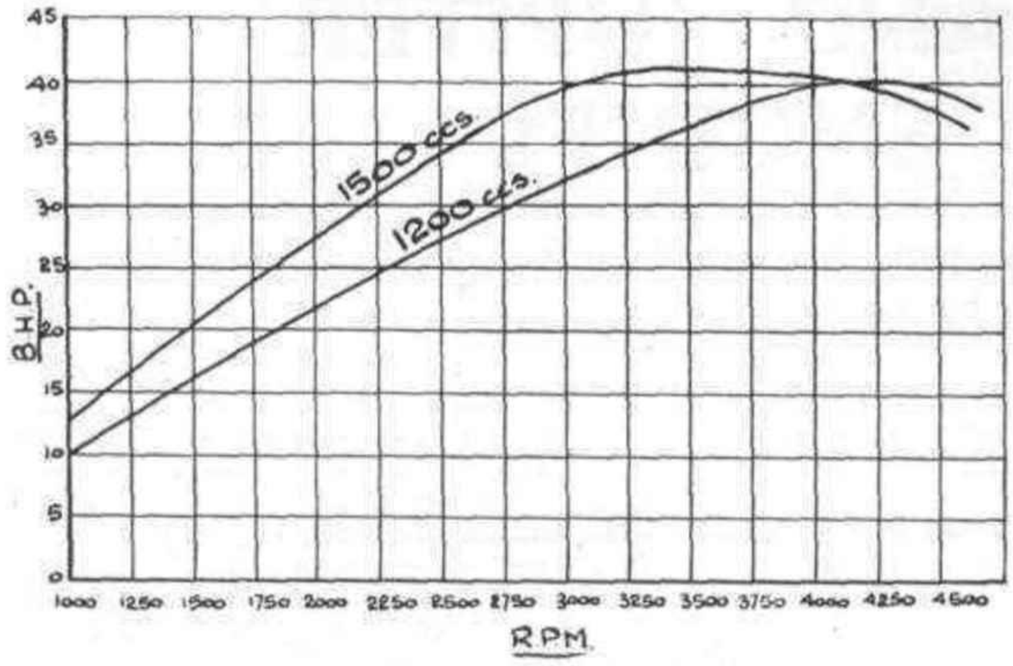
Subsequently a change of policy caused Palmer to concentrate on the larger engine, of 1,496 c.c.

In its early form this engine had a two-bearing crankshaft running in white-metal bushes carried on the crankcase, a circular spigotted



LE MANS CLASS WINNER.—The R.1 Jowett Jupiter, competition version of the production Jupiter sports two-seater, in 1951 form. The difference in headlamp position and details of front cowling between this and the 1952 R.1 can be seen by comparing this picture with that on page 119. Interesting technical features are the protruding valve cover, thus ensuring that it is in the air-stream, and the exhaust pipe running round the front of the car. Jowett's technicians claim that straight-through exhaust pipes merely result in a loss of power.

JOWETT FLAT FOUR PROTOTYPE PERFORMANCE CURVES.

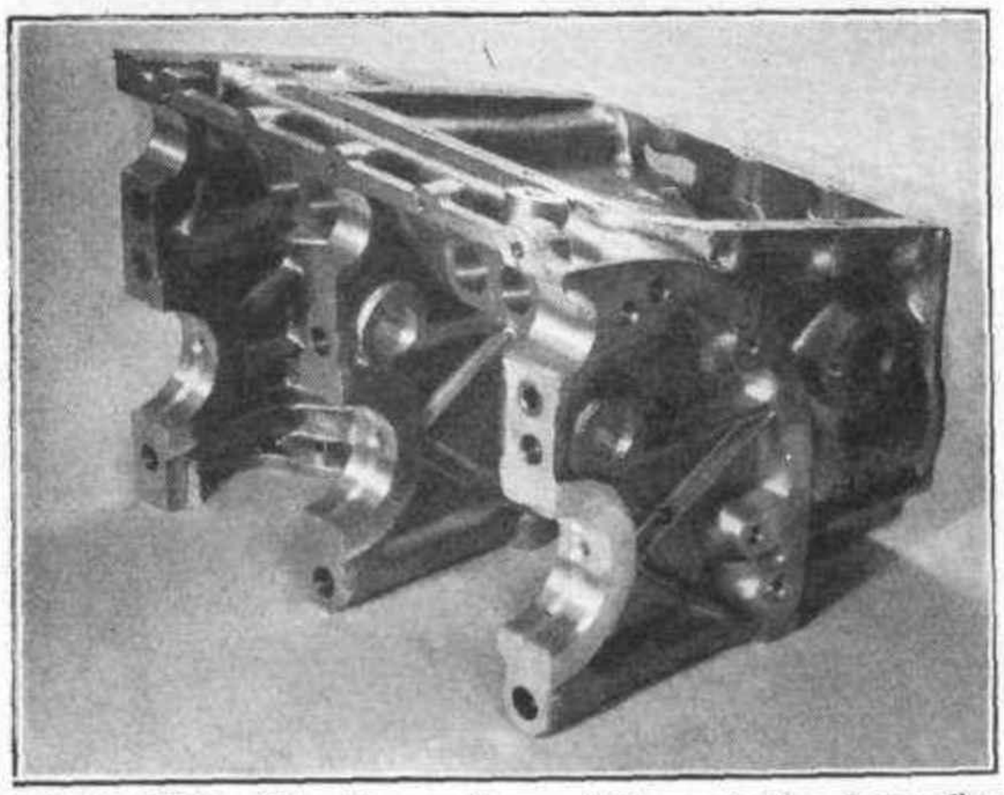


cover at one end obviating the need for a split crankcase. The crankcase was of aluminium alloy to D.T.D. 424 specification, and wet cylinder liners sat on a joint washer at the base and were clamped down by the detachable cylinder heads. The cylinder heads were of cast iron with a vertical inlet port leading to siamesed valve ports to provide for one downdraught carburetter per pair of cylinders. The exhaust ports were at the bottom of the heads, the gases being led away *via* an integral manifold under each head. A metal duct directed cooling water to each valve seat. The combustion chambers were of stepped type. the inlet platform providing a "squish" area to promote charge turbulence over the exhaust valves, from which side the mixture was ignited.

The push-rod o.h. valve mechanism incorporated hydraulic tappets to compensate for dimensional changes in the alloy crankcase. These tappets were lubricated from one of the main oil galleries, with lubricant filtered by the full-flow method.

The new engines, in both sizes, were extensively tested on the bench and on the road in this country. The prototypes had 10-mm. sparking plugs, but subsequently 14-mm. plugs were used. The 1,496-c.c. version developed 40 b.h.p., soon increased to 50 b.h.p. by improved aspiration.

During early testing, when, incidentally, a Bradford back axle was used on the prototype Javelin—later American axle components were tried before the final adoption of Salisbury units possessing a very high margin of safety—the engines proved mechanically noisy in a harsh resonating manner. This decided shortcoming in what was destined to be a luxury small family car was a major problem, calling for a cure. Two forms of crankcase had been prepared, one in cast-iron, the other in aluminium. Experimental work on these early designs made it quite clear that there was considerable whirl of the crankshaft and a certain amount of flexing on the crankcase,



FINALISED.—The alloy crankcase of the production Jowett flat-four engine.

as was evident from edge marking on the bearings and deflexion tests.

The next development was to prepare a cast-iron crankcase and a three-bearing crankshaft, the bearing-cap joint faces being horizontal, so that the crankshaft and flywheel assembly could be dropped out of the bottom of the engine. The first experimental engine of this type was of 1,200 c.c. and when experiments were carried out with larger-diameter liners, increasing capacity to 1,500 c.c., considerable crankcase thump was experienced, and to experimentally overcome this, boiler plate was bolted across the bottom of the bearing-caps, overcoming this problem and pointing out the inherent weakness of this crankcase design. Subsequent development was the adoption of the light-alloy crankcase split vertically, permitting the use of tie-bolts, making a very much stiffer job.

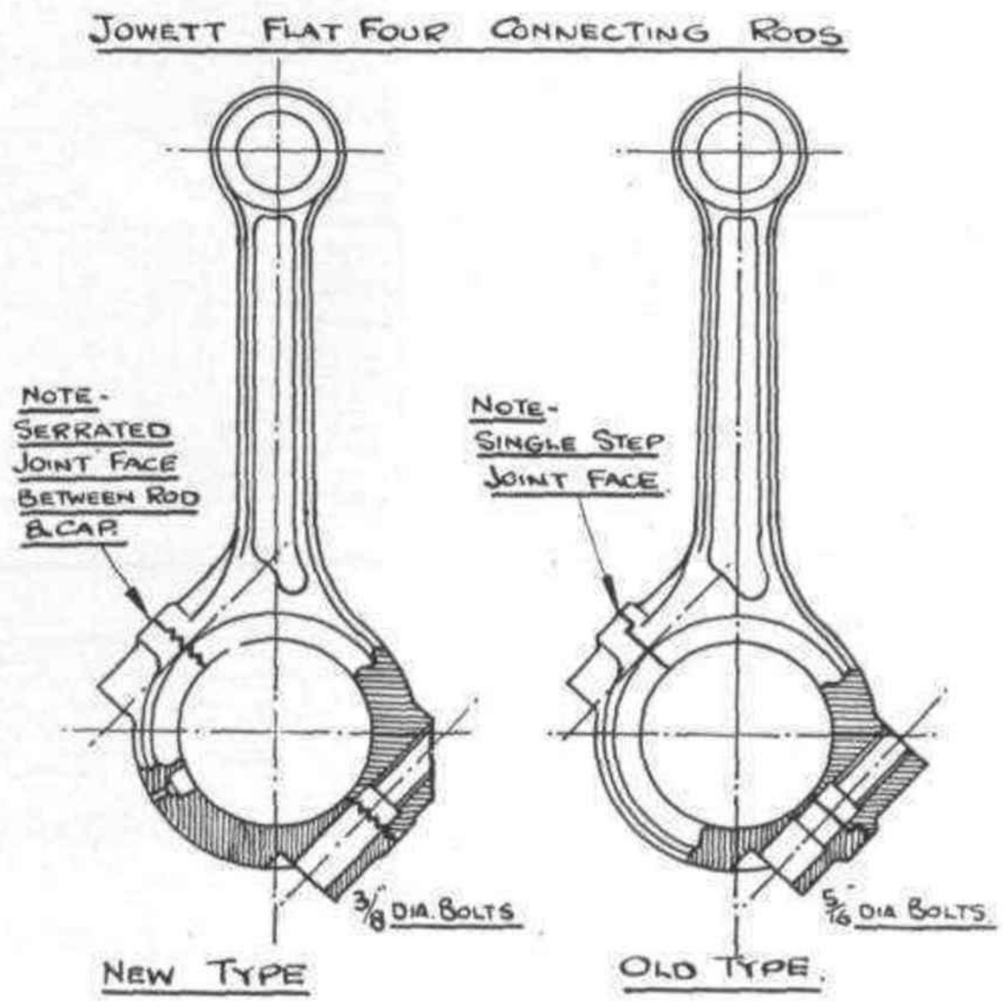
Previous experience had determined the fact that the cast-iron crankcase did produce a quieter engine, but it was decided that the alloy crankcase should be proceeded with, it having been designed for die-casting. The cast-iron version was approximately 10 per cent. quieter than the alloy one, but was naturally heavier. In view of this, and the difficulty at that time of obtaining iron castings, the split alloy crankcase was decided upon. It was at this stage that the 1,200-c.c. project was dropped, as there was such a pronounced performance difference between it and the 1½-litre engine.

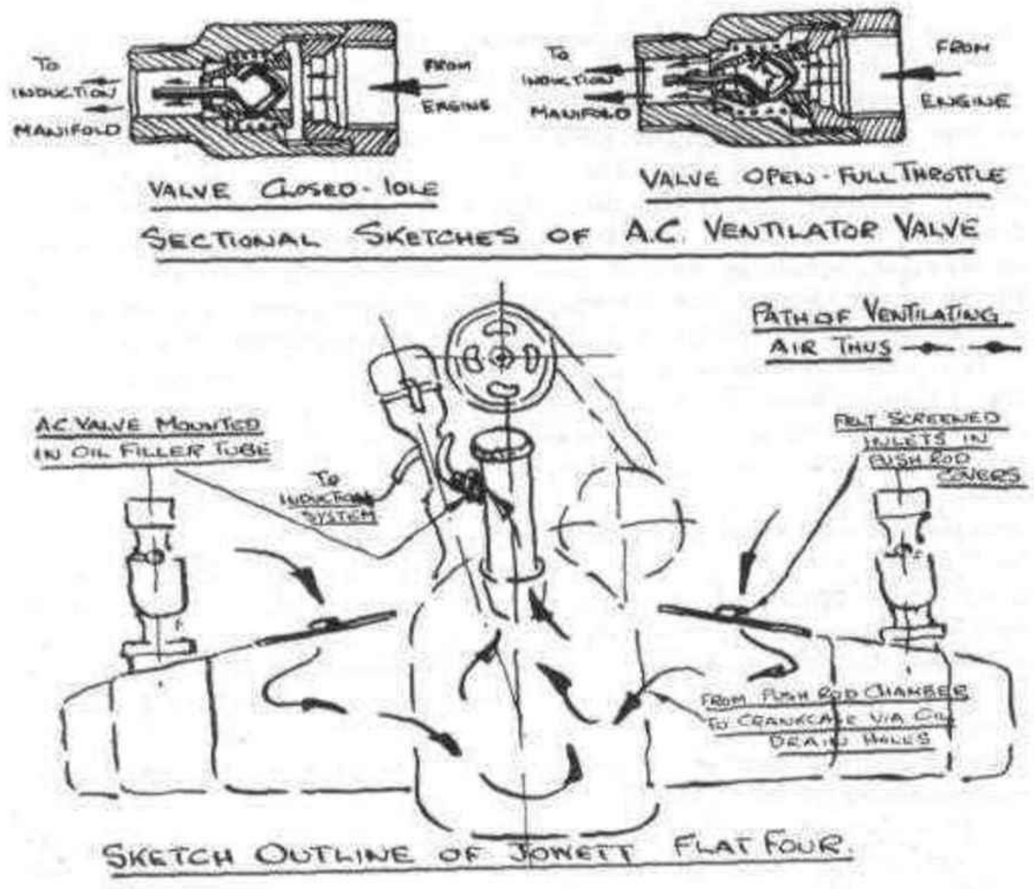
When the revised engine was tested for output a considerable drop in power was seen to occur above 4,250 r.p.m. Observation showed inadequate freedom of breathing and poor turbulence in the stepped head. The valve lift was increased from 0.275 in. to 0.315 in. and the ports cleaned up. Westlake was called in to inspect the combustion chamber formation and he evolved a semi-pancake head with 14-mm. plugs, easier to produce and increasing top-end power output by 15 per cent., while providing smoother running. The exhaust system was changed from streamlined exhaust ports brought out to the bottom face of the head, to a manifold bolted to the underside of the head, the off-side manifold feeding into a pipe running round the front of the engine to enter the near-side manifold and take benefit thereby of extractor action. The main exhaust pipe led from the back of the near-side manifold. It had a 1⅜ in. inside diameter and the power drop with silencers was only 3 b.h.p. compared with an open pipe. This new exhaust arrangement gave a power increase of 1½ per cent. and no longer were the cylinder heads "handed," a production and service advantage.

Snatchy running below 20 m.p.h. led to an increase of flywheel diameter to the limits of the bell-housing. Another outcome of initial testing was the need to alter main bearing clearances due to rapid crankcase expansion. A steel housing giving 0.0003 in. to 0.0018 in. clearance at assembly temperature was finally adopted.

The Javelin now emerged as the first really new British post-war car, a comfortable, brisk 5/6-seater saloon giving 75/80 m.p.h. and 28/32 m.p.g., with the advanced aspects of flat-four engine, torsion-bar suspension and wind-defeating body form.

JOWETT FLAT FOUR CONNECTING RODS





The prototype engines, developing 40-45 b.h.p., had been satisfactory in respect of bearings, but long-distance driving on the Continent with the early production versions showed up a tendency to run big-end and main bearings.

With the aforesaid improved breathing 50-52 b.h.p. was developed at 4,500 r.p.m., and it was decided that white-metal bearings must be replaced by copper-lead bearings, if possible in conjunction with the existing E.N. 12 steel crankshaft. The flat-four engine layout led to higher oil temperatures than are experienced in in-line designs, which contributed to the bearing failures.

The first step was to employ sintered copper-lead, consisting of 24 per cent. lead, 2 per cent. tin, 74 per cent. copper, with a 0.00125-in. white-metal flash in view of the unhardened crankshaft. These bearings showed no sign of fatigue but were extremely sensitive to dirt and scuffing on the crankshaft. A hardened crankshaft was consequently adopted and special care was devoted to assembly and initial running-in. It was also found that the stepped location of the big-end led to distortion on tightening, so a new con.-rod was devised, the big-end having an offset-serrated face and clamp bolts increased to 0.375 in. and 400 lb./in.-tightening torque. Maximum distortion was now within 0.00025 in. A dirt-trap hole of $\frac{1}{16}$ in. diameter had a negligible effect on oil pressure and consumption. The crankshaft was now induction-hardened on the journals and pins to a hardness figure of 512-530 Brinell, and the bearing-surfaces lapped to a finish of 8-12 micro.-inches, against the former 12-24 micro.-inches. A softer bearing material of 30 per cent. lead, 1.2 per cent. tin and 68.8 per cent. copper, with a 0.00025-in. plated white-metal layer for running-in was used with the new rods and crankshaft, and the bearings now stood up to 50 b.h.p. and 4,750 r.p.m., in spite of the higher oil temperatures and compact bearings of the flat-four layout.

The lubrication system was thoroughly tested in the initial stages of development, an engine being rigged for measurement of oil spillage from bearings, relief valve, ancillary services, etc. As a result, the feed to the main bearings was increased and the size of the oilways increased to $\frac{7}{16}$ in. diameter to obviate a possible danger of bearing starvation under cold-start conditions with the full-flow filter system adopted to ensure clean oil for the hydraulic tappets. The relief valve exhausted below sump oil level to avoid aeration and later the discharge was by-passed to the pump suction side, within the cover.

When the three-bearing crankcase was used, difficulty was experienced with oil swirl caused by air transferring from one side of the case to the other. To stop this a surface baffle was introduced, much experimentation being necessary to position it so that it was above oil level yet allowed free passage of air only. Originally the oil pump had been carried on a bearing cap but the vertically split crankcase obviated this location, so it was moved to the timing-case wall and driven by spiral gears from the crankshaft. The ignition distributor, which was originally disposed horizontally and driven directly off the camshaft, was now positioned nearly vertically, with a common drive-shaft to the oil-pump driven from spiral-bevel gears from the crankshaft. The increase of oil pump capacity represented an increase of oil pressure from 50 lb./sq. in. to 65 lb./sq. in. After its use on competition cars an oil-cooler, built by specialists to Jowett specification, was incorporated on production engines in 1952. At first this was placed rearwards for accessibility of engine but later was moved to a location between fan and radiator. With the oil-cooler in circuit, pressure pulsations occurred at audible frequencies until the aforementioned dirt-trap holes in the big-end caps were deleted.

Some interesting experiments were made in respect of air flow away from the behind-engine radiator. Louvres in the bonnet top were found to become ineffective above 50 m.p.h., so pressure-areas were checked and it was found possible to extract air from behind the radiator *via* apertures in the front wheel arches, ugly louvres thus being obviated.

Another difficulty experienced with early production engines concerned noisy valve gear, in spite of the incorporation of Zero Lash hydraulic tappets. Better manufacturing standards were immediately adopted but a fairly heavy patter persisted. A special rig was built to investigate suspected deflection of the valve gear, which was substantiated. The attempted cure was to change from the somewhat "fierce" cam form of 0.002 in. opening ramp and 0.006 in. closing ramp to a cam form providing an 0.003 in. opening ramp of constant velocity and an 0.012 in. closing ramp with a combination of variable acceleration and constant velocity, the cam period being slightly reduced to avoid increased valve overlap. When operation showed no improvement a cam with an 0.006-in. opening ramp with constant acceleration and a closing ramp of 0.015 in. with variable acceleration gave slightly quieter running. By connecting the noise-meter to an oscilloscope and watching recordings of the valve movement on a cathode ray tube, it was discovered that noise occurred at both opening and closing.

The next step was to design a cam form with an opening ramp of 0.004 in. and a closing ramp of 0.020 in. modified to give correct lift. Noise was now considerably less on the closing side, but it was deduced that an opening ramp in excess of 0.006 in. would be required. A mathematical investigation was made to ascertain the theoretical seating of the valve for various valve-gear deflections. The final cam form gave an 0.008-in. opening ramp and 0.020 in. closing ramp. This, with stiffer rockers and rocker mountings, maximum possible cleanliness of oil supply, freedom from oil aeration, good manufacturing standards of mating parts and stiffer push-rods, effected the desired improvement.

Unfortunately hydraulic tappets became unobtainable during 1950 and the noise level rose somewhat with the enforced use of ordinary tappets.

Experiments at this stage were made in respect of camshaft and tappet materials. A high-duty 1 per cent. chromium cast-iron camshaft with a tip hardness of 40-45 Rockwell C. and chilled iron tappets of similar hardness, and a finish of 7-10 micro.-inches, gave excellent results up to a cam loading of 120,000 lb./sq. in. A phosphate process on cam and tappet faces to retain oil during running-in was found beneficial but not really necessary, but trouble intervened if the tappet head finish fell below 20 micro.-inches and the chill lower than 36 Rockwell C.

Five different forms of liner/piston combination were used in the course of development. Vacrit high-duty manganese-chromium-iron liners with a 280-270 Brinell surface hardness were originally used, in conjunction with split-skirt pistons in LO-EX or LM 13 alloys with two D/26 radial thickness pressure rings and a slotted oil-control ring.

The liners were first located by a set-screw through the block into the liner skirt, but slight piston scuff resulted from retention of dirt particles and the liner skirt tended to distort. Oil consumption varied from 1,000-7,000 m.p.g. on production cars. Lapped side rings and barrel-ground pistons were tried, and assembly and service techniques were developed to obviate oil leak throughout the engine.

A taper-faced Vacrome chromium-plated top piston ring was adopted to cut oil consumption, without entire success. Liner distortion was suspected and investigation showed that while 0.008-0.010 in. gasket nip at 38/40 lb./ft. cylinder head tightening torque was satisfactory to retain gas and water seals, this was highly critical, any degree of higher torque loading or excessive nip caused local liner collapse and consequent distortion. To counteract this the liner section was stiffened and an internally-stepped second ring fitted to facilitate quick bedding-in of the chromium-plated piston ring. After this a Javelin ran 80,000 miles in the course of testing by the Avon India Rubber Co., Ltd., gave an average of 3,700 m.p.g. of oil at 37-39 m.p.h. average speed, and maximum bore wear averaged 0.002 in., equal to 40,000 miles per thou.

Carburation was the subject of special attention, in view of the Javelin's unusual firing order of 1, 3, 2, 4. Cylinders 1 and 3 are fed from one carburetter *via* siamesed ports, and 2 and 4 from the



ENTERING FOR RACES.—The class-winning Javelin saloon at Spa in 1949.

other carburetter. To combat weak mixture in the front cylinders of each bank, caused by inlet tract surge, a 0.550 in. diameter balancer pipe was introduced between the two carburetters. Difficulty of working in the conventional exhaust hot-spot resulted in flat-spots between idling and main jets, but adjustment of the level of the progression hole to the edge of the throttle blade in the Zenith carburetter cured this. A further induction system peculiarity was a very harsh staccato noise at the intakes, unacceptable in what was not a sports engine. Experiments proceeded with many makes of air cleaners and silencers but it became evident that a very large silencer would be required to attain a reasonable noise level and this would about cover the engine and render it inaccessible. Consequently, Jowett evolved their own baffle-box, accommodated in the alligator-bonnet, tuned to length to suit the induction system, and connected to a resonance chamber which was coupled to the air intakes by vertical pipes having squash rubber connections which broke as the bonnet was lifted. A non-spill oil-bath air filter was incorporated. Reverting to the carburetter balance pipe, when this was fitted it was adapted to ventilate the engine, in conjunction with an A.C. vacuum valve in the oil filler tube.

A minor development feature was a change from flat pressings to tubular stays as supporting legs for the cooling-fan shaft, as the flat section caused noise as air flowed over them.

To the early bearing failures and excessive oil consumption of some Javelins has been added gasket blowing, but it should be remarked that this was due to too small an asbestos content at the fold of the gasket, and it was only with increased output for competition purposes that contributory causes came in.

So far we have dealt with the production engine only, and the painstaking research and development devoted to perfecting this advanced design of flat-four power unit with rear-placed radiator is truly a credit to the Jowett Company—even if the public are well advised, in respect of all new models, to wait until the initial snags have been eradicated before purchasing!

In 1949 the Javelin engine was developed for competition motoring and class victories were obtained in events as diverse as the Rheineck-Walzenhausen Hill-Climb and the Spa 24-Hour Race. The Spa Javelin saloon gave about 57 b.h.p. and had the oil cooler and copper-lead bearings, etc. Flywheel weight was halved, being reduced from 28 lb. to 14 lb. These Javelins also ran at Silverstone.

Meanwhile, the Jowett Company had decided to put into production the two-seater sports Jupiter, the chassis of which was based on a tubular-frame design evolved by Leslie Johnson in association with the German engineer Eberan von Eberhorst.

The Javelin engine was required to be developed to give 60 b.h.p. at 4,750 r.p.m. for use in the new car. The compression ratio was raised from 7.25 to 1 to 8 to 1 by reducing the volume of the combustion space by a change in shape of the piston crown. Javelin port sizes, bearings and camshaft were used unaltered, but heads and ports were polished. A Delaney Gallay oil cooler was installed located behind the fan a Bowman block cooler was mounted on the front of the off-side cylinder block later. Instead of 23-mm. carburetters 26-mm. Zenith 30 V.I.G. carburetters were used, later replaced by the easier-to-tune Zenith 30 VM. The oil sump capacity was retained at nine pints. As there was more room under the car the off-side exhaust pipe joined the main pipe in rear of the near-side manifold and not at the manifold as on the Javelin. The shape of the Jupiter body called for air-extractor louvres, not used on the Javelin, and when overheating was experienced in Continental driving and Alpine work, the radiator size was increased after louvres had been added in the bonnet top. As noise was now of less moment no air silencers were used for the carburetters and eventually the Vokes air filters were discarded; A.C. filters are now used. The fan shaft was mounted in a rubber ring to offer some freedom of movement and the base of the supporting legs modified to obviate breakage and release of the fan from its axis. (Alas, in the recent Monte Carlo Rally the fan of Becquart's Jupiter broke away and punctured the radiator during the regularity test.)

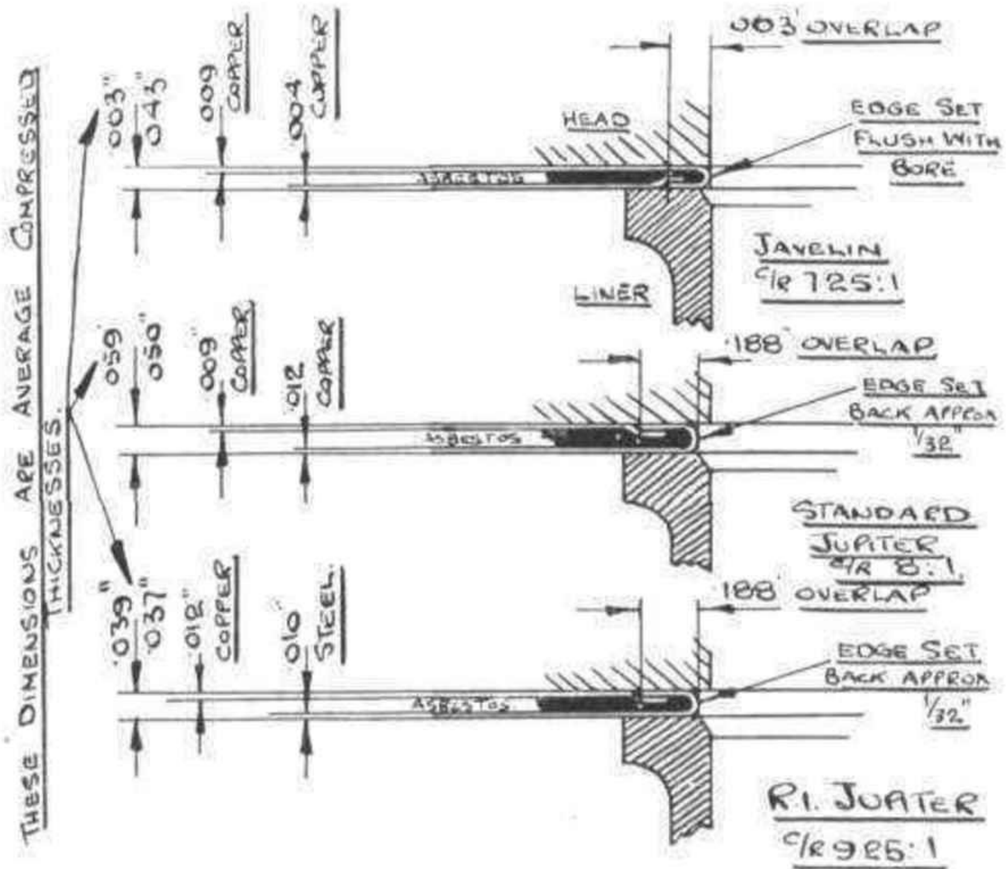
It is significant that about this time the Jowett Company issued its "Competition Tuning Notes" to those Javelin owners who sought an increase in performance. The usual port-polishing and relieving was covered in respect of this particular engine, stronger outer valve springs were recommended and special pistons were declared available for increasing the compression ratio from 7.2 to 1 to 7.6 and 8.0 to 1, a reduction in combustion chamber space of 2 c.c. and a further 3 c.c., respectively. The standard Zenith VM 4 or 5 carburetters could be replaced by 30 VM Zeniths, and it was assumed that the hardened crankshaft, copper-lead bearings, larger water and oil pumps, later oil filter assembly and the oil cooler, would be employed.

Subsequently similar "hotting-up" of the Jupiter was permitted, with increase of compression ratio from 8.0 to 1 to up to 8.5 to 1 for 80-octane fuels, this being obtained by using thin gaskets. Stronger inner valve springs were recommended and the flywheel could be lightened. It was assumed that correct fitting and assembly would be ensured and that the modified h.t. cylinder-head studs, Lucas DVX4A distributor and the later cooling arrangements used, and Champion L 11S or LA 11 sparking plugs fitted.

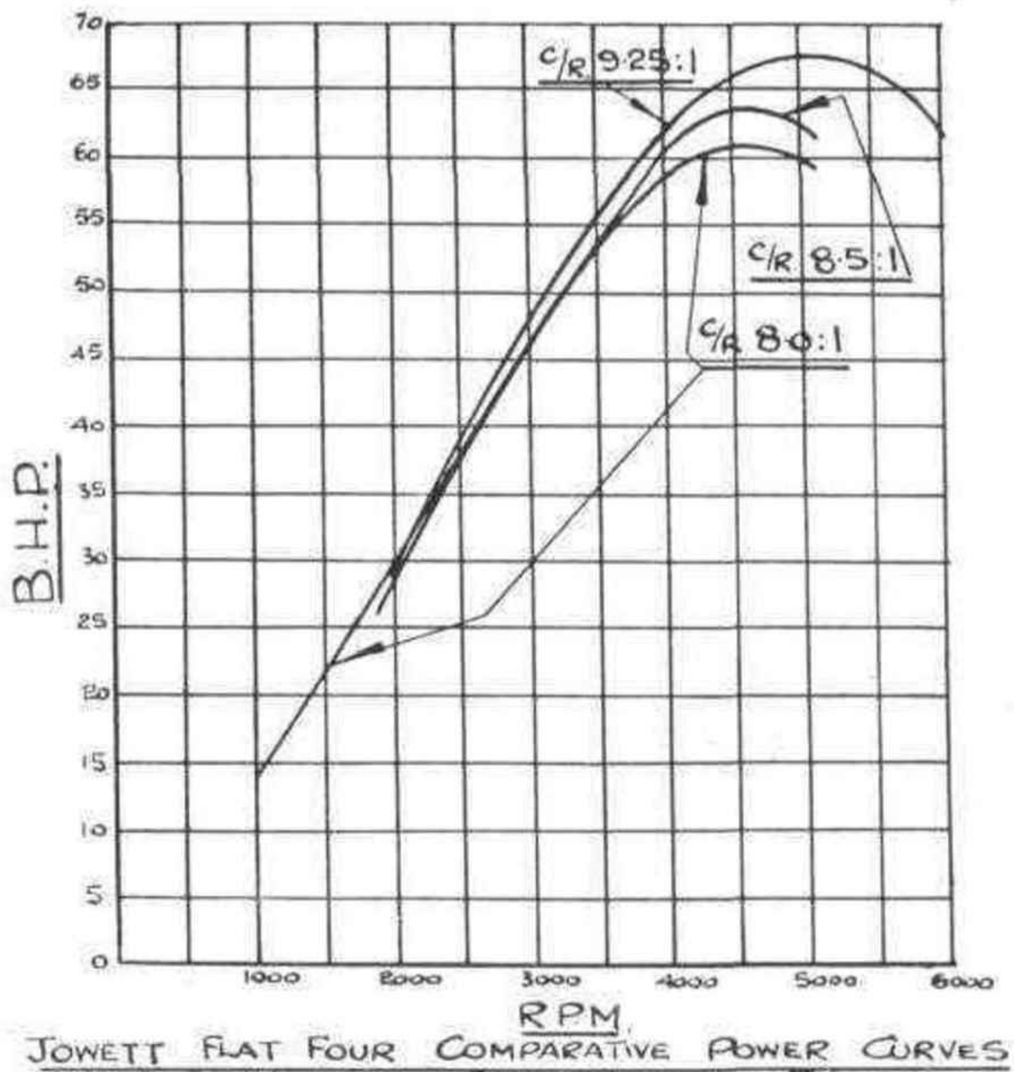
Charles Grandfield and Horace Grimley, who later developed the Jupiter for racing, had tested a prototype sports version over 3,000 miles from John o' Groats and across France, at a running average speed of 54 m.p.h., and an over-all average of 46 m.p.h., fuel consumption working out at 31 m.p.g.

The next step was to prepare the Jupiter for participation in racing. For Le Mans in 1950 a compression ratio of 8.5 to 1 was obtained by the employment of thin head gaskets and with stronger inner valve springs, high-duty ignition distributor and lightened flywheel; the output was 64 b.h.p. To obviate gasket trouble the strength of the cylinder-head studs was increased from 45 to 60-65 tons tensile, but the number and position of the studs were unchanged. The plugs were stepped up from Champion L 11S to Champion LA 11. The 1½-litre class was won at 75.84 m.p.h.

For 1951 the porting, valve timing, etc., were improved, and after experiments with compression ratios of 8 to 1, 8.5 to 1, 9 to 1 and 9.25 to 1 the last-named ratio was employed. Just over 100 m.p.h. was obtained from the R1 Jupiter, but after six hours at Le Mans the C.A. gaskets collapsed. A composite copper, asbestos and steel gasket was found satisfactory, after experiments with



GASKET DESIGN DIAGRAMS FOR HIGHER RATING



JOWETT FLAT FOUR COMPARATIVE POWER CURVES FOR VARYING COMPRESSION RATIOS

solid copper, laminated aluminium, and corrugated cupro-nickel gaskets, etc. This gasket is now used on all production engines but, eventually, for racing, a gas-filled metallic sealing ring at 600 lb./sq. in. pressure in a circumferential recess on the liner top flange stood up to the highest compression ratios. A Plexseal gasket was used as a water joint. The gasket failures were finally traced to sinking of the cylinder liners and this was cured by redesign of the liner bottom seal, a rubber ring trapped between the liner bottom flange and the crankcase permitting a metal-to-metal contact between liner and crankcase, obviating liner sinking and enabling the initial liner interference on the gasket to be maintained. The 1½-litre class was won at Le Mans.

For last year's Le Mans R1s retained the 9.25 to 1 compression ratio, with flat-top pistons. The serrated-face big-ends were used and the top piston-ring lands were increased from $\frac{3}{32}$ in. to $\frac{1}{8}$ in., and to reduce a tendency to piston-ring flutter and increased oil fling, pressure loading of the scraper ring was put up to 70 lb./sq. in.; 2 b.h.p. was gained by using the solid-skirt piston, due to less friction. Trailing oilway drillings were used on the crankpins to feed oil at a point of minimum pressure.

The pistons were now solid-skirted and of die-cast silicon alloy, with the top gas-ring chromium plated. Stronger valve springs met the engine speed of 5,500 r.p.m. KE 965 (EN 54) exhaust valves combated a neck temperature of 700-800 deg. C., which had caused an XB valve to break during the 1951 Silverstone Production Car Race. The stems were chromium plated, 0.001 in. extra clearance given at the guides, and the valve tip at the rocker end stellited. With 0.5 milli-litre per litre of lead in the fuel, valve life was approximately 200 hours at 4,500-5,000 r.p.m.

An external carburetter balance-pipe of $\frac{5}{8}$ in. internal diameter was now required. A Lucas high-duty DVX4A distributor was used, with Lodge plugs in waterproof covers. The crankcase was stiffened by ribs radiating from the main bearing regions and the walls were also stiffened. The Marston Excelsior oil cooler, radiator and reserve fuel tank were fabricated in aluminium alloy, with a weight reduction of 45 lb. An axle ratio of 4.1 to 1 was employed instead of the former 4.56 to 1. The engine now had a fuel consumption of 0.51 to 0.57 pint/b.h.p./hour, equal to a race fuel consumption of 18 m.p.g., and the third consecutive 1½-litre class win at Le Mans.

The standard crankshaft broke on test after only 50 hours bench running at 4,200 r.p.m., with compression ratios above 8 to 1. A crankshaft which had run some 200 hours broke during the 1950 T.T. race, when a compression ratio of 8.75 to 1 was in use. This led to a mathematical investigation of crankshaft dynamics and the most probable cause of the crankweb bending fatigue failure was thought to be combined axial and torsional vibrations of the crankshaft system in conjunction with the presence of an adverse residual stress system in the crankpin fillet adjacent to the fracture; this residual stress was due to induction hardening of the bearing-surfaces especially if followed by a cold straightening operation allied with stress risers in the form of sharp fillet radii and tool marks on the webs. A new crankshaft was developed incorporating fillet radii on all bearings of not less than 0.100 in. The crankpins were also drilled so as to reduce off centre weight and the magnitude of the bending loads. Great care was also necessary when induction hardening the crankpins so as to ensure that the hard zone does not extend into the webs, also that the fillet radii and journal surfaces were free from quenching cracks.

Experiments showed that shot peening the fillets could considerably increase the fatigue resistance, using $\frac{1}{\sqrt{2}}$ in. dia. chilled shot at 25 to 30 lb./sq. in., the crank being rotated during the peening operation, also the practice of rolling the fillet by steel balls was effective.

A load diagram on a polar basis was drawn up for big-end bearing loads above 4,750 r.p.m. and the serious inertia loading was found to be sufficiently important to warrant drilling the racing crankshaft with oilways at approximately 60-deg. trailing on each crankpin. As aforementioned, oil temperature was held to a maximum limit of 75 deg. C. under racing conditions.

Besides the 1½-litre class victories at Le Mans, first and second places were taken in the 1½-litre class of the 1951 T.T. race and a win at Watkins Glen.

It is particularly satisfactory to learn that almost all the modifications evolved through racing are found in the current Jowett Series III engine now found in all Javelin and Jupiter cars. These may be summarised as follows :—

1. *Crankshaft.*—The crankshaft has been redesigned in detail so as to increase its fatigue strength. The modifications in this direction consist of the crankpins and main bearing fillets being increased from 0.050 in. radius to 0.10 in. radius, also the hardening technique has been altered so as to ensure that the hardness does not run into the crank webs, where it may introduce stress concentrations. The weight of the crankpins has been reduced by drilling a $\frac{7}{8}$ in. diameter hole through them with the object of reducing the bending load on the shaft.

2. *Oilways.*—The oilways both in the crankshaft and in the crankcase have been modified; in the case of the crankshaft these have been repositioned so that they emerge on the crankpins in an area of minimum load, which allows the oil to build up a more stable film. In the case of the crankcase the oilways have been increased in area so as to avoid any possibility of restriction, especially under cold starting conditions.

3. *Bearings.*—These are now, with the exception of the rear main bearing, of Vandervell manufacture and are of the tri-metal type which consists of a steel backing strip on which is cast a layer of copper-lead alloy; this layer of copper-lead is then plated with an approximately 0.003 in. thick coating of lead indium alloy which actually acts as a bearing medium.

4. *Crankcase.*—This has been stiffened by the addition of radial webs on the front, centre and rear panels, the object of this is to increase the rigidity of the structure, which to some extent will assist in minimising noise.

[*Continued on page* 124



MOBILE TEST-BED.—The R 1 Jowett Jupiter which won its class at Le Mans last year for the third time in succession.

CLUB NEWS

WE HEAR

Stirling Moss has been road-testing moderately-priced British cars made by the Big Five, for the *Sunday Express*. The Andover and District Model Engineering Society is organising a meeting of traction engines, steam road-locomotives and steam wagons just outside Andover on Easter Monday. The Editor has acquired some vintage clockwork Hispano-Suiza and Citroën models and wonders if any more " toys " of this delectable sort are around.

A newly-formed syndicate will run three Series-A Formula II Connaughts in this year's races. The team, financially independent of the works, will be managed by Peter Murdoch.

The pupils of Ackworth School last year re-conditioned a 1922 Rolls-Royce " Silver Ghost," built a shooting-brake body on it and then went for a tour of Scotland in it. They are now working on a 1927 Twenty Rolls-Royce, which they propose to take abroad.

CLUB SILVERSTONE MEETINGS

Amongst club race meetings, all of them invariably enjoyable for competitors, officials and spectators alike, those round the Club Circuit at Silverstone are particularly praiseworthy. If by the end of the year regular habituees get somewhat tired of driving along the same route to the venue, this is offset by the interest in watching different clubs and drivers using exactly the same circuit at each meeting. Strictly, admission to these club days is by ticket only, for political reasons, but by lunching adequately a member of the appropriate club a few days beforehand or even by addressing a begging letter to the appropriate club secretary, you will usually be able to equip yourself and friends with the required piece of pasteboard and will only be called on to pay for parking your car.

We give below the dates of these Silverstone club fixtures, as they are agreed at present (major changes are unlikely), and commend them to you, while reminding those farther afield that similar club racing takes place at Castle Combe, Thruxton, Crimond, Snetterton, Ibsley and other circuits. The Sport certainly flourishes strongly at Silverstone during club meetings, in rather a Brooklands tradition, and we again commend you to don winter woollies and aim your vehicles at this barren ex-aerodrome in Northants on the days listed hereunder :—

May 2nd : V.S.C.C.
May 23rd : Maidstone & Mid-Kent M.C.
June 6th : Eight Clubs.
June 27th : Midland M.E.C.
July 4th : M.G. C.C.
July 11th : V.S.C.C.
Aug. 1st : Bentley D.C.
Aug. 9th : Bugatti O.C.
Aug. 15th : Aston-Martin O.C.
Aug. 29th : 750 M.C. Six-Hour Team Relay Race.
Sept. 5th : S.U.N.B.A.C.
Sept. 19th : Peterborough M.C.

The Motor Sport Club Trophy and cash prizes will be contested again at most of these meetings.

FIXTURES FOR MARCH

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

1st.—C.S.M.A. Reliance Trial, Kent-Surrey. *C.*
Shenstone & D. C.C. Trial, Staffordshire. *C.*
Thames Estuary A.C. Rally, Southend. *C.*
Chiltern C.C. Trial, Chilterns. *C.*
Alvis O.C. (Scot.). Rally. *C.*
Liverpool M.C. Trial, Cheshire. *C.*
Cambridge U. A.C. Speed Trial, Gransden Lodge. *C.I.*
Furness D. M.C. Trial, Furness. *C.*
Caerns. & Anglesey M.C. Trial, N. Wales. *C.*
W. of England M.C. Trial, Tiverton. *C.*
Manchester U. M.C. Rally, Yorkshire. *C.*
6th/7th.—N. Staffs M.C. Trial, Burnham. *C.I.*
7th.—Newry & D. M.C. Trial, Newry. *C.*
Sunbeam Register Rally, Woodley Aerodrome, Reading, 12 noon.
Vintage Aeroplane Club. Tiger-Moth Coming-of-Age, Denham Aerodrome, 11.30 a.m.
7th/8th.—Falkirk & D. M.C. Rally. *C.I.*
Cumberland S.C.C. Rally. *C.I.*
8th.—London M.C. Trial, Hindhead. *C.*
Leeds University Union M.C. Trial, Leeds area. *C.*
Hants and Berks M.C. Trial, Eversley. *C.*
Lancia M.C. Driving Tests, Bovingdon. *C.*
Yorkshire S.C.C. Trial, Blubberhouses. *R.*
Brecon & D. M. & M.C.C. Trial, Breconshire. *C.*
V.S.C.C. Rally, Slough. *C.*
Sunbeam-Talbot O.C. Trial, Gloucestershire. *C.*
Harrow C.C. Trial, Home Counties. *C.*
M.G. C.C. (N.W.), Rally, E. Lancashire. *C.*
E. Anglian M.C. Trial, Chalkney Wood. *C.I.*
Morecambe C.C. Rally, N. Lancashire. *C.*
Walsall & D. C.C. Trial, Walsall. *C.*
N. Devon M.C. Rally, Devon-Somerset. *C.I.*
Peterborough M.C. Trial, Peterborough. *C.I.*
11th.—Lanarkshire M.C. & C.C. Rally, Lanarkshire. *C.*
14th.—500 M.R.C. of Ireland. Race Meeting, N. Ireland. *C.I.*
Scottish S.C.C. Rally, Glasgow. *C.*
Bristol M.C. & L.C.C. Trial, Bristol. *C.*
15th.—Brighton & Hove M.C. Trial, Sussex. *C.I.*
Bridgnorth & D. M.C. Trial, Bridgnorth. *C.*
Bugatti O.C. Rally. *C.*
Kentish Border C.C. Trial, Kent. *C.*
Plymouth M.C. Trial, Devon. *C.*
Severn Valley M.C. Trial, Wellington. *C.*
Bolton le Moors C.C. Rally and Driving Tests, Lancashire. *C.I.*
15th.—Torbay M.C. Rally, Dartmoor. *C.*
Leicestershire C.C. Trial, Leicestershire. *C.*
21st.—Armagh & D. M.C. Trial. *C.*
Grimsby M.C. Night Trial, N. Lincolnshire. *C.*
S.U.N.B.A.C. Colmore Trial, Cotswolds. *C.I.*
B.A.R.C. Race Meeting, Goodwood. *C.*
M.G. C.C. (S.W.). Trial, Bristol. *C.*
21st/22nd.—A.C. O.C. Night Trial. *C.I.*
S. of Scotland C.C. Night Rally, Dumfries. *C.*
B.A.R.C. (Yorks). Rally, Pennines. *C.*
22nd.—Newcastle & D. M.C. Trial, Newcastle. *C.*
Cranleigh & D. M.C. & L.C.C. Night Navigation Rally, S. England. *C.I.*
Huddersfield M.C. Trial, Huddersfield. *C.*
Nottingham S.C.C. Trial, Nottingham. *C.*
Eastern Counties M.C. Rally, E. Anglia. *C.*
Mid-Derbyshire M.C. Trial, Derbyshire. *C.*
Cemian M.C. Rally, Chilterns. *C.*
M.G. C.C. (Scottish). Rally, Mid-Scotland. *C.*
Wolverhampton & S. Staffs C.C. Trial, Staffs. *C.*
Berkhamsted M.C. & L.C.C. Trial, Chiltern area. *C.I.*
Cambridge 50 C.C. Rally. *C.*
Herefordshire M.C. Rally, Wales. *C.I.*
N. Devon M.C. Trial, N. Devon. *C.*
23rd/28th.—R.A.C. RALLY OF GREAT BRITAIN. *I.*
25th.—Lothian C.C. Gymkhana. *C.I.*
26th.—Jersey M.C. & L.C.C. Sprint, Jersey. *C.*
27th.—Mid-Antrim M.C. Trial, Antrim. *C.*
27th/29th.—Bentley D.C. Rally, Eastbourne. *C.I.*
28th.—Omagh M.C. Trial, Omagh. *C.I.*
Wirrall 100 M.C. Sprint, Rhydymwyn. *C.I.*
Riley M.C. (Lowlands). Rally, Lowlands. *C.*
V.S.C.C. Speed Trial, Silverstone. *C.I.*
28th/29th.—Maidstone & Mid-Kent M.C. Night Rally, Kent. *C.*
" W.O." Club. Rally, Shipton-under-Wychwood.
29th.—Sporting C.C. of Norfolk. Navigation Trial, Norfolk. *C.*
Yorkshire S.C.C. Trial, W. Yorkshire. *C.*
Cornwall V.C.C. Driving Tests, Davidstow. *C.I.*
W. Hants & Dorset C.C. Trial, Dorset. *C.*
Sunbeam-Talbot C.C. Trial, Yorkshire. *C.*
Horsham & D. M.C. & L.C.C. Trial, near Pirbright. *C.I.*
De Lacy M.C. of Pontefract. Navigation Trial, Yorkshire. *C.*
Mid-Cheshire C.C. Trial, Cheshire. *C.I.*
South Shore M.C. Trial, E. Lancashire. *C.*

V.C.C.

The Veteran Car Club of Great Britain announces the following programme of main events to take place during 1953 :—

April 11th	Rally to Leicester.
May 2nd	Rally and Trial—Yeovil.
May 7th	Rally to Chester.
June 7th	Coronation Rally and Run—London/Windsor.
June 27th	Rally and Trial—Oxted, Surrey.
July 11th	Rally and Speed Trials—Hastings.
Sept. 6th	Rally and Concours d'Elegance—Hull/Scarborough.

The highlight of the year will, of course, be the Coronation event on June 7th. Organised in conjunction with the Corporation of Windsor, the event will start with a Rally in Hyde Park. The cars will then proceed, in the course of a timed run, to Windsor. Thereafter they will proceed in cavalcade through the Royal Borough in connection with the Coronation celebrations. Finally, entrants and their friends will have the opportunity of a visit to Windsor Castle or a river trip.

HEREFORDSHIRE M.C.

The third Welsh Rally will start near Hereford on the afternoon of March 21st and will finish at Leominster about 24 hours later over a route of second and third class roads almost entirely in the Principality.

The invited Clubs are : Brecon M.C., Bristol M.C. & L.C.C., Cheltenham M.C., Hagley & District L.C.C., Seven Fifty Club, Severn Valley C.C. and Worcestershire M.C.

The mileage will be approximately 500 and the route will traverse much of the country used by the Welsh sections of the National Rallies plus the mountainous, interesting but little visited corner, Snowdonia. During daylight hours, competitors will pass through much of the finest scenery of Central Wales.

Applications for supplementary regulations and entry forms should be made to the Hon. Sec., " Caerdeon," Camp Road, Ryelands, Leominster, and they will be dispatched as soon as they are available.

In addition to the usual outright winner and class awards there will be awards for the best performance by cars up to 750 c.c., and for those built prior to 1935.

PETERBOROUGH M.C.

The Peterborough M.C. announces some of the 1953 fixtures as :—

Feb. 5th :	Dinner and dance.
Feb. 14th/15th :	Night Navigational—" Nocturnal Noggin."
Mar. 8th :	Sporting Trial—Warco Cup.
Mar. 16th :	Film show—Cock Inn.
April 26th :	Spring Rally.
July 4th/5th :	Night Trial.
Sept. 19th :	Race meeting—Silverstone.

LANCIA M.C.

The Lancia M.C. are holding their Spring Meeting on March 8th, starting from the Myllett Arms Hotel, Western Avenue, Perivale, Middlesex. The following Clubs are invited : B.A.R.C., U.H.U.M.C., W.E.C.C., London M.C., 750 M.C., Lloyds M.C. and Chiltern C.C. The event consists of a road section of some 60 miles in the morning and driving tests on a concrete surface in the afternoon. Regulations may now be obtained from : Mrs. Neil Freedman, 4H, Hyde Park Mansions, London, N.W.1 (Paddington 9476) who will also be pleased to hear from anybody willing to marshal.

MID-SURREY A.C.

The Annual General Meeting of the Mid-Surrey A.C. was held at the " Queen Adelaide, "Ewell, on January 16th. The Club membership now stands at over 100. The main events for the coming season are as below :—

April 19th :	Grand Cup Trial, in Surrey.
May 17th :	Driving tests, in Surrey.
June 14th :	Speed Trial, in Surrey.
July 26th :	Barnstaple Cup Trial—Hants-Wilts.
Sept. 19th/20th :	Rally—Berks-Oxon.

To cater for the " standard car " devotees, a treasure hunt is being arranged for February 8th, starting from the " Sugar Bowl," Burgh Heath, Surrey, at 2 p.m.

FIFTH INTERNATIONAL TULIP RALLY

Competitors in the fifth International Tulip Rally, which will be held from April 27th till May 2nd, may start from one of the following towns : Basle, Brussels, The Hague, Hamburg, London, Paris and Stuttgart.

From these points of departure they are to drive, over distances varying from 460 to 530 kilometres, to Spa where the combined route begins, which is the same for all competitors. This joint itinerary leads via Luxembourg, Epinal, Belfort, Geneve, Champagnole, Gerardmer, Saarbrucken, Liège, Roermond, Eindhoven and Breda to Noordwijk on Sea.

The first competitor is expected to arrive at Noordwijk on Wednesday morning, April 29th, at 8 o'clock local time.

The system of eliminating tests and so-called " special stages," which proved to be a great success in previous rallies, will be maintained this year. The final eliminating test will be held on April 30th on the circuit of Zandvoort.

CLUB AFFAIRS

The Bentley D.C. will hold its annual Eastbourne Rally on March 27th-29th, with road section, regularity test, speed test at Goodwood and final tests on the sea-front at Eastbourne, to be followed by the Firle Hill-Climb on the Sunday. The event, which last year fell foul of snow, is open to B.D.C., A.M.O.C., Lancia M.C., Lagonda Club, Frazer-Nash, Metropolitan Police M.D. S.S.C. and Twenty Ghost Club, with appropriate cars. Entries close mid-day March 2nd, to Lt.-Col. C. H. D. Berthon, " Madges," Long Crendon, near Aylesbury, Bucks.

* * *

The B.M.W. C.C. is holding its inaugural rally on March 1st.

* * *

The Morgan 3-Wheeler Club will have its half-mile speed trial at Madresfield Court, by kind permission of the Rt. Hon. Earl Beauchamp, on April 12th (public not admitted), and a rally with driving tests at Chateau Impney, Droitwich, on Whit Sunday. Details from R. G. Davies, 14, Lyttleton Street, Barbourne, Worcs.

* * *

The Sunbeam Register will welcome Roesch Talbot members to a combined Talbot/Sunbeam rally and concours on March 7th at Woodley Aerodrome, near Reading, commencing at 12 noon. It is hoped that Mr. Georges Roesch, the Talbot designer, will be present.

* * *

A Sussex S.C.C. is being formed, for owners in that delectable county of sports cars, old cars and American cars. The proposed membership fee is 10s. per annum. The temporary Secretary is C. R. Morris, 25, Rosslyn Road, Shoreham.

* * *

The West of England M.C.'s Annual Spring Car Trial will start at noon from the Half Moon Hotel, Tiverton, on March 1st.

750 M.C./W. HANTS & DORSET "ALL-COMERS" TRIAL (Feb. 8th)

This event was held under wintry conditions on private ground near Christchurch, ordinary cars such as a vintage Lea-Francis two-seater and a 1½-litre Invicta saloon and some moderns having classes to themselves. The exposed plateau provided a number of hills of the steep, straight-up variety, on one of which artificial hazards were provided. The entry of 19 suffered from non-startitis, and a bit of a jumble occurred when it was found that small boys had removed the marker flags which indicated the " sections." But everyone seemed to enjoy themselves.

P. Cooper's Vanguard saloon caused much mirth by discarding personal belongings from its boot as it successfully ascended the worst hill of the afternoon, aided by auto-bouncing of the car on its soft springs. This episode was rendered the more amusing as the spring-loaded lid of the boot shut ere the climb was completed! This saloon won Class 2, with second place a tie between S. B. Southcombe's Sunbeam-Talbot and K. P. Stanton's Austin Seven. H. Sinclair-Sweeney's Ford Ten-engined Special, only blown car running, took the Specials Class, with second place awarded to N. W. Hullah's Allard, which didn't look like a " special " at all. G. Tapp's blue Buckler suffered too tough a skin to the rice pudding and clutch slip, and H. Birkett arrived too late in his new Austin Seven Special to do more than demonstrate to the crowd and his decorative lady passenger. A TC M.G. scraped off most of its rear number-plate but J. H. Street's stripped 1,081-c.c.(?) Ford Popular saloon, *sans* doors and trailing a sparking cable, rushed about impressively. But how does he *insure* it ?

Of the " ordinaries," victory went to R. P. Standbridge's Austin A40, from R. C. Warne's aged Austin Seven saloon with four-speed box, S.U. carburetter, sports valve gear and other mods. which had been administered to during a night-long session. Stanton took the 750 Formula award, Street the 1,172-c.c. Formula award. After it all the excellent Shell films of Le Mans and Brands Hatch were projected in a charmingly amateur fashion.—W. B.

CHAIN CHATTER

by

"CARROZZINO"

HAVING dealt at some length last month on the international aspect of motor-cycling sport for the coming year, it will make a change to view some of the home activities. Having put the road-burner, with its 2½-in. ground clearance, away for a time, I did the rounds on a Douglas-Vespa, which served more than adequately during a month's use. This lower speed travel encouraged one to look in at local events, namely trials and scrambles, and a number of interesting things came to light. Not having seen any trials for some while, due to racing commitments, I was more than impressed by the enormous popularity that the half-day sporting trial still retains, entries of over 200 being the order of the day, while the efficient preparation of the motor-cycles, and sidecars, was so good that one tended to take the complete entry for granted as far as suitability of machine was concerned. It was only the very occasional tatty bicycle that caused one to appreciate that perhaps 50 or 60 machines had gone by all in first-class trials-going condition. This surely indicates that the competitors are taking the whole game much more seriously, while for years now manufacturers have been offering specialised trials models. That the right bicycle for the job is half the battle was most evident in one event I attended, in which a section of the entry comprised regular army riders, on army machines. One felt like weeping for the poor D.R.s struggling along with out-of-date machines that were virtually useless off the hard road, and the odd one or two who knew how to ride were really wasting their time with the army-issue bicycle. I hope the D.R.s never have to use their motor-cycles for war purposes, but if they do and the roads get blown up they might as well throw the machines away, rather than try to ride across country on them.

These half-day events over the rocks and through the mud really are an excellent thing for the ordinary clubman and to watch 40 or 50 of them go through a section that looked impossible, with about as much effort as most people use to go through our village, made me realise just how safe these chaps must be in traffic going. I got the impression that the majority of trials riders are much safer on their bicycles than on their feet, and riding in a trial came as easy as most people ride to the coast on a Sunday, with far less risk. It would not be a bad idea to extend the R.A.C./A.C.U. learner training scheme to a sort of post-graduate course of colonial going, for it does develop the sense of balance to an incredible degree. After all, sense of balance is one of the main essentials in any sort of two- or three-wheeled riding and if all motor-cyclists were as proficient as the worst rider in any of the trials I have been watching recently, then I feel there would not be so much hue-and-cry about accidents and wearing crash-helmets. Putting a cover over your head to protect it is all very well, but surely it is much better not to fall off, so that any ideas to improve the riding standard of motor-cyclists are worth far more consideration than protective methods for people who cannot ride. Even so, there is still a great deal of animosity towards trials, as any organiser will tell you.

Watching a scramble recently, this theme was warmed up again, to an even greater extent, for the ability of the average scramble rider to negotiate rough going at speed showed a remarkable skill in balance, throttle control and the ability to make high-speed decisions, while reflex actions were being tested to the utmost. One can easily start a discussion on the benefits to ordinary motor-cycles to be gained from competitions, the racing motor-cycle of today, etc., technical advances proved by competitions and so on, but one tends to overlook the human angle. The competition rider must of necessity raise his standard of riding and his skill far above that required under normal road conditions, so that when he is on the road he must automatically ride that much better than the ordinary man, without making any special effort, for a good competition rider does not have one style for the event and another for the road; yet time and time again officialdom frowns upon anyone connected with competitions and automatically assumes them to be more dangerous than the individual who only goes out on fine Sundays. One thing that does worry me is that I find that a road-racing rider, whom one is used to seeing tucked away on a 110-m.p.h. machine laid over until the footrests are nearly digging in the ground, never looks very safe on an ordinary road machine. This may be erroneous, but time and again I see well-known racers borrowing a touring bicycle and I never have any confidence in their ability, yet lend them a Manx Norton or a KTT Velocette, and, even if they aren't going to race it, they inspire confidence the moment they start it up. With the trials rider or scrambles rider I get the reverse impression, they look confident no matter what the bicycle or the conditions, and I would say, though I stand to be corrected, that trials breed the best type of everyday rider, the one most suited to ride a motor-cycle on the public highway. Under normal riding conditions there probably is not much to choose, but riding on public roads produces numerous conditions that are far from normal, and the reaction to any of these is purely a reflex action. Then it is that the trials rider will make a better rider than the Grand Prix rider, for his reflexes are conditioned to the unpredictable due to riding his bicycle on rough going, whereas the racing man very seldom comes up against unpredictable conditions; most of his actions are cut and dried and a sense of judgment is the important thing. The racing rider will probably have quicker reflexes, due to practice at high speed, but they will only react to known circumstances, whereas the trials man's reflexes have become accustomed to reacting to the unpredictable, which must surely stand him in better stead among the vagaries of the average road user.

Looking around the spectators' machines at some of these local events it stood out rather noticeably that the "blood-and-thunder" machine of not so many years ago has virtually disappeared. Nowadays parking spaces seem full of machines that all have the same characteristics, merely having different tank transfers. There are a large variety of models, but the variety among the variety is very small. The average motor-cycle today is so refined and smooth that anything in the "hairy" category has to be hidden away under a hedge for fear of embarrassment. When the "boys" used to meet on a Sunday morning not so very long ago, you would get such an assortment of exciting machines as a Rudge Ulster, Big-Port A.J.S., Pendine Brough, Manx Norton, B.14 Excelsior and T.T. Replica Scott. Nowadays the same type of "boys" are all mounted on 500 or 650-c.c. vertical twins and it is a case of "the blue one is Bert's." I must admit, though, that on paper the moderns are said to be much faster and more manageable.

However hard one tries it is quite impossible to get away from racing activities, and the Secretary-General, Major Loughborough, recently sent me two official F.I.M. publications which appear annually and are invaluable to the practical racing man and the armchair racer alike. These are the official list of World's Records standing at January 1st, 1953, priced at 7s. 6d., which tells you all you want to know about records and will prove any argument, while the other is that very useful little pocket book at 2s. 6d. which gives really detailed information about the 1953 International Calendar, and the F.I.M. in general. At the same time the official rules for the 1953 World Championship series arrived and it is nice to see that the French G.P. has been reinstated, making a total of nine events to count as classics. Although one talks freely of a world championship, these events only cover Western Europe, so that the title is rather misleading, but as Western Europe is the hub of motor-cycle racing activities the events will no doubt remain *world* champion races. Even my Utopian outlook pales a bit at the thought of true world championship. In glancing over the results of the series in the past four years, the idea being started in 1949, one name stands out, and that is Eric Oliver. He is the only rider to achieve a hat-trick, being sidecar champion in 1949, '50 and '51. The nearest approach is Duke, with 350-c.c. honours in 1951 and '52. Duke and Ruffo share with Oliver the distinction of having their names in the list on three occasions, but not in the same category all the time. In other words, no one has monopolised any of the solo classes in the way Oliver has monopolised the three-wheeler class.

One final word on the subject of reading matter, and that is about an excellent little publication produced by Stone & Cox Ltd., 44, Fleet Street, London, which comprises photographs, specifications and price lists of all the current British motor-cycles of 1953. It is divided up into sections under type categories, such as Section III—Standard Touring Models over 200 c.c., which makes for easy reference providing you know what you are looking for, but proves rather baffling if you want to check on how many models B.S.A. make, for example. However, if you have the patience, it is all there, from the 30-c.c. Cyclaid power unit for push-bikes, to the 1,000-c.c. Black Lightning Vincent, and is a jolly good 3s. aid to a failing memory.

Sir,

I have today discovered why it is that the gentlemen who deliver modern cars from factory to agent so often exceed 30 m.p.h.

They have to hurry to hand them over before all the chrome peels off the bumpers and radiator.

I am, Yours, etc.,

Banff. R. A. B. Cook.

1,000 Miles with a Scooter by CARROZZINO

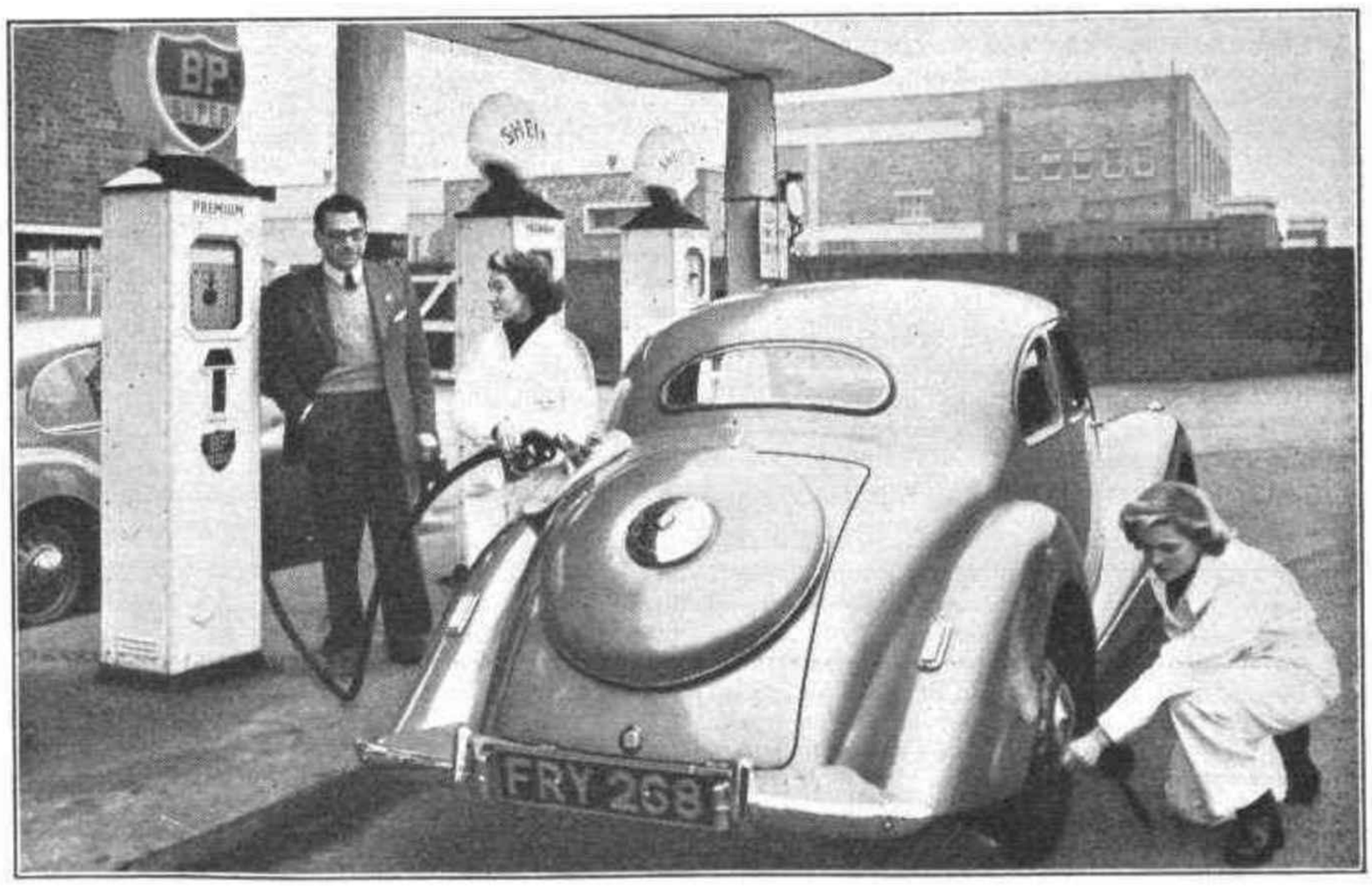
WHEN University Motors offered to lend me a Douglas-Vespa scooter for a period of time, rather than for a specific test, I was delighted as I had long wanted to get to know this British-built Italian scooter. I have always believed that the Douglas concern deserved more credit than they got for the way in which they have reproduced the Italian Vespa scooter in every detail. So many firms are afraid to build a good machine under licence, preferring to attempt to alter the design and claim it to be their own, and usually producing a flop.

The little Vespa, with its open frame and 3.50 by 8 in. tyres, total mechanical enclosure and 125-c.c. two-stroke power unit, was one of the founders of the scooter movement on the Continent, a movement that has now gone beyond the limits of reasonable expectation, and the Douglas concern, in building the Vespa under licence, has now spread this movement in this country, where it already has acquired quite a sound foothold. Simplicity of operation is the keynote of the Vespa and it is essential to forget one's motor-cycle training when riding it. Starting is effected by a lever on the off side in conjunction with a choke control very conveniently placed under the saddle, and even on ice-covered mornings the little 125-c.c. unit burst into life after six gentle depressions of the lever with the foot. A three-speed gearbox is employed and it is operated by a twist-grip and rods, mounted on the left-hand handlebar, while the clutch lever is incorporated in this mounting. A normal twist-grip on the opposite side controls the throttle and, once away from rest, using the clutch normally, only the two twist-grips are required to motor along, clutchless changes up or down being the order of the day. The change is slow, due to the engine having rather a lot of flywheel effect, but providing you do not mind waiting between gears the change is quite pleasant, though a little stiff to operate. Braking is effected on the front wheel by a hand lever and by a foot lever on the rear wheel, and both are very powerful for the performance of the machine. The machine loaned was fitted with a very effective and neat moulded perspex windscreen and carried a pillion-seat and spare wheel, which acted as an excellent backrest for the passenger.

In the course of three weeks' general usage, which entailed local running, a number of long trips and a fair amount of town going, over 1,000 miles was covered and throughout it was cruised wherever possible at 38 m.p.h., which seemed to be the comfortable maximum cruising speed. All-out maximum was 42, though 50 was seen downhill, and even at this speed the handling was first class. The machine's ability to go in a straight line was remarkable and far better than many motor-cycles, but cornering was a little odd at more than normal speeds, probably due to the difference in height between the centres of gravity of the live weight and the dead weight and air effects on the windscreen, for it was much more controllable without it, though very cold! No attempt was made to nurse the Vespa along, as Auntie would; it was ridden hard everywhere and through the whole running it averaged 100 m.p.g. of petroil, and on long runs 105 miles were comfortably put into 3½ hours, and there was not one involuntary stop or bother of any sort. That was one of the remarkable things about the Vespa; it inspired immense mechanical confidence and 200 miles in a day did not seem at all out of the ordinary. In fact, although it outwardly resembles a toy, because we have yet to become fully accustomed to them in this country, when using it there was never any thought of it having any limitations and one viewed it from the transport angle as one would a normal 500-c.c. motor-cycle.

I would not go so far as to say that as a domestic article, which is the way to view a Vespa, it is perfect, far from it. The ride, while being very comfortable, suffered badly from fore and aft pitching when no passenger was carried, the fuel tank only held 1.1 gallons, so that one was always messing about buying half-gallons in order not to risk running dry, and the weather protection, while being as good as one could expect on an open machine, did produce horrid draughts around the legs, caused by swirl around the front apron. As on all two-wheelers, the lights were hopelessly inadequate, and the Lucas headlamp was non-adjustable. Current was supplied from a B.T.H. flywheel dynamo, which was infuriating when trying to find the way in the dark; every time I slowed down to check the route the light died away, an inevitable failing with this type of lighting.

Taken all round, the little Douglas-Vespa serves an excellent purpose as a runabout that makes life very pleasant in not having to get out a large motor-cycle or motor car just to go shopping, or go down to the "local." Used for such purposes it can hardly be bettered, and so good is it that as I have said, it fitted in extremely well as an all-rounder, but such use did bring out failings. Priced as it is at £100 plus nearly £30 of purchase tax, it is rather an expensive luxury for letter-posting and the like, and has not quite everything demanded by a two-wheeler for all-round use, but it could easily be modified. Bearing in mind that I covered my 1,000 miles in the coldest part of the winter, and yet still enjoyed the Vespa, it does indicate that in the summer months it should have an immense appeal, for after all two-wheeled motoring in the winter is really only for the "real motor-cyclists" and the Vespa is intended as economical transport for all and sundry, and I can see why it is so popular in hot countries such as its birthplace.



RACING DRIVER PREFERS B.P. SUPER.—Bob Gerard has his Bristol 400 filled with B.P. and [hot?] air by two charming "Shellettes"—appropriately enough, at Parr's Garage, Leicester. These "Shellettes," or Women Forecourt Attendants, were taught at special Shell training centres to serve petrol efficiently and expeditiously in readiness for the anticipated rush for Premium fuels on and after February 1st.

"GATSO" COMES TO TOWN

On January 30th last the Publicity section of the great Ford Motor Company went into action and flew to England, from his victory in the Monte Carlo Rally, Maurice Gatsonides, his wife and two children, Peter Worledge, of Capasco, who was "Gatso's" co-driver, and the yellow Ford Zephyr which carried them to victory. The Bristol Freighter made its customary safe journey across the waters, and at the rather solemn hour of 5.30 p.m. members of the motoring Press assembled at the Café Royal to welcome the Zephyr's drivers.

The party went a bit flat, because Gatso was detained until nearly 6.30 by the B.B.C., who wished to ensure that he would be "In Town Tonight" on the Saturday. But, although we had to imbibe cocktails as we waited at a time when we infinitely prefer tea, and although Gatsonides said but few words to us and left Peter Worledge to read a rather dreary bulletin, the popular rally driver was forgiven as he drank from the huge loving-cup of victory and we from our small glasses.

It was interesting to discover that Gatsonides used a special Tyresoles snow-tyre for this year's Rally and that his headlong Zephyr was restrained by Capasco brake linings, a make renowned in the commercial-vehicle world and now making a notable debut in the car world.

In congratulating "Gatso," I made the point that it was nice he had won with a Zephyr, because so many owners and prospective purchasers of these cars derived pleasure from knowing one of those cars had won the Rally, whereas had he used a Ferrari or similar exotic motor car the ordinary motorist would feel it well above his head. This seemed to please him and he said it was a fine car and that, so far from finding too little adhesion of the back wheels, he had purposely loaded so as to keep the weight forward. Little Peter Worledge, too, seemed very happy, if a little shaken that the ever-thorough "Gatso" had arranged for buckets of water at a convenient point on the Col de Braus circuit so that, Capasco or not, the brakes could be well flooded before he proceeded!

The winning car, alas, was not at this party—bedecked with flags, flowers and ribbons, and far cleaner than it could ever have been during the Rally, it was already attracting crowds to the windows of the nearby Ford showroom in Regent Street.—W. B.

THE JAVELIN AND JUPITER FLAT-FOUR ENGINES

Continued from page 119

5. *Cylinder heads.*—The combustion chambers and the ports are polished and the ports are lined up with the manifold ports. This will improve the gas flow characteristics and will reduce any tendency towards "run-on."

6. *Camshaft.*—An adjustable end location is now provided for this so that individual adjustment can be carried out to reduce any noise resulting from excessive end float.

7. *Cylinder liner bottom seal.*—This has been redesigned and now consists of an oil and heat resisting rubber ring trapped between the liner bottom flange and the crankcase. There is thus a metal-to-metal contact between the liner bottom flange and the crankcase, which obviates any tendency to liner shrinkage due to collapse of the bottom joint. This ensures that the initial liner interference on the gasket is maintained and will result in greater gasket reliability.

8. *Oil pump.*—This is now of a submerged pattern which ensures instant priming under all starting conditions, and the relief is by-passed to the suction side of the pump to reduce oil churning and frothing in the sump.

9. *Pistons.*—The proportion of the piston ring lands has been increased so as to improve the fatigue resistance at this point.

10. *Sparking plug covers.*—The original design of bakelite cover with the bayonet fixing has been deleted and this has been replaced by a moulded rubber cover designed by Messrs. Lodge for racing motor-cycles. This cover is very simple and improves the accessibility of the sparking plug.

All this development work has been done in the last five years or so and our account covers only that applied to the engine, this being of such unusual layout as to occasion much interest in how its teething troubles were overcome. The reader must by now be impressed with the very thorough testing and research undertaken by the Jowett engineers and be particularly pleased to learn how much they owe to racing and competition work.

The Jowetts with the Series III engine are still well in advance of conventional practice and have gained in performance and reliability since the brave introduction of the Javelin eight years ago. Once again, I cannot refrain from observing that at Idle they are anything but idle!—W. B.

MOVIE MARATHON

On February 11th we had the unique experience of watching some five hours of motoring films, first at the V.S.C.C. Film Show at Hammersmith Town Hall, then, after a quick flit through traffic-free London thoroughfares in a Fiat 500, to the B.A.R.C. Midnight Matineé at the Curzon Cinema. It is a significant measure of the continuing enthusiasm for motor-racing that on the same evening two large audiences should be drawn to such films—and the Midnight Matineé is given three times over, of course. Leaving after the Shell-Mex & B.P. film "Looking Ahead" had started at the V.S.C.C. Show, we were able to see it all through at The Curzon, within less than an hour of our enforced interruption. Incidentally, we were also able to appreciate, seeing this and the Shell Film Unit's "Le Mans 1952" twice over, how much improvement there is in the modern projecting apparatus at The Curzon over the vintage appliances used at Hammersmith!

Everyone is agreed, surely, that Shell's Le Mans film, directed by Bill Mason, is quite the best motor racing documentary yet, but their film of last year's Farnborough Air Show reached an exceedingly high standard and then there was Habershon's friendly Castrol film. Rootes' Technicolor of the Humber Snipe's five countries in four days run was interesting, particularly from the viewpoint of noticing how spotlessly clean car and even number plates kept on this mid-winter dice! The sound-track gave Leslie Johnson away when he nearly referred to the car as a Sunbeam-Talbot, but then all modern cars are so very much alike, aren't they?

Curiously, no historic films were included, even at the V.S.C.C. Show (unless at the very end, as we sped Curzonwards) but the B.A.R.C. again trumped up its bathing beauties—we must tap John Morgan for a fixture list of these contests sometime. Altogether, two excellent shows, well worth seeing in spite of the arrival home at 3.30 a.m.—W. B.



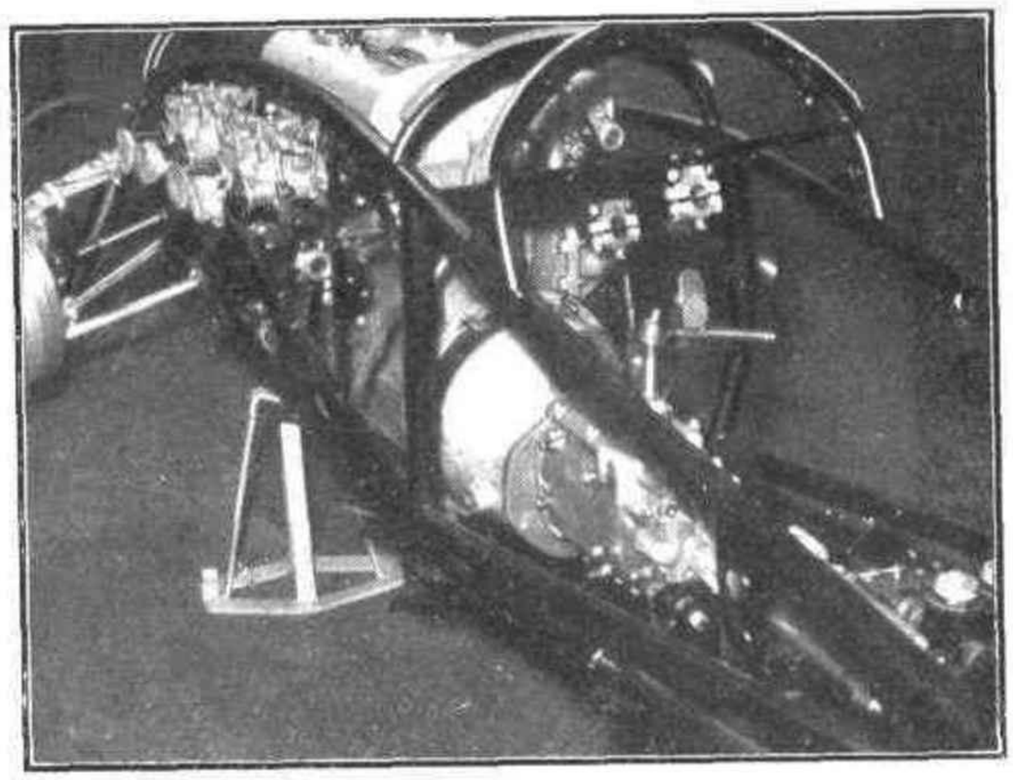
ANOTHER UNCONFIRMED RECORD?—According to Douglas F. Long of Mather & Crowther, Ltd., film actress Jill Melford claims to have been the first person in Britain to fill up with branded petrol in the "Second Branded Petrol Era." If, as stated, Miss Melford really drove in this car clad as the handout picture shows her, and waited an hour for the pump (conveniently caught by the cameraman—what was he waiting for?) to be unlocked at midnight, she is now probably down with pneumonia. What interests us is that the car is an Alldays outside a certain Weybridge garage. We note, too, that it is described as 1903, bears a 1904 V.C.C. plaque, is said to be Miss Melford's own, and to be "one of the oldest cars in Britain." [*Curtains!*—ED.]

ACTIVITY AT SURBITON

Coopers for Formula Two Racing and a New Cooper-Bristol Sports Car

ALMOST any time that you call in at Cooper Cars at Surbiton you will see something of interest, and a recent occasion was no exception. The first thing was the close resemblance to a racing-car Paddock, for, apart from John Cooper and his workers, there were the mechanics and drivers of other *equipes* all busy working away on their own versions of Formula II Coopers.

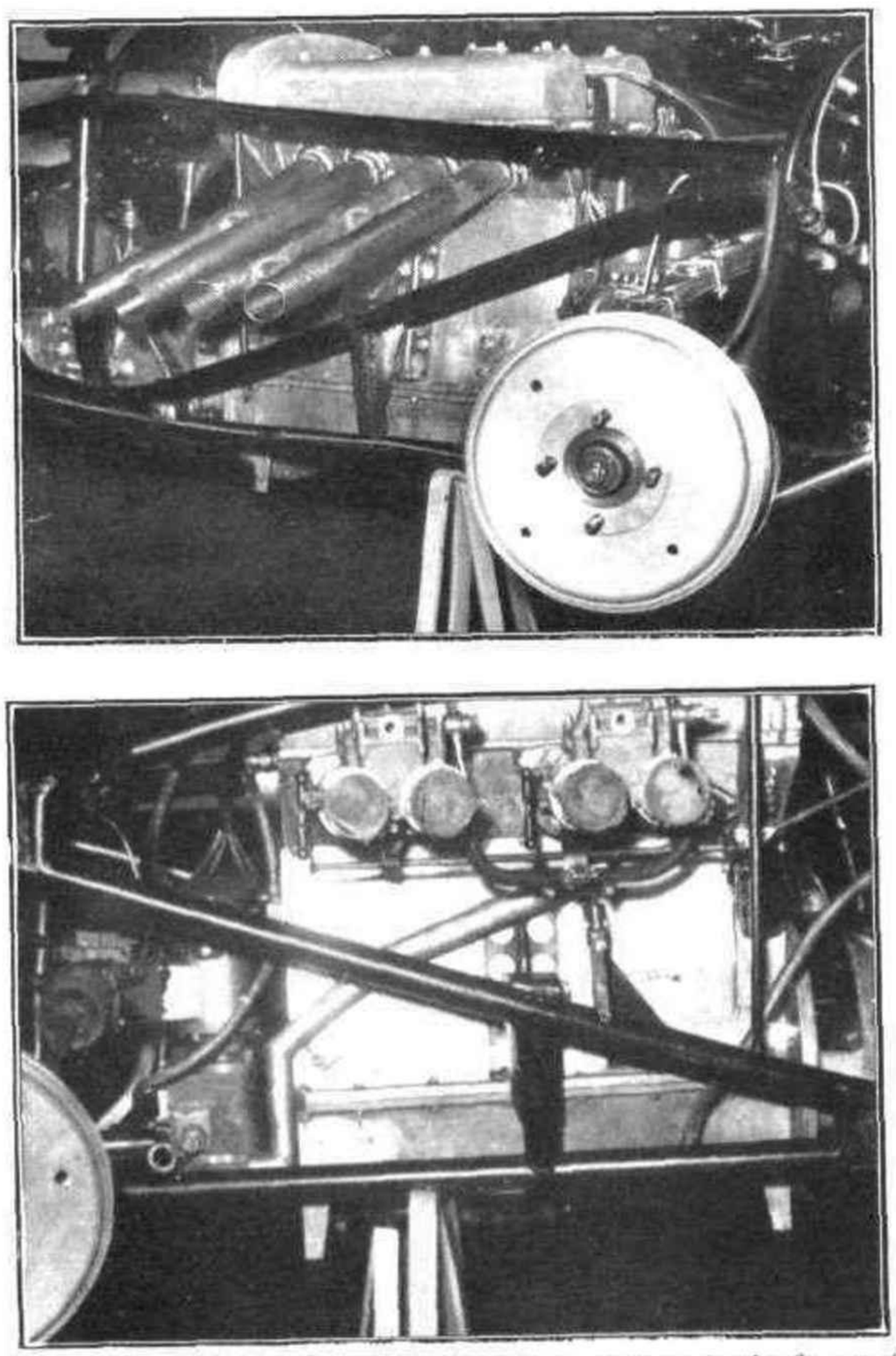
Peter Whitehead's men were building his Cooper-Alta, the power unit being his eight-plug 1952 engine to which a Bristol gearbox had been very craftily attached, and all this was fitted into a 1953 Cooper Formula II chassis, of the space-frame type. The Alta engine is attached by fabricated mountings on each side of the block, midway along, and by the rear of the gearbox, all points of contact being rubber. It can be withdrawn as a unit without parting engine from gearbox—just! At the time of inspection a remote gear-change was being built up, mounted on the right-hand side of the cockpit. A Formula II Cooper steering column is used in conjunction with a Morris rack-and-pinion.



ALTA-cum-BRISTOL.—This view of the Whitehead Cooper-Alta shows how a Bristol gearbox has been mated with the Alta engine: part of the linkage for the right-hand remote gear-lever is also in place. If the Bristol gearbox does not like the rather savage power punches of a four-cylinder engine a DB Aston-Martin gearbox may be installed. This view of the car in course of preparation emphasises how compact and exciting a racing car this Cooper-Alta is going to be—if the four-cylinder engine condescends to stay in its space-frame.

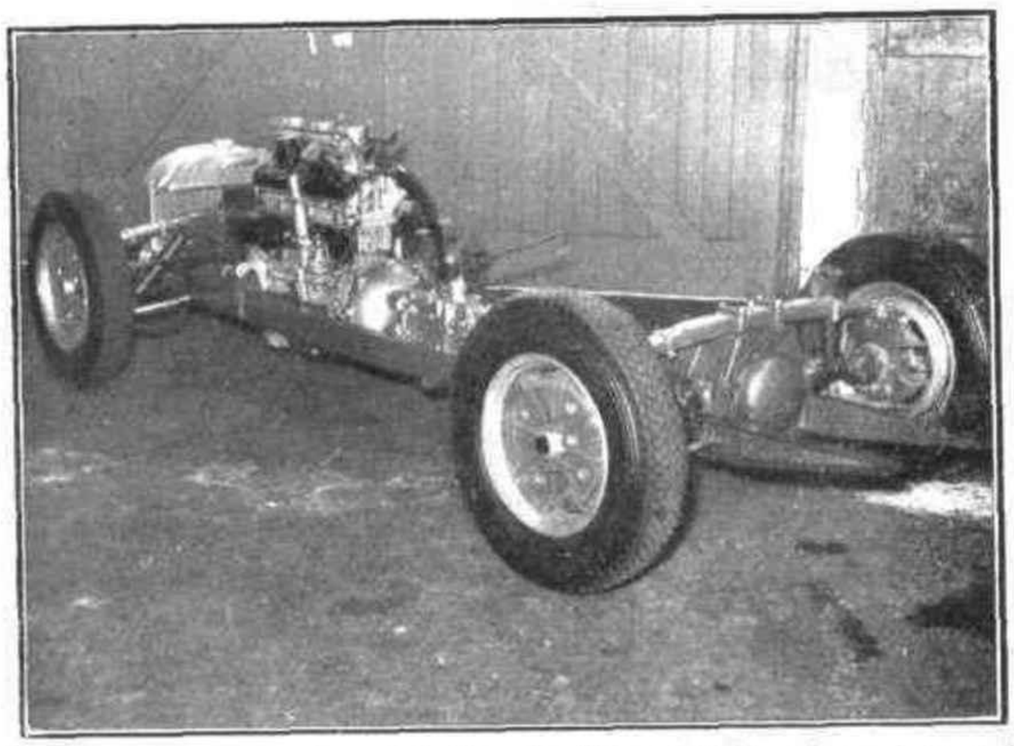
Whitehead is teaming up with the Anglo-American driver Tom Cole for the season's Formula II racing and sports-car events, as he now has a Jaguar 120C, and Cole retains his 2.75-litre Ferrari. Not far away were Ken Wharton and his men surrounding another Cooper chassis, into which was temporarily fitted a Bristol engine, and their problem was whether there was room for a pre-selector gearbox under the driver. Then Eric Brandon's mechanic appeared, with vital parts in his hands, he was busy preparing their 1951 Cooper-Bristol which is to continue to be raced under the Richmond flag, Alan Brown, of course, having joined the Bob Chase Cooper-

Continued on page 132



Top:—Peter Whitehead's G. P. Alta engine nestling in the frame of the Mk. II Cooper Formula II chassis which he will race this year. Note how the light-alloy cylinder block carries a bolted-up engine mounting welded to a tubular upright on the Cooper space-frame.

Bottom.—The Weber carburetters on the near side of Peter Whitehead's 1952 8-plug Alta engine are retained in the Cooper-Alta. In spite of the snug fit of the four-cylinder twin o.h. camshaft engine in the Cooper space-frame, the complete unit can be withdrawn upwards and forwards.



MUCH IN LITTLE.—Here is John Cooper's idea of a sports car! A 132-b.h.p. competition Bristol engine sits in a frame based on that of the 1952 Cooper-Bristol Formula II cars. Destined for an all-enveloping two-seater body shell, this exciting Cooper-Bristol sports car should scale not far off 10 cwt. and should perform in a truly outstanding manner.

Further proof of the reliability of

TYRESOLES

REGISTERED TRADE MARK

MONTE CARLO RALLY

WON ON

TYRESOLES

REGISTERED TRADE MARK

Not just a retread—BUT THE PROVED PROCESS OF THE RECONDITIONING

Congratulations to M. Gatsonides and P. Worledge (*driving a Ford "Zephyr"*).

Mr. M. Gatsonides winner of the 1st Premier Award specially selected "TYRESOLES" for his car. On the front wheels were standard "TYRESOLES" treads and at the suggestion of Mr. Gatsonides and with the approval of the Ford Motor Co., Ltd., the rear wheels were fitted with a special tread pattern designed by Tyresoles, Ltd., for snow conditions. Only the flexibility of the process and expert tyre knowledge of Tyresoles, Ltd., made this development possible.
WHEN ORDERING tyre reconditioning from your garage specify and insist upon "TYRESOLES."



For reliability refuse substitutes. Insist upon "TYRESOLES" by name. Every treated tyre has "TYRESOLES" and the works identification number branded on the tread.

Ask your garage for full details. There are over 40 local works and depots to serve you. In case of difficulty write or phone to :—

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX. Tel.: WEMbley 1222 (10 lines)

PICTORIAL REVIEW

M.G. C.C. CHILTERNS TRIAL. MONTE CARLO WINNER
750 M.C. WEST HANTS AND DORSET ALL-COMERS TRIAL

Top, left : CHILTERNS TRIAL.—Winner of the Special Club Award in the M.G. C.C. Chilterns Trial was C. O. Gregory. He drives determinedly with screen flat.

Top, right : FOILED.—K. Joslin's M.G. slews round on the snow and mud and foils his efforts up Whiteleaf. His passenger has great faith in the strength of the windscreen. Let us hope the front number plate was cleaned before the journey home.

Bottom : CONCENTRATED "BUMPING" by the crew assists D. A. Chiles (Falcon) over the "sticky bit" on Slyfields Two. Ten clean climbs during the day earned him a First-class Award.











ANOTHER FIRST-CLASS AWARD WINNER.—D. H. Chandler (Chandler Special). As usual, his fair passenger sports a yellow weather-proof wind-cheater.

ABLY ASSISTED by Tony Rumfitt, D. G. Roberts, in his stark Cotton Special, won the Salmon's Cup in the M.G. C.C. Chilterns Trial.



IN THE RUT.—J. R. Bradford (Dellow) gets in the rut on Slyfields Two, and comes to grief, although with eight clean climbs to his credit.



NOT QUITE!—Although his M.G. did not quite make the summit on Whiteleaf, R. W. Brown's valiant effort pleased the M.G. enthusiasts, seen in the background.



MONTE CARLO VICTOR.—Maurice Gatsonides and Peter Worledge with the Ford Zephyr in which they won the 1953 Monte Carlo Rally emerge from the Bristol Freighter at London Airport.



NEARLY THERE!—Another with nine faultless climbs as they near t

NINE CLEAN CLIMBS to his credit, D. W. Watkin in his Dellow, during the M.G. C.C. Chilterns Trial on February 15th.





HAPPY FAMILIES.—Gatsonides and Worledge have their families to assist them as they face the Press with the Wyresoled Ford Zephyr on arriving by air from the Continent.



AGED SEVEN going well in the 750 M.C. and W. Hants and D.C.C. "All-comers" Trial is R. C. Warne's saloon which was second in Class 3.





SPLENDID ASCENT of one of the worst "sections" in the "All-comers" Trial was accomplished by P. Cooper's Standard Vanguard, which won Class 2.

A LONG, LONG TRAIL A-WINDING.—Here is R. P. Standbridge's Austin A40 Sports, with active lady passenger, ascending one of the awful sections discovered by Arthur Mallock and used in the "All-comers" Trial. He won Class 3.



HURRAH, UP SHE RISES.—This "All-comers" Trial picture depicts J. H. Street's doorless Ford "Popular" saloon with 1,081-c.c. "Ten" engine in lively action. It took the 1,172 Formula Award.

CHRISTMAS-CARD SCENE.—D. Render pushes on through the snow, having made a clean climb on Whiteleaf. The registration number no doubt applies to the temperature of the motor and not the weather!





... was K. Dhonan in a Kendon. His passenger looks equally pleased ... the top of Slyfields Two.



SUNBEAM-TALBOT SECOND in Class 2 of the "All-comers" Trial, S. B. Southcombe's car, which was placed thus, proved that standard cars, had a good day out on February 8th.



WILD TERRAIN.—This picture, featuring S. B. Southcombe's Sunbeam-Talbot saloon, shows the kind of army ground on which the "All-comers" Trial was contested.



ALLARD "ALL-COMER."—The ground clearance looks all too little on N. W. Hullah's Allard as it takes a section during the 750 M.C. / W. Hants & Dorset C.C. "All-comers" Trial. Although a seemingly standard 3,622 c.c. car, it was given second place in the "Specials" Class, as being more potent than the cars in Classes 2 and 3.

THE SUMMIT ACHIEVED.—W. Robertson's TC M.G. going well during the 750 M.C. and W. Hants & Dorset C.C. "All-comers" Trial.

AUSTIN SEVEN SPECIAL.—K. P. Stanton's neat Austin Seven Special uses its 747 c.c. to advantage in winning the 750 Formula Award in the "All-comers" Trial.





★ Warning to motorists

To be sure of getting

genuine CASTROL

always say CASTROL first

and then the grade letters.

And see that the oil is drawn

from a container bearing

the name CASTROL

When you want Castrol XL

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say "Castrol XL"

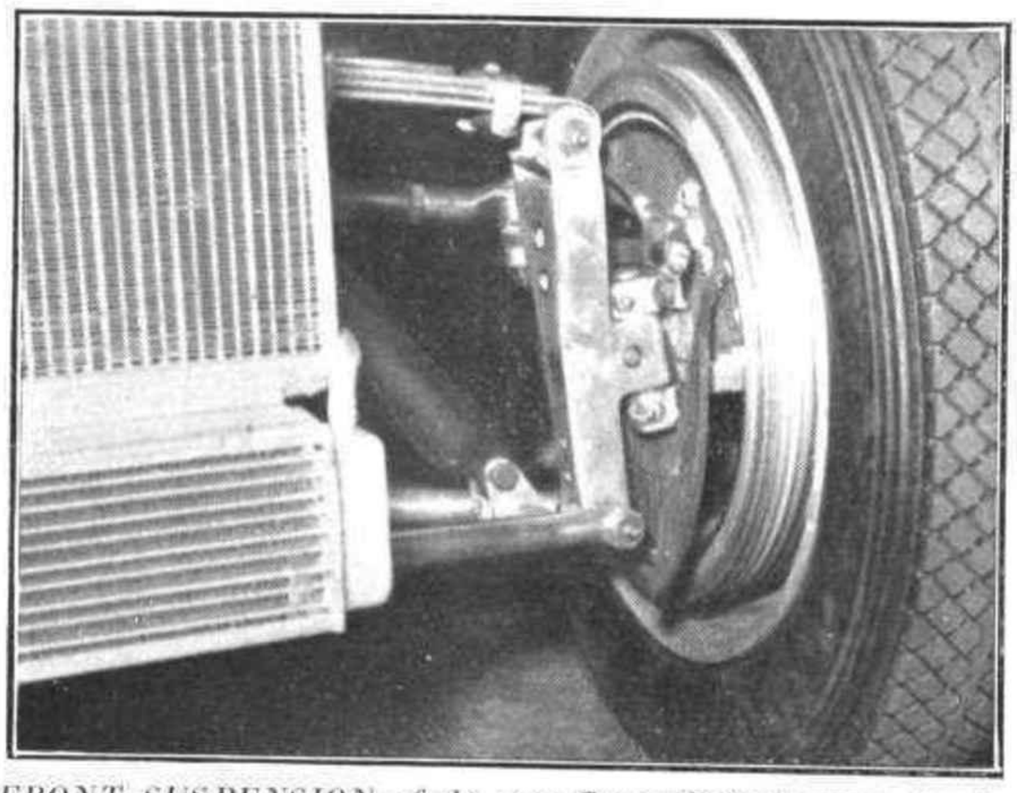
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and not just "XL"

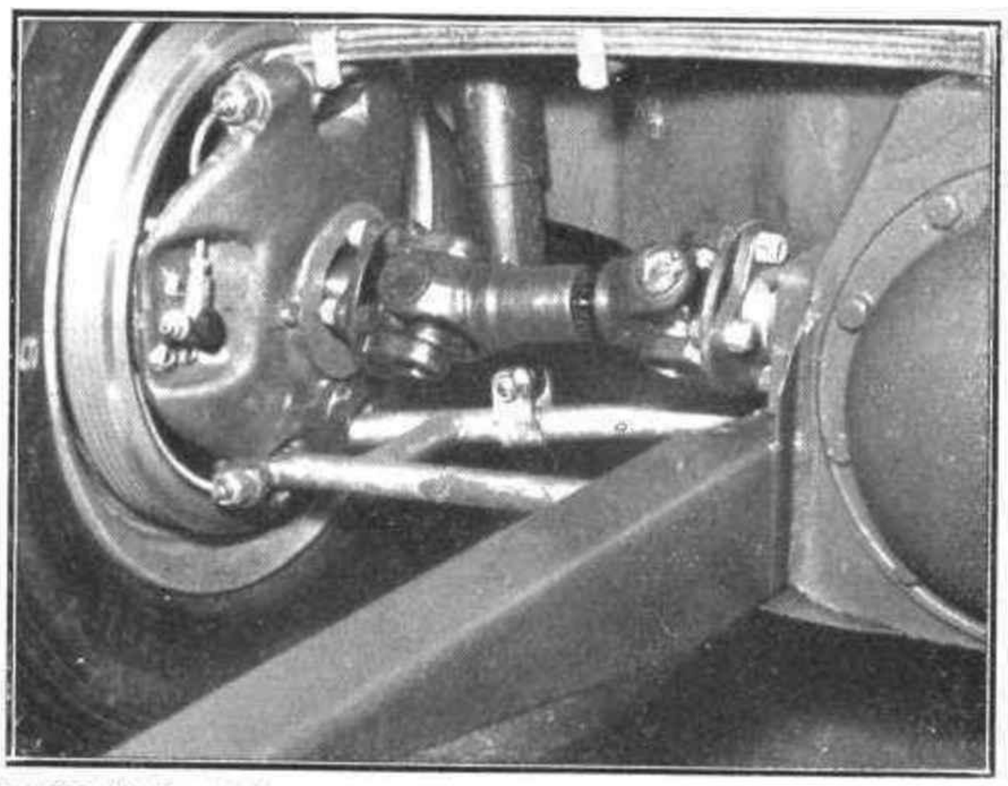
ACTIVITY AT SURBITON—Continued from page 125

Bristol *equipe*. Talking with John Cooper about all these Formula II cars in various stages of construction, it transpired that Anthony Crook was having an Alta engine and gearbox in a 1953 car, while a bare chassis had been delivered to Stirling Moss, into which Ray Martin was fitting a similar power unit, but he was fitting double wishbone and coil spring i.f.s. and de Dion rear end, also on coil springs. The car will remain outwardly a Cooper as Surbiton are supplying the body panels. Four other standard Mk. II Cooper-Bristols were being built for Bob Gerard, Roy Salvadori, Barbour and Nuckey.

Of more immediate interest was a delightful-looking, two-seater, Bristol-engined car intended for road use. This very exciting-looking sports car comprises a chassis based on the lines of the 1952 Formula II Cooper, fitted with a Bristol engine and gearbox, two-seater cockpit layout and 1953 suspension modifications, and the very impressive new ribbed brakes that appeared on the racing car at the Motor Show last year. This car will scale not far off 10 cwt. and even with a standard unit in place, giving 85 b.h.p., it should prove exciting, while a Le Mans unit, as we saw, giving 132 b.h.p. should prove extremely exciting. A body of full enveloping form is planned, somewhat on Ferrari lines, as John Cooper felt a streamlined form was all "free" speed and that Ferraris knew lots of the answers already.—D. S. J.



FRONT SUSPENSION of the new Cooper-Bristol sports chassis, showing how the familiar transverse leaf-spring Cooper i.f.s. is retained, in conjunction with the new brakes which were seen for the first time on the Mk.II Formula II Cooper-Bristol exhibited at last year's Motor Show. Note the big air-scoops and cooling-fins. Also, note the oil-radiator beneath the water-radiator.

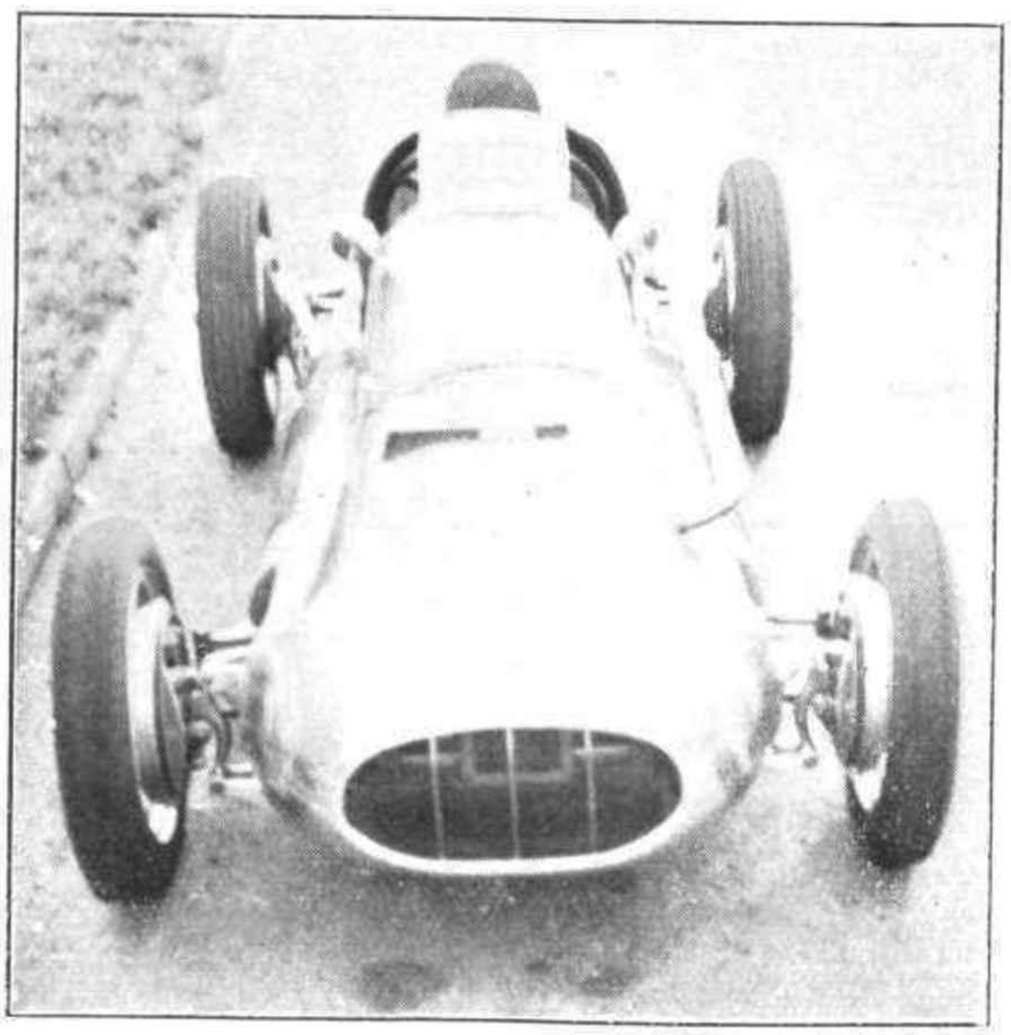


BACK-END of the new sports Cooper-Bristol. The older Formula II Cooper chassis side member will be noted, and the latest-type back-end, transverse leaf-spring and wishbone suspension, finned brake-drums for the hydraulic brakes and strut-type shock-absorbers can be seen. All-enveloping sports 2-seater bodywork is destined for this chassis.

A SHAFT-DRIVE "500"

The accompanying photograph shows a 500-c.c. racing car now nearing completion. The specification is somewhat different from usual trends, in particular, forward mounting of engine, rear-wheel drive and complete absence of chains.

The car is not in anyway considered to be a superior form of "500," rather is it an experimental shape of things to come. I feel that with the terrific urge of the modern 500-c.c. power-unit, conventional chain-drive will be hard pressed to stand long-distance racing. If one has to lift the foot to save the chains one may just as well accept the slightly lower mechanical efficiency of gears and shaft and press on.



Brief specification is as follows :—

Name : P.R.A. (Preston Racing Automobile).
Chassis : B.R.M.-type frame.
Suspension : (*front*) : Double wishbone of unequal length and coil spring. (*Rear*) : de Dion with concealed transverse coil spring and articulated dead axle.
Dampers : Friction.
Brakes : Hydraulic twin master cylinders, drums at all wheels.
Engine : Norton s/c. front mounted, with crankshaft fore and aft.
Transmission : Shaft to gearbox and final drive unit mounted at rear, and incorporated guide slot for dead axle.
Fuel System : Pesco-type pump from side tanks.

The car has been driven and appears to be very satisfactory in all ways. It is hoped to be able to get some indication of how practice compares with theory during the coming season.

* * *

CORRECTION

Sir,

An article on my 2.9-litre Grand Prix Maserati was published in the March, 1951, number of MOTOR SPORT.

In this article I stated that in September, 1935, F. E. Clifford "entered it for the British Grand Prix at Donington, but unhappily he took the hairpin too fast, motored into the rough, and stayed there."

I have since learnt that F. E. Clifford did no such thing. He neither entered it nor drove it in that race.

I would be very grateful if you would publish this correction.

I am, Yours, etc.,
JOHN CRAMPTON (*Sqn./Leader*).

Bionbrok.

RUMBLINGS

Last month we had something to say about the fun of (motor) race-going in this country. But, excellent as is the sort provided by a host of British organisers in almost every part of the British Isles, it is the ambition of all true enthusiasts to see a Continental road race. The atmosphere is quite unique, with public thoroughfares closed for the occasion, vast and truly knowledgeable crowds of spectators streaming in from far afield in all manner of cars, from the most antiquated and dilapidated Citroëns and Peugeots to exotic Delages, Lago-Talbots, and the like. The town will be agog to glimpse the drivers returning from practice and banners bearing their names will float on high. Everyone, from the barman in your hotel to the old lady selling flowers in the square or the assistant in the shop where you buy expensive scent and nylons for your better half back home with the brats in England, will speak of the forthcoming race—how Louis Chiron and Rosier will fare and whether Alberto Ascari will yet again show the great Dr. Farina the way.

THE CONTINENTAL SEASON—

If you arrive in an odd or costly British car you will be a centre of attraction when you stop to refuel and, as the hot sun (we hope) beats down, your eye (the one not fixed on the road watching the dice of the trams and *Topolinos*) will doubtless stray to shorts distinctly briefer than the shorts back home and sun-bras that would profoundly shock the Bournemouth Corporation. A Continental mass-start seems just that much fiercer, as the wily anticipate the sag of the tri-colour, than the same kind of start at Silverstone, and after the race is over the happy crowd will show you how to get home in the most rapid manner possible, waving on such G.P. cars as are being driven faster still towards the town.

Yes, try to see a Continental race if you can. Already MOTOR SPORT's telephone has been ringing with inquiries about dates of such races. Most of them are worth seeing but naturally if your stay abroad is limited by time and/or shortage of currency, you will pick one of the major fixtures to ensure seeing all the truly great drivers in action together, in racing cars which are in the finest possible fettle. Here are the dates of such races this season :—

April 26th :	Mille Miglia, Italy.
May 14th :	G.P. de Luxembourg, Luxembourg.
May 25th :	MONACO G.P., MONACO.
June 7th :	G.P. de Pays-Bas, Holland.
June 13th/14th :	24-HOUR RACE, LE MANS, FRANCE.
June 21st :	BELGIAN G.P., BELGIUM.
July 5th :	FRENCH G.P., FRANCE.
July 26th :	G.P. de Portugal, Lisbon.
Aug. 2nd :	GERMAN G.P., NURBURG.
Aug. 23rd :	SWISS G.P., BERNE.
Sept. 13th :	ITALIAN G.P., MONZA.
Sept. 20th :	Modena G.P., Italy.
Sept. 27th :	Bari G.P., Italy.
Oct. 26th :	SPANISH G.P., BARCELONA.

For the full list, beg an International Calendar from the R.A.C., Competition Dept., Pall Mall, London, S.W.1. Most of our inquirers seem to be determined to get to Le Mans. Accommodation is likely to be heavily booked for all the premier races and particularly around Le Mans—we have warned you!

* * *

—AND THE ENGLISH

For those who do not assay the high seas or the air-ways, here are the "mustn't be missed" British fixtures in the International Calendar :—

April 6th :	B.A.R.C. EASTER MEETING, GOODWOOD, SUSSEX.
May 9th :	B.R.D.C. Silverstone Meeting, Silverstone, Northants.
May 16th :	Dundrod Races, Ireland.
May 23rd :	Half-Litre Race Meeting, Brands Hatch, Kent.
May 25th :	B.A.R.C. WHITSUN MEETING, GOODWOOD, SUSSEX.
June 18th :	B.R.D.C. I.O.M. SPORTS-CAR RACE, I.O.M.
June 20th :	B.O.C. Hill-Climb, Prescott, Glos.
June 27th :	Bo'ness Hill-Climb, Scotland.
July 4th :	Rest and Be Thankful Hill-Climb, Scotland.
July 9th :	B.A.R.C. Sports-Car Race, Jersey, C.I.
July 18th :	BRITISH G.P., SILVERSTONE, NORTHANTS.
July 23rd :	Bouley Bay Hill-Climb, Jersey, C.I.
Aug. 3rd :	Half-Litre Meeting, Brands Hatch, Kent.
Aug. 15th :	Charterhall Races, Charterhall, Scotland.
Aug. 22nd :	B.A.R.C. 9-HOUR SPORTS-CAR RACE, GOODWOOD, SUSSEX.
Aug. 29th :	Shelsley Walsh Hill-Climb, Worcs.
Sept. 5th :	Brighton Speed Trials, Brighton, Sussex.
Sept. 5th :	R.A.C. T.T. RACE, DUNDROD, IRELAND.
Sept. 12th :	Half-Litre Meeting, Brands Hatch, Kent.
Sept. 20th :	B.O.C. Hill-Climb, Prescott, Glos.
Sept. 26th :	B.A.R.C. AUTUMN RACES, GOODWOOD, SUSSEX.

New circuits may come into use, such as Aintree with B.A.R.C. races on June 27th and September 12th, Crystal Palace and Oulton, and our monthly fixture list should be studied for additions and alterations.

As some of their fixtures for 1953 have been incorrectly reported in the Technical Press, the British Automobile Racing Club wish to confirm their principal dates, as follows :—

At Goodwood there will be THREE international meetings during the season, *e.g.*,

Easter Monday, April 6th.
Saturday, August 22nd (Nine-Hours Race).
Saturday, September 26th.

Private Club meetings at Goodwood will be on the following dates :

Saturday, March 21st.
Saturday, May 2nd.
Saturday, July 25th.

N.B. Saturday, June 20th, has been cancelled.

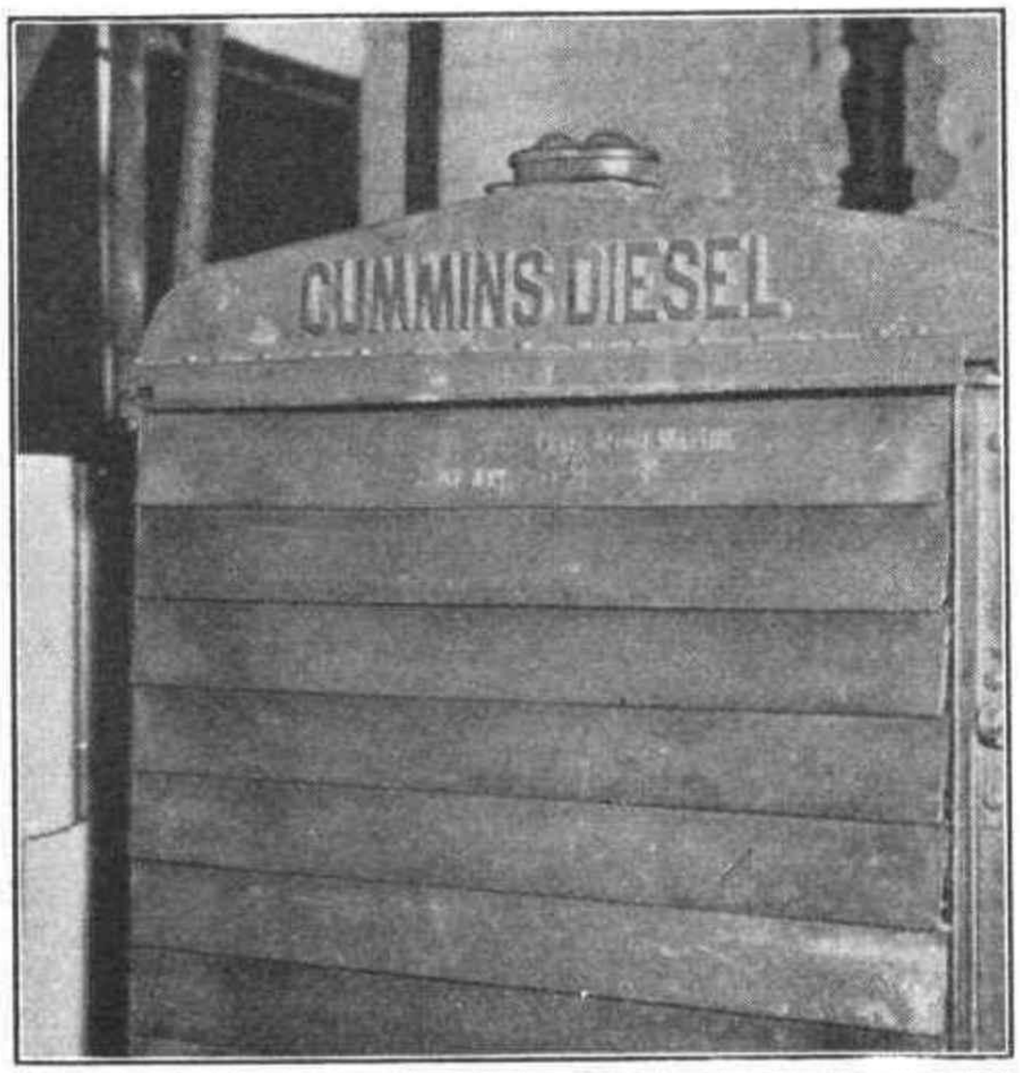
The Club has applied to the International Authorities for their international date originally scheduled for May 25th to be transferred to Saturday June 27th. Subject to this application being favourably received an international meeting at Aintree, Liverpool, is planned for that date.

It must be noted at this stage that plans for Aintree are provisional and subject to confirmation. A definite decision has yet to be made in connection with the whole project, but it is hoped that an announcement can be made within the next week or two.

Other provisional Aintree dates are :—

Private Club meeting, Saturday, June 13th.
Public meeting, Saturday, September 12th.

Finally, the Club's popular Eastbourne Rally will be held on July 4th/5th.



PUZZLE PICTURE, or You'll Never Guess.—Study this photograph and tell us where you think it was taken.

SIDESLIPS

BY "BALADEUR"

NOT so very long ago, my identity having been carelessly divulged by someone to one of the readers of these articles, in full view of my rapidly greying locks, he remarked in astonishment, "But you're quite young!" Because I am apt to discourse on the earlier days of motoring, he was convinced that I had taken part in the activities of that halcyon era; whereas in fact I did not begin to drive a car until the 'twenties, not very long, that is to say, before current motor cars ceased to have very much interest for me. Apart from what one might call antiquarian activities, in fact, I almost completely missed the heroic age of motoring.

Distance, no doubt, adds a certain measure of enchantment to the view, particularly when one reflects that in the early days one apparently had to go racing in a stiff collar and do one's practising in a bowler hat; but since day-dreaming is one of the few amusements left to us in this later age, I like sometimes to imagine that I had been born in, say, 1870, and of course, while we are about it, that I had inherited a cool million on attaining my majority in 1891. Assuming these circumstances, what motor cars should I look back upon, as an octogenarian, as having owned in my time?

Of course, a millionaire coming of age in the Naughty Nineties would probably in fact have been so busy with huntin', shootin' and fishin', not to mention wine, women and song, that he would hardly have noticed the existence of motor cars in their pioneering days, except perhaps as an object of feeble witticisms; but let us suppose that, in spite of all temptations, I had turned out a nice, steady young man, with a serious interest in the new means of locomotion and that in consequence I had heard of the competition being organised for horseless carriages by *Le Petit Journal* between Paris and Rouen on July 22nd, 1894. I should have been there at the start, no doubt, with my bicycle (I forbear to describe the sort of clothes I should probably have worn on a hot July day) and as the fastest of automobiles only averaged about 11½ miles an hour for the 79 miles to Rouen, I ought, at 24, to have been able to keep up with them fairly comfortably.

Nevertheless, I should, no doubt, have been vastly impressed by their performance. I should have greatly admired the de Dion steam tractor, which, in the words of the official report, "develops a speed absolutely beyond comparison, especially uphill." But like the judges, I should have been rather put off by the fact that it required a stoker as well as a driver, and like them I would, I think, have preferred the Panhard and Peugeot petrol cars. The judges divided the first prize equally between these two makers, because, although the Peugeots driven by Lemaître and Doriot had made fastest time, after the de Dion, it was pointed out that they used a Daimler engine built by Panhard et Levassor. But I think that of the two I should have preferred the Peugeot. The 1894 Panhard was a rather clumsy looking machine, whereas the Peugeot was a much lower-built and more elegant affair, and as a cyclist I should doubtless have admired its wire wheels; besides, the Peugeots had proved themselves slightly the faster.

My first car, then, of which I might have got delivery in 1895, would have been a 3½-h.p. Peugeot, fitted with a V-twin Daimler engine at the back, driving forward through a cone clutch to a sliding-pinion gearbox (or, more accurately, I think, a sliding-pinion change-speed gear, not enclosed in a box) and thence back again by side chains. It would have had a tubular frame in which the cooling water circulated, and a double-grip steering tiller, operating the improved Ackermann steering mechanism by means of a chain on horizontally-mounted sprockets, instead of a push-and-pull rod.

I should doubtless have been very pleased with my Peugeot, if I had had the gumption to know how to drive it, and although Levassor in his Panhard won the first real motor race, Paris-Bordeaux-Paris, in 1895, I do not think I should have been unduly shaken by this result, as Peugeots occupied the next three places and the first prize was awarded to one of them—it had four seats, as it was supposed to have under the rules, and Levassor's Number Five was only a two-seater. But I think that the events of 1896 would have been a bit of an eye-opener. The great race that year was Paris-Marseilles-Paris, and for the first time Peugeot used an engine of their own, instead of one built by Panhard. The experiment was not a great success and, among the cars, Panhards occupied the first three places. It was a striking victory for Levassor's vertical-engine-in-front policy (the new Peugeot engine was horizontal and still at the rear) and I think that for my new car, to be delivered in 1897, I should have switched my allegiance to Panhard.

It is rather hard after this period of time to determine what actual model one could have bought in the ordinary way at any given moment during a period when cars were hardly built in series at all. The 6-h.p. two-cylinder, 90 by 130 mm. model Panhard was in existence at the beginning of 1897; but I do not know whether even a millionaire could have bought one, or whether he would have had to be content with the 4-h.p. two-cylinder, 80 by 120 mm. type. In either case the car would have had a vertical engine at the front, probably no radiator (in which case I might well have missed the Peugeot's hollow frame) or possibly a gilled tube hung at the back, tiller steering and, of course, the familiar Panhard features of a sliding-pinion gear-change (perhaps in a gearbox by now) and final drive by side chains.

For the next year or two, I should have sought to grow up with Panhard. In 1898 there appeared, for racing, the 8-h.p. four-cylinder model, 80 by 120 mm. with wheel steering, of the type which won Paris-Amsterdam-Paris; I might have got one by the end of the season. In 1899 this was replaced first by the 12-h.p., 90 by 130 mm. with the radiator in front, on which Charron won Paris-Bordeaux, then by the 16-h.p., 100 by 140 mm. (the same dimensions, you may note, as those of the 4½-litre Bentley) with which de Knyff won the Tour de France. Perhaps I might at least have replaced my Eight with a Twelve by the end of the year. A year later, in the autumn of 1900 I might have succeeded in getting a 24-h.p., 110 by 140 mm. car, with electric instead of tube ignition of the type with which Charron had won the first Gordon-Bennett race in June.

I could hardly, however, have failed to be shaken by the events of 1900. Hitherto, Panhard et Levassor had won practically every motor race that had ever been held; but in Paris-Toulouse-Paris, the great event of 1900, the hitherto invincible marque had to be content with second place behind Levegh on a 24-h.p. Mors. In general layout there was very little difference between the Mors and the Panhard, and at the end of 1900 one might well still have thought that Levegh's victory represented only a temporary setback for Panhard. But when in 1901, Fournier on a 60-h.p. Mors proceeded to win both Paris-Bordeaux in May and Paris-Berlin in June, any spoilt millionaire must have begun to think that he no longer owned the best make of car. At the Paris Salon at the end of the year, Mors showed "a fine 60-h.p. car built for the Hon. C. S. Rolls"; and no doubt, if my money had talked loud enough, the Hon. C. S. Rolls would have induced the company to build almost as fine a one for me. Rolls started with his car in the Paris-Vienna race of 1902, but for all that I do not know whether it was of the type with which Fournier had been so successful in 1901 or of the new type which replaced it in 1902—both were called 60-h.p. I hope the former which had dimensions of 130 by 190 mm., rather than the 140 by 150 mm. 1902 type, because the long-stroke model was much the more successful and the Mors' performance in 1902 was relatively disappointing.

Both types still had automatic inlet valves, and generally followed Panhard lines, and I should no doubt by now have been taking an increasing interest in this revolutionary Mercédès car. Emerging chrysalis-like from the Cannstatt Daimler racing car of 1900—a short, high, heavy, unwieldy vehicle, which was a menace to anyone who drove it, and of which about the only commendable feature was its honeycomb radiator—the new Mercédès appeared at Pau in February, 1901, and quickly promised to flatter its vicious ancestry. "At the start," says Gerald Rose, "the clutch refused to hold, and the speed lever jammed, so that, a few yards from the start, the car abandoned the race." Nevertheless, in March Werner won Nice-Salon-Nice with one, and as I should have doubtless been in the South of France at the time, with my 24-h.p. Panhard, I should have admired, with others, the honeycomb radiator and the mechanically-operated inlet valves, which, with magneto ignition and a throttle valve, gave a completely flexible engine, and perhaps have been initiated into the mysteries of the gate-change.

Even so, I do not think that the events of 1901 would have put me off ordering my 60-h.p. Mors, for in the great races of that year the Mercédès were far from impressive. In 1902, however, I might well have begun to think differently. It was, as already suggested, a poor year for Mors, and while undoubtedly the fastest car which it produced was the 70-h.p. Panhard, there must already have been apparent about this a certain untidy archaism. One of them, driven by Henry Farman, won the heavy-car class of Paris-Vienna, but had it not been for some stupid wrangle with the customs, the winner of the whole race would, it seems, have been Zborowski on his 40-h.p. Mercédès. This, I think, must have convinced me, and as at the beginning of 1903 several private owners succeeded in getting possession of the new 60-h.p. model, I do not see why I should not have been among them. If so, I should have had very little to complain about, because this model, with its four-cylinder engine of 140 by 150 mm. bore and stroke, and push-rod operated

overhead inlet valves, as well as all the rest of the usual Mercédès features, was, I suppose, the best that the famous German firm, or its Mercédès-Benz successor, has produced so far.

I should, no doubt, have been duly gratified by Jenatzy's victory in the 1903 Gordon-Bennett race, driving a 60-h.p. Mercédès just like mine, instead of the 90-h.p. racing car, which had been destroyed in the famous fire at Cannstatt ; and I do not think that I should have been unduly shaken in 1904, although this time in the Gordon-Bennett race Jenatzy had to be content with second place behind Théry on a Richard-Brasier. The latter was, in conception, a glorified light car, and I cannot find that at this time Richard-Brasier were offering to the public anything that I should have considered a match for my Sixty. In 1905, however, things were rather different. The Mercédès were really disappointing in the Gordon-Bennett race this time, and while Théry was again the winner on a Richard-Brasier, it was the performance of the Fiat cars which really impressed the spectators. Two of them finished second and third, while Lancia's car which did not finish established a big lead and set up the lap-record before it went out just after half-distance. My thoughts, no doubt, would have turned to Italy as a possible source of my next motor car, and when Raggio's Itala won the Florio Cup at Brescia in September, that would doubtless have clinched the matter.

Would I have chosen a Fiat or an Itala ? Of course, assuming that I was still a millionaire, I might, presumably, easily have had both, as well as about half a dozen other cars, but for the purposes of this day-dream that makes things too complicated, and I will suppose that I should have limited myself to one car at a time. I should have found, I think, that both cars bore a striking resemblance externally to my Mercédès, although there was added to it a certain Latin elegance lacking in the German car, and my choice between them would have been determined, I should imagine, by what I thought of the live-axle drive, featured by Itala, compared with the familiar side chains fitted to the Fiat. In this decision, I think I should have come down in favour of Itala. If I had been studying racing attentively all these years, I should no doubt have noted the extraordinary results achieved with live-axle drive by light-car exponents such as Renault and Darracq—on several occasions their products had succeeded in beating the bigger cars, as, for instance, in 1902, when Marcel Renault won Paris-Vienna on his 16-h.p. *voiture légère*—and I should have further noticed that in this year 1905 so conservative a firm as Panhard et Levassor had abandoned chains in favour of a cardan shaft even on their heavy racers. In the autumn of 1905 or the spring of 1906, therefore, I think I should have exchanged my 60-h.p. Mercédès, now nearly three years old, for a 60-h.p. Itala, with the same engine dimensions.

At this stage I think I should pause to consider whether at about this time I should have been attracted by a six-cylinder car, in which case I should no doubt have made a bee-line for a Napier. If I had allowed myself two cars at a time I should undoubtedly, I think, have done so, but I doubt very much whether I should have had any six-cylinder as my sole car. They were regarded by the *cognoscenti* of the time as primarily suited to city traffic and limousine bodies, whereas I imagine my car in use chiefly for dashing to Nice and Biarritz, when it was not being caught in police traps in England. (All my cars, by the way, would have been painted white, with scarlet upholstery.)

I should have been pleased by the Itala victory in the 1906 Targa Florio, but disappointed by the results of the first Grand Prix, in which the Italas made a very poor showing. However, the race was won by Renault, and Renault, like Richard-Brasier the previous year, seems to have been offering very little at the time to tempt a choosy millionaire. But in 1907 I probably should have thought that I had made the wrong choice when I plumped for Itala in 1905. Fiat started the season by winning the Targa Florio in April, went on to win the Kaiserpreis in Germany in June, and then won the Grand Prix in July, each race demanding a different type of car. After this, and however much I liked the Itala's live-axle, I think I should have had to exchange this car for a Fiat. The type used in the Kaiserpreis, with dimensions of 140 by 130 mm., seems to have become a standard model, known as the 90-h.p., and I think I should have had one, in the autumn of 1907.

The 1908 Grand Prix proved to be an overwhelming triumph for the German cars, but I doubt whether in consequence I should have been greatly tempted to revert to a Mercédès or a Benz. Italian cars were at this time the rage, and I think that if I had wanted to make a change from my Fiat, I should have been inclined towards another Italian. Apart from Italian cars, the great excitement in the engineering world of motoring was the overhead camshaft and I might well have noted that this feature had been used on their racing cars ever since 1905 by the Milanese firm of Isotta-Fraschini. A Kaiserpreis-type Isotta-Fraschini had won the Florio Cup in 1907, and a different type designed for the purpose had won the Targa Florio in 1908. The latter, at least, became a standard model, and as for the purposes of the race the bore was limited to 130 mm., its engine dimensions were 130 by 200 mm. With a capacity of 10,618 c.c. it was known as the 100-h.p. model, although it is said to have developed 125-h.p., and I think that at the beginning of 1909 this might well have succeeded my 90-h.p. Fiat.

For some years after 1908 there were no big races, except for voiturettes, which I should doubtless have regarded with a pretty condescending eye, and I should have been hard put to it, on my established principles, to know how to base my choice of a car. By 1910, however, I might have begun to pay serious attention to the results of the Prince Henry Trials, and I could hardly have failed to be attracted by that year's winner, the 22/80-h.p. Austro-Daimler. This would actually have been a bit of a comedown for me, as the engine dimensions were 105 by 165 mm. and the capacity only 5,709 c.c. ; but like the Isotta, the engine had an overhead camshaft, and contemporaries regarded it as next best thing to a racing car, while with a V radiator and Prince Henry style coachwork it would have been a most rakish turn-out. I think I should have bought one of the original type with chain drive at the Motor Show of 1910 and replaced it with a live-axle model when it became available a year later.

The revival of the Grand Prix in 1912 would not I think have been much help to me in suggesting a replacement. It provided a win two years running for Peugeot, but at this time Peugeot, like Richard-Brasier in 1905 and Renault in 1906, were offering little in the way of touring cars to match their successful racers. The Prince Henry Trials, too, had come to an end in 1911, and thereafter I think I should have paid most attention to the Austrian Alpine Trials. Had I done so, I could hardly have failed to be impressed in 1913 with the performance of the Rolls-Royce team : at last my contention that English cars were not suitable for Continental conditions would have been knocked on the head, and I should have celebrated its demise that autumn by buying an Alpine Eagle Silver Ghost. As a result, I should have been left with this car through the war of 1914-18, which, as it doubtless held its value much better than anything else, would have been financially lucky. But then that is the sort of luck millionaires have.

And there, I think, we had better leave this day-dream for the present, reserving the experiences of its hero between the wars for another occasion.

OULTON PARK RACING CIRCUIT

We have received the following bulletin from the Mid-Cheshire C.C. :—

" The sponsors of the Oulton Park Racing Circuit are at last in a position to go ahead and build the track. The Mid-Cheshire Car Club has always been closely associated with this venture and hope to play an important role in the future administration of the circuit.

" This will, of course, necessitate a lot of hard work, and as a preliminary step we are asking for the names of volunteers who will be willing to sacrifice a great deal of their week-end spare time during the next three months to help with the necessary clearing and marking out work.

" The general idea is that the volunteer workers in the early stages will form the nucleus of a permanent body of marshals and officials who have grown up with the circuit and, therefore, know it from A—Z, and will be able to supply any information which may be required in connection with anything to do with Oulton Park.

" The Secretary will be delighted to hear from anyone who would like to join the Mid-Cheshire C.C. and is prepared to give generously of his or her free time to help get the circuit in being and organised on really efficient lines.

" For the first year or two, at any rate, the actual racing will be promoted by one of the bigger and more experienced National Clubs, as it is felt that the Mid-Cheshire C.C. has not yet got sufficient experience and knowledge to put on a big event which will attract thousands of paying spectators.

" It is essential that as much volunteer help as possible is given in the preparatory work and should not enough members be able to assist, it will be necessary to seek help from other Clubs. In this event, such other clubs will naturally wish to play a part in the future administration of the circuit and the Mid-Cheshire C.C. will lose the opportunity it now has of being the local administrative motor club. It may, in fact, become necessary to form a separate association for these administrative duties."

VINTAGE VEERINGS



RARE PICTURE of the early steam car owned by Ivan Carr's father and referred to in his "Cars I Have Owned" article last December—see accompanying letter from Mr. John C. Barlow. We are told that it was raining and cold when this picture was taken and, knowing how difficult it is to get ladies into open cars in such conditions, we look and marvel!

VINTAGE-CAR fixtures loom up in quantity. On March 8th the Vintage S.C.C. has its Slough Rally, starting at 12.30 p.m. The venue is the Trading Estate of 1914/18 memory. Tea tickets must be purchased by March 2nd and the afternoon of Rally day will be devoted to driving-tests. On March 10th there will be a film show at Hartley Wintney. Then, on March 19th the same Club has its A.G.M. at Heal's Restaurant, Tottenham Court Road, W.1, followed, on March 28/29th by the Pomeroy Memorial Trophy Competition, centred round Silverstone Circuit and Cheltenham.

On March 7th the Sunbeam Register with its new pre-Rootes Talbot section rallies at Woodley Aerodrome, Reading, from noon onwards and hopes to have Talbot-designer Georges Roesch present. The Humber and Alvis Registers will combine on April 26th for a Rally at Esso House, Abingdon-on-Thames, Berkshire, and the Talbot Light Car Register proposes to get together on May 10th, venue yet to be announced. So whip up those vintage, but not really weary, horses. Incidentally, there will, after all, be no Vintage Light Car Section in this year's M.C.C. Lands End Trial.

* * *

Readers have sent us cuttings from *Illustrated* about the auction-sale of traction engines, steam rollers, models and old cars which happened recently at Goodey's well-known yard at Twyford, Berkshire. Quote: "The veteran-car enthusiasts were easy to pick out. A weather-beaten, sporty-looking crowd they were, wearing flat caps, duffle coats, mufflers and gauntlets." A photographic caption, alas, refers to a 1904 Peugeot as an "Old Crock."

Another reference to this sale in the same issue of *Illustrated* concerns a photograph of their photographer, John McTaggart, who is described as "once working as a mechanic and driver for the firm that builds Alfa-Romeo cars." It seems McTaggart was motoring down to Berkshire to cover the Goodey sale in his Wolseley-Hornet when he espied a 1,750-c.c. Alfa-Romeo and a "swap" was arranged on the spot, for he had always wanted one of these cars. Colin Bennett, who sent us the cuttings, asked Goodey how he came to possess an Alfa-Romeo. "Oh," says Goodey, "my wife likes to drive fast and as I wanted her to be safe I went out and found her that Alfa." Nice story?

Sir,

I was most interested to read Mr. F. Ivan Carr's article in MOTOR SPORT and in particular his reference to an early steam car made by his father. It so happens that I have a photograph of the vehicle in which Mr. Carr, senior, once gave my mother a ride.

It was a wet day with a strong wind and the fire under the boiler was continually being blown out, while the passengers became extremely wet.

I have several times asked my mother for details of this remarkable vehicle, but as she is in no way "mechanically minded" I am no wiser.

Mr. F. Ivan Carr's reference to his Morgan reminds me of an occasion when I once went to tea at his home. I was taken out to the garage where I saw the Blackburn engine dismantled on the bench. In those days, although having always been interested in cars, I really didn't know much about them. However, I recognised a Blackburn when I saw one and I said: "Oh, a Blackburn, nice engines!" or something equally fatuous. Whereupon with an air of deference which I certainly didn't deserve, F. I. C. said: "Oh, you're an expert I can see."

I am, Yours, etc.,

Northfield. JOHN C. BARLOW.

* * *

Sir,

As a keen but not very "genful" vintage owner may I ask for the advice of your readers on two perhaps elementary points which do not appear to be dealt with by any publication:—

1. Where does one fit a television suppressor to a magneto (Bosch)?
2. Is it safe to use a detergent oil in a vintage vehicle? I recently purchased a widely advertised detergent oil from a garage in town, but when I mentioned to my local garage that I proposed putting it in the old 'bus (1927/8 Humber 14/40—mileage 44,000, never rebored) they were so urgent in their advice not to put it in that I did a straight swap with them for five gallons of Castrol XL. Their argument was that the detergent oil would so thoroughly clean my engine as to remove deposits on which they tell me I rely for my compression, etc., and consequently bang would go performance and up would go the oil bill. I don't like believing this because I don't like to think my engine relies on dirt. Does it?

I am, Yours, etc.,

Bromley. H. HOWELL THOMAS

LETTERS from READERS

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

BRITISH CARS ON THE MAT

Sir,

I feel I must agree with Mr. Poske's remarks about British cars in Peru when they are concerned with electrical components. These always seem to be a continuous source of trouble even in this country.

I have been reduced to spending many hours fabricating a replacement for the horrid zinc-alloy pivot of a broken trafficator arm, because replacement arms are not now available, but only complete units at about three times the cost. Other jobs of a similar type I have had to do are the rebushing of windscreen wiper and starter motor bearings.

It is also significant to notice the items that have given Dr. Scott trouble on his Sunbeam-Talbot.

We are always informed what manufacturer has supplied the electrical equipment for a winning or record-breaking car. But surely these are some of the few items that are not severely tested on these occasions as the temperature and humidity variations are not as large as may be experienced in normal use.

Also, as a correspondent in the *Autocar* pointed out, these same manufacturers are quick to increase the price of their products with increased price of raw materials, but somehow forget to lower them when there is a considerable fall in raw material costs.

I am, Yours, etc.,

New Barnet. J. P. BIRCHENOUGH.

Sir,

Whether you like it or not, there is an awful lot of truth and good sense in George H. Poske's letter to you from Peru.

I have recently returned from that country after a stay of over two years and believe me *los autos ingleses* do not enjoy the high esteem that no doubt many of our exporters would desire for them.

Poske's remarks about lack of spares and lack of service are singularly pertinent.

Incidentally, what on earth have the Le Mans and Monte Carlo cars got to do with the ordinary production jobs that find themselves shipped to Peru? And who won at Le Mans last year anyway?

As a Britisher, and proud of it, may I say thank you to George H. Poske?

I am, Yours, etc.,

Bletchley. DEREK C. HUDSON.

Sir,

As an exile from Warwickshire for five years, I am an ardent reader of your paper. Perhaps you would care to publish my experiences of two well-known British cars which were run only on tarred roads here. 1950 new Lanchester ten supplied by Currie Motors, Jo'burg, mileage when sold 5,200, cost £624. Faults: half the tools supplied with the car did not fit (wheel-brace, spanners, etc.). Electrical components: every one of these bar the battery, had to be replaced due to faults. Radiator: blew up, due to rust and a faulty ball valve. Shock absorbers: two sets faulty. Back springs: weak, had to be re-tempered and set. 1951 TD M.G. supplied by Connock's Motors Jo'burg, cost £561, run on tarred roads only, mileage 6,600, and still in my possession. Faults: wheels out of alignment, and had to be balanced. Piston rings collapsed at 800 miles and had to be renewed (cost me £17). Hood did not fit. Water pump renewed at 3,500 miles; faulty.

The car as a whole has been nursed carefully. It was given to me when new in a very de-tuned state, (*i.e.*, carburation and ignition miles out).

The agents here are the most unreliable lot I've ever dealt with, their charges are colossal and their work not on a par with a senior engineer apprentice at home. I would add that in lots of cases I told my troubles to the makers and they did nothing to help, except write letters to me and their agents, which the latter promptly ignored. I consider the above-mentioned cases a disgrace to the firms concerned, and why do not British firms appoint decent agents who will look after their customers and give them a square deal? And who are the gentlemen who come from England to appoint these people, and why are they not made to face up to their responsibilities, instead of having a good time here, leaving their customers to "nurse the baby"?

The Americans have the market here, and they deserve it because their organisations give a far and away better service than do the British.

I am, Yours, etc.,

Johannesburg. DENIS J. S. FLETCHER.

Sir,

I should like to express my complete agreement with Mr. Arnall's letter in your February issue. I have lived on the Continent for many years, and have had the opportunity of studying the performance of all makes of car sold in Belgium, where a buyers' market has existed for several years. Only now, in face of powerful German competition, are British manufacturers waking up to what is required by hard-driving Continental motorists. Unbelieveable damage was done in the immediate post-war years when old designs were unloaded onto the sellers' market, and people bought simply because they had no choice but to take what they were offered. These 1939 models wrecked the reputation of certain British cars, and it would have been much wiser to have waited until a model *designed* for export had been produced. Then perhaps there would not have been so many complaints about feeble suspensions, bad roadholding, etc., which I constantly heard in the 1946-50 period. French cars were also old models, but they were also satisfactory, because their makers knew what was basically required of a Continental car. Germany has entered the field comparatively recently, after careful planning and much research. Already their products are giving ours the run-round in practically every class. Volkswagen have snatched the lion's share of the small-car market from under our noses, *viz.* their sales in Switzerland and Belgium, Opel are a serious menace in the medium-priced field, and Mercédès are offering superlative value in the expensive category. Both Mercédès and Borgward offer small diesels, greatly appreciated in the colonies, a point which British manufacturers have failed to realise. I know that German industry is not faced with re-armament and crippling taxation, but neither of these factors has any bearing on the actual design and "selling points" of a car. You can't blame taxation for spongy brakes!

Personally I hold to the view that it is better to sit on a piece of "army blanket" and have good performance and excellent suspension, rather than place my nether regions on cow-hide and put up with steering which gives me a heart attack on every corner. In other words, spend money on the *car* and not on the trappings. Manufacturers must keep in mind that a family saloon capable of taking Mr. Snooks and his family to Margate and back at an average of 25 m.p.h., is NOT suitable for his French, Belgian or Swiss counterpart who wish to do three times the mileage at twice the speed. This applies equally to the dominions and colonies.

I am, Yours, etc.,

London, S.W.13. I. A. S. CLARENCE.

* * *

ANY ISOTTAS?

Sir,

Is there, by any chance, in England a club or register devoted to the cult of the Isotta Fraschini?

For the past year I have been the proud proprietor of one of these glorious old beasts, and during this time I have neither heard of nor seen any other representative of this illustrious breed other than the one which now resides in the parental garage, together with the family chariot—a 7/45 series Packard seven-seater limousine. We also own a Vanguard (1949) but prefer not to speak of it!

However, to hark back to the Isotta. It is a Tipo 8, with the 7.3-litre o.h.v. straight-eight Tipo 8A motor. It is rated at 45 h.p. and can churn out some 140 h.p. at about 3,200 r.p.m. You probably know the details.

The maximum speed I have attained will not be mentioned because firstly you may not believe me and secondly my parent might see this. He disapproves.

Mechanically, the car is utterly perfect and has knocked up a scant 35,000 miles since 1926.

So far I have not had a single breakdown or refusal to start first pop. Thus I have not so far dismantled her. Pity!

Incidentally, should anyone be interested in the breed or own one or something I should be only too glad to hear from them. There is little pleasure in being enthusiastic about a car when one has no one to enthuse to. Very few people in this country have ever heard the name Isotta. This is, believe me, most disheartening.

I am, Yours, etc.,

Strathfield, N.S.W. GEOFFREY DAVIS.

THE R.-R. CONTROVERSY

Sir,

I am greatly interested in your controversy Rolls-Royce *v.* Cadillac. In the first place I should state that in the past 40 years I have owned every R.-R. model since the 1909 overdrive Ghost, to the latest model Silver Wraith with ordinary gearbox ; this car is the most overrated motor car on four wheels today; the old Rolls-Royce car and service as built up by the Hon. C. S. Rolls, Sir Henry Royce and the late Mr. John de Looge, is completely gone, as my experiences will show. In the first place the car was ordered, and delivery promised, for a trip to America in 1947 : delivery was in July, 1948. Twenty minutes after taking delivery the clock stopped, later the speedo. failed ; upon complaint to Messrs. Rolls-Royce I was informed that components not manufactured by them were not guaranteed by them, but they would do what they could. This cuts out at least half of the car ! After 2,000 miles, I found the front suspension was completely out of true and had worn the tyre treads away ; all I had to do was to return the car 300 miles for attention and collect the car later, another 300 miles. As petrol was rationed the first six months' ration was used up. No allowance for the tyres was made. The next trouble was that the whole of the rear roof cloth blew down the first time the sunshine roof was opened. This was repaired free by the coachbuilders. Another 500 miles and, as the roof cloth had been tacked back with the tack heads showing, the sunshine roof was by now leaking badly, and one of the rear door handles had fallen off due to bad workmanship. Also, the cylinder block core plugs were defective ; taking the car back for the third time two tyres burst—maker's pressure 24 lb. but tyre manufacturers refused replacement owing to under-inflation.

By this time I was turning a little nasty and explained that I was going abroad with the car, and insisted on it being put right. I went abroad and had a full load for the first time. The rear seat went right through on to the rear axle, the front seat went completely through and smashed the air conditioner, the leather backs of the front seats melted in the sun in Italy and came off, as did the plating on the window frames. The rear ash-trays had to be blocked up owing to the fact that the ash went down the driver's neck when the windows were down and to crown all, after 28,000 miles only, despite draining every 1,000 miles, the car started to use one gallon of oil every 800 miles. Utterly disgusted I sold the car, with all faults and failings, to the trade as it stood. The paint was peeled and cracked and it cost £350 to recondition the car. It originally cost £6,000. This makes motoring just a little expensive! I have only owned one Cadillac, a 16-cylinder job which was quite as good as any Rolls I have ever owned, and I wish I had another.

I would be greatly obliged if you can publish this letter and will prove and substantiate any part of it.

I am, Yours, etc.,

West Hartlepool. W. M. Meredith.

Sir,

I have read with great interest Mr. Hendry's letter on some of our finest (?) cars.

I do not wish to enter into lengthy correspondence, but I must emphatically point out that it is a poor reflection in British superior (?) automobile design that two British cars costing basically in excess of £4,000 should employ a back-axle layout and drive comparable with the humblest Ford or Morris Minor !

No, Sir, with the exception of the Lagonda chassis (an essay in engineering) we simply are trading on names made in other generations and this will surely be reflected in the near future by a drop in sales in the export market as foreign competition is employing designs meeting *today's* needs.

Our inability to produce a racing engine that will give within 40 h.p. of a similar Italian counterpart also does not exactly help our export publicity.

I am, Yours, etc.,

Lincoln. Ronald H. Hallam.

* * *

BRITISH *VERSUS* AMERICAN CARS

Sir,

There has been a considerable amount of correspondence in Motor Sport recently about the superiority in quality of American cars, as compared with British makes.

Here are some first-hand experiences with one of America's highest priced cars (the biggest model of one of the Big Three of Detroit). Some time ago the management of the firm I work for was persuaded into purchasing this tin-monster-on-wheels.

At the present moment it has done about 28,000 miles and, believe me, it is just incidental that some of us are still here. The engine of this " power-packed " death-trap will, according to the handbook anyway, deliver some 150 odd b.h.p., but the man to drive this contraption at over 75 m.p.h. would need to be brave, very brave (even on the car's third set of shock-absorbers), indeed he would possibly be dead and buried long ago. He might have survived a failing automatic bonnet (sorry, I meant hood) lifter and getting a couple of square yards of tin into his face at 50 m.p.h. His passenger miraculously also survived an automatic door opener doing its job while the car was accelerating out of the first hair-pin on the Julier. The second time is was one of the back doors, opening backwards, with the obvious result. Compared to this that 60 miles run last December after midnight when the automatic window winder broke down and shorted the battery after some time, when any of the windows refused to go up again, is just kid stuff. Manual winders are old-fashioned anyway. This lovely window-opening gadget failed five times in two years, and cost £25 every time to mend. And now the agents have contacted us to offer exchange against the latest model, complete with fake wire wheels and air-intakes . . .

Only one more thing, I'd be delighted to meet Mr. Hendry of Christchurch, N.Z., some fine Sunday at the bottom end of the Stelvio, although my own small British car will deliver only a quarter of the power Mr. Hendry's 5½-litre Cadillac is pushing out according to G.M.'s advertisement boys. But I do hope that he does not forget to bring plenty of cool, clear water, the more the better—he and his 190 b.h.p. will need it.

And now, if you will excuse me, there is a humpback bridge two miles ahead, and I want to prepare the paper-bags for the passengers of our Special Super Custom de Luxe.

I am, Yours, etc.,

Fahrwangen. K. F. Steinmann.

* * *

LEMON'S LAGONDA

Sir,

I was most interested to read Ivan Carr's motoring experience, for it dealt with two cars with which I was connected in the past.

The 3.8 Bugatti was the senior member of my five-string stud. Little did I know when racing it that one day it would be a road machine !

Regarding the 4½-litre Lagonda. I remember watching the car being built. I acted as interpreter for my good friend Genaro Leoz and had to placate him when he urged the builders and at the same time keep on good terms with Major Watney of Lagondas. I am fairly certain Fox and Nicholl had nothing to do with this car.

However, Leoz managed to win the 4½-litre class, but was not satisfied with the car. He found that 112 m.p.h. was maximum, whereas he expected 118 m.p.h. Result was he returned the car to me with 1,100 miles on the speedometer and the car was offered for sale. Such was the market in 1936 that it only realised some £300 !

I am, Yours, etc.,

London, N.W.6. J. Lemon Burton.

* * *

MORE PRAISE FOR THE FIAT 1,100

Sir,

As a hardened Fiat enthusiast, may I endorse Mr. Arnell's comments on the 1,100 saloon ?

My own car is a similar 1938 model, and a sheer delight to drive, being absolutely rock-steady up to the maximum speed, which I should put as fractionally below 80 m.p.h. My car cruises up to 65 m.p.h. without any fuss, and averages slightly over 30 m.p.g.—the low figure being due to a high percentage of town motoring. On longish, fast runs I get 36 to the gallon.

English cars just don't measure up to this, and I can only think of one family saloon of up to 1,500 c.c. now on the market which could take on the Fiat over winding main roads and stand a chance against it.

And what about the British baby cars we have been waiting for ? The old s.v. Topolino of 1937 disposed of a mere 13 b.h.p., and in normal trim was working very hard indeed at 55 m.p.h., but it could be cruised all day at 40-45 without indulging in vicious tail-wag. The quality of the Fiat front suspension is surely endorsed by the frequency of its use on Formula III racing cars, and I cannot think of any other small car (with the possible exception of another Continental, the 750 Renault), which will average 50 m.p.g. *in normal tune.*

Another Continental for me, next time, too.

I am, Yours, etc,

London, W.8. M. C. Sedgwick.

REQUEST

Sir,

I am anxious to make out a list of driving tests which have been used for organising clubs in their rallies during 1952, and I would be grateful if through these columns you would permit me to ask club secretaries if they would send me such lists.

I am, Yours, etc.,

Forest View, Hurst Green, Oxted, Surrey. PAUL NOBLE.

* * *

U.S.A. FIRST ?

Sir,

In the article "The Trend of Racing Car Design" you mention that Ferrari have experimented with hub caps with three ears against the normal two. Whilst I agree that this is something new in Europe I have a strong feeling that in America hub caps of this type have been in use for some time, and that whilst it is a venture for Ferrari having three ears to clout during pit stops, the Americans have used them for some time.

Although I frequently see copies of *Motor Trend* and *Hot Rod*, these belong to the collection of a friend in the U.S.A.A.F. who does not wish them mutilated. The only support I can offer for my contention is the enclosed advertisement taken from the American magazine *Life*, dated June 1952 (American edition).

I am, Yours, etc.,

Northwood. COLLIN BENNETT.

[The Champion advertisement referred to shows the Agajanian Special with which Troy Ruttman won the last Indianapolis 500 Mile Race at 128.9 m.p.h. The hub caps clearly have triple ears.—ED.]

* * *

DREAM CAR

Sir,

It would be most interesting to have a cross-section of the opinion of various readers as to what constitutes the ideal "dream" sports car. You could offer a small prize for the best—say a new Frazer-Nash or a spark plug, depending on how your bank manager views the business. Readers like (Shame on you, New Zealand !) Mr. D. Hendry, need not enter.

Seriously, though, what is the general opinion today ? Are there many like me who would prefer a McKenzie rebuilt Bentley (money no object of course) with a Lancia front end and disc brakes to, say, a Jaguar 120C fitted with a Jaguar coupé body and a smaller petrol tank ? Would Ivan Carr's 3.8 Bug. be preferred to a new 300L Merc., or would the majority of your readers drop a note and £8,000 to Spain and drive round in a Pegaso ?

As a matter of interest, has an XK120 engine ever been blown ? Have Allard ever fitted one into a JX chassis ? Wouldn't this make rather a potent Le Mans job ? Is there any technical reason why Mr. Briggs Cunningham couldn't cut a couple of feet off the wheelbase of his lovely motor cars ? That cockpit does look so frightfully roomy. Could some form of universal joint be fitted to the tops of steering columns so that types like myself could, if we felt so inclined, have the wheel even past the vertical ? It would be darned comfortable you know.

I am, Yours, etc.,

E. Transvaal. JOHN WOLSTENHOLME.

* * *

THAT "ROYALE"

Sir,

In an interview on the "American Forces Network" last Thursday evening an American Army officer, a Lt. Montgomery, was asked about his unusual car.

This turned out to be none other than our old friend the ex-King Carol Bugatti "Royale" limousine which the officer had recently bought.

During the interview Lt. Montgomery mentioned that he had never "had her all out in top" but had done 75 m.p.h. in second. Fuel consumption was about 8 m.p.g. Main snag with the vehicle was that the driver was unable to keep warm and dry with this particular type of body. Also the cross-Channel ferry charge was the same as that for a motor coach !

About the cars future Lt. Montgomery would like to exchange it for a smaller sports car, he mentioned the Bugatti Type 51, on the other hand he might take it back to America and present it to a museum !

We may yet see the "Golden Bug." at our local "Odeon."

I am, Yours, etc.,

London, N.2. J. S. WHITTLE.

BLACK X

Sir,

Your report on Redex in the current issue of MOTOR SPORT intrigued me as last summer I had a most alarming experience when using it. Maybe you will be interested to hear the case.

My Sunbeam-Talbot Ten had been fitted with a new engine direct from the factory and after careful running-in for some 1,500 miles I treated the oil strictly in accordance with Redex instructions. I then found that if the car was driven hard for some twenty minutes all oil pressure disappeared. On the other hand, if 45 m.p.h. was not exceeded everything remained normal.

Sunbeam-Talbot advised me to renew the oil and omit the Redex : this was done and the oil-pressure remained normal after sustained fast driving. Next, I contacted the manufacturers of Redex, albeit without stating that the engine was new. The somewhat startling reply was that the engine must be an old worn-out unit and Redex could not possibly cause the trouble.

Perhaps it is not necessary to add I have not used Redex since and have not suffered any more alarming disappearances of oil-pressure.

I trust you may find the above of some interest.

I am, Yours, etc.,

Wrexham. H. B. DAVIES

* * *

DREARY AGE

Sir,

Every time I peruse the correspondence columns of your paper, I cannot help but wonder at the lack of vision shown by some of your readers. This month again, there were the usual crop of folks bewailing the shoddy finishes, and poor workmanship of modern cars. Surely they realise that in this age of conveyor belt assembly, craftsmanship is as dead as the dodo !

When we in England began to follow in Henry Ford's footsteps we said goodbye to cars that were "made." It is just a simple fact but oh ! so many of your readers have trouble in understanding it. In one of your American contemporaries *Speed Age*, there are some excellent articles by Roger Huntingdon where the realistic approach is taken. Under the heading "Detroit Corner" Mr. Huntingdon writes on the varied aspects of Car Manufacture and discusses, from the production point of view, why some of the long-desired features are not incorporated in current designs. These arguments hold equally as good in this country as they do in the States. Pennies have to be counted by the costing department, and what may seem to be a minor modification may cost quite a considerable amount in retooling back at the factory. If your readers *do* really want a well-made car, they can be bought—but I very much doubt if they would be prepared to pay the price. People are funny like that, offer them what they clamour for, then see them settle for the car with the shoddy finish, because it's cheaper.

I once had the chance to pin down an executive of one of our well-known motor-cycle manufacturer's, and rode my favourite hobby horse re poor lighting equipment. His very pithy reply was, when anybody could turn out lighting equipment as cheaply as ——, then he would fit it. When I commented that some of his customers might be interested in quality, I was told that an additional £5 onto the price of his products would quite considerably affect his sales. If this be true, then I see no silver lining in our clouds of shoddy cars.

I am, Yours, etc.,

London, E.11. T. K. MANICOM.

* * *

AND NOW, REPORT FROM PORTUGAL !

Sir,

I have read with very much interest Mr. G. H. Poske's letter and subsequent correspondence in your magazine : I am a lazy letter writer and a bad one, my English being just school-English, but I would like to send you a few lines on this matter as it seems to me that it has been rather misunderstood.

You seem not to agree with Mr. Poske, to judge from your footnote ; I should like you to believe that Mr. Poske's opinion of British cars of to-day is so goodwilling and even optimistic that I think he hardly has had any reasons to complain, compared with what has happened to me and people over here I know well.

It further seems from your footnote that you missed the point in Mr. Poske's letter ; everybody knows that you *can* make cars, especially sports-cars, as good as those of any other country, but what the British industry seems unable to make is a reliable, well-finished car, a car that does not break down every other day, a car that is not full of small irritating faults.

Then you should know better than I do, that winning Le Mans in a Jaguar XK 120 C (I should like to stress the "C") or winning the

Monte Carlo in an Allard (driven by the manufacturer !) or winning this year's Monte in a Zephyr, just shows very little and has nothing to do with Mr. Poske's or my complaints : factory-entered cars and those so-called private entries (" completely standard," but in fact, modified to the extent a certain factory recently offered me such a standard car, with £200 modifications—about 20 per cent. of the complete car's price—which modifications, to quote the factory, " could only be carried out at the factory as they were outside the possibilities of private-owned repair shops ") are so different from the things that are sold by the British car manufacturers in their export markets as . . . well as British cars are from Italian, German or American cars !

I think what has happened to my family is typical of what is happening over here : in 1939, we had a " fleet " composed of : 1 Wolseley, 1 Anglia, 1 Standard, 1 Vauxhall, 1 Jaguar, 1 Prefect, 1 Lincoln Zephyr. These cars have been disposed of with the exception of the Lincoln Zephyr (the only non-British car) and have been substituted by the following cars : 1 Lancia, 1 Dodge, 1 Peugeot, 2 Chevrolets, 1 Citroën, 1 Matford, 1 H.R.G., 1 Dyna-Panhard and 1 Aston-Martin. As you will see there are now 1 Italian, 4 American, 4 French and only 2 British cars, but both the latter are sports-cars and of a type not made elsewhere. The Ford people, knowing that I wished to buy a new " family car," sent one of their salesmen to visit me and he was full of " Zephyr talk " (Monte Carlo, roadholding, acceleration, etc.), but I am awfully prone to bad colds when I get wet feet and it was raining when I drove the Zephyr ; I had to go home and change both socks and shoes as the whole car was more like a pool than a saloon and the luggage boot was also completely wet. The salesman being, by the way, my personal friend, ended by telling me "to buy a Taunus, because it is German, and that does make all the difference." If I tell you that I am Norwegian and don't like the Germans, you will understand that I hate to do it, but have just taken delivery of the Taunus, as I have had enough of British cars.

I know your readers will not approve of my letter. When I read their usual comments in your and other British motoring magazines, I can only find one explanation for their complete lack of understanding : they have little experience of post-war British cars and no experience of Continental and American cars, and that is why.

To give you some facts, I will state below some of the more interesting " little nuisances " that happen to people who buy British. Some seem so unbelievable that I will begin by saying that they have happened to me, my family or very close friends.

1. I bought in 1949 an English sports-car of medium price ; besides boiling to the extent of having to replace the whole cooling system, the flywheel was erroneously marked, so that t.d.c. was not what it said and the whole timing was wrong from the factory.

2. My brother had what English motoring magazines usually call a " quality family saloon." A nice car (of 4-cylinders) to look at, but not to drive in. After 5,000 miles the agents over here got too disgusted with my brother's complaints about the engine and arranged with the factory to replace the old with a new engine. Shortly after the new engine was installed, my brother had gearbox trouble and then the differential seized for no apparent reason. One of the factory's engineers was passing through Lisbon just then and he reported to the factory. As a result, my brother was given a new gearbox and differential. When the clutch broke, my brother disposed of the car.

3. I bought a sports-engine of 2.5 litres, complete with gearbox, to be fitted in a chassis I have. The engine cost about £390 so it is not of the cheapest ones. The manufacturers raised the compression of my engine, probably knowing that it would be raced, but did not care for such a trifle as inlet valves touching the pistons, making a bed in each (luckily no harm was done). The pressure control of the lubrication oil was mounted incorrectly and had to be completely redesigned, as it would never work as delivered with the engine. The distributor lobe cam was so irregular that it had to be replaced. Otherwise a beauty of an engine, but how many weeks of hard work before it could be raced with just a bit of confidence !

The manufacturers sent with the engine a complete report with graphs of how the engine had been run-in and how it behaved on the test-bench and power-brake. At least the pressure control of the lubrication oil must have been changed before the engine was despatched to my address, or had the engine been run-in at all ?

4. Being a bit sceptical about British cars at the moment, I did not even run-in the next car before having a look at the works. On this one I only found a nut missing. A poor little nut off one of the connecting-rod bearings ! What is a nut more or less, when you buy £700 of nuts and bits ?

(5) A friend of mine bought a Bentley which cost considerably more than £4,000. My friend's wife got a disease of the ears because that car was fitted with a small cabinet with mirrors and powder-boxes which had been placed at the exact height of this lady's ears; there was a terrible draught through this cabinet from bad workmanship of the people who made the Bentley's body. They disposed of the Bentley when they dismantled the interior trimmings and found so many terrible things; they thought it best to sell the car.

(6) A very fast saloon, rather expensive too, when you think of it as a car about 15 years old (and looking it, too) ; just because the manufacturers put i.f.s. in that car, they call it a " complete new post-war model," suffered from very bad clutch slip. The repair shop I usually use cured this by fitting another type of clutch lining ; the clutch is a bit fierce now but you can start the car on hills, which was not always possible before. My mechanic's opinion (based on having cured five cars of this make—50 per cent. of all cars running in Portugal) is that these clutches are badly designed for the type of car and they fit a lining that slips, so that a clumsy driver does not feel its fierceness or breaks the whole clutch.

(7) One of those so-called cars of " very fine reputation " of which some of your readers are so proud, fit two different engines to their cars, one being a normal one and the other a high-compression job for competition work. The latter engine was fitted to my chassis, but with the former's tappet clearances; but they did not stop at that. The instruction book (a wonderful thing of 87 pages and goodness knows how many drawings and photographs) only mentions one clearance, where, according to the index, this data is to be found; thus one would think that the clearance for the normal engine also applies to the competition engine. But this is not the actual fact, and you should see what difference it makes to that engine to have the correct clearance !

(8) Headlamps giving a safe driving speed of 70 m.p.h. are fitted to a car that nearly does that speed in second gear (it has four speeds) ! When I asked the car manufacturer why he does that, he answered that he was forced to, as otherwise he would never get delivery of the rest of the electrical equipment.

(9) One car that does double the speed of the Anglia is fitted with the same shock-absorbers as this cheapest British car, which weighs about 900 lb. less than the " quality car." No small wonder the shock-absorbers of the " quality car " last about 1,000 miles ! Although this happens to 100 per cent. of the cars of that make running here in Portugal (we have good roads; that is one reason why so many people start the Monte Carlo Rally from here), the factory " doubt that their cars have insufficient shock-absorbers," and you can't get the slightest help from them.

(10) A friend of mine has a five-seater which also suffers from too weak shock-absorbers, the wheels of that car reminding one of a jitterbug tap-dancer. I wonder if that is why the manufacturers called that car the " Ballerina of the London Show " ! Somebody responsible at that factory was travelling through Lisbon and my friend took him out in his car to show him those jitterbugging wheels, but, to his amazement, the man from the factory could not find anything wrong with the car !

This is to me the most irritating thing about buying a British car today; their manufacturers don't care in the least what you think about their products, and if you are in trouble, and in a hurry, you had better not approach them, because it is certain time lost.

In all fairness, I must stress that I know of an exception : the H.R.G. people. Their service, assistance and kindness are so exceptional; they make a friend of each customer. At least I count myself as being one.

I have found out that usually the only way to get help when you are in trouble is to apply to the manufacturer of the accessory that is giving trouble : the accessory people usually are nice, helpful and fair. I make it my warmest wish that they keep like that and don't follow the crazy policy of the British car manufacturers.

For those who may think differently, I wish to say that I have no interest whatsoever in the car business. My business is shipping and insurance.

I am, Yours, etc.,

SIMON KNUDSEN HANSEN.

Lisbon.

The Publicity Manager of Aston-Martin, Ltd., has been offering for sale a 4.1-litre Ferrari. Connaught Engineering are offering to supply Formula II Connaughts less engines and gearboxes, to those drivers who wish to install 2½-litre power units in readiness for the 1954 Formula I races. Delivery is said to take approximately three months from placing an order. Rodney Clark's beautifully road-equipped 3.3-litre Grand Prix Bugatti has been sold to America —should we add " Alas " ?

—AND REPORT FROM AN AMERICAN IN FRANKFURT

Sir,

Today I got my copy of your February issue and the excellence and variety of your correspondence columns drives me to forsake a life-long rule and for once write to the editor.

I am delighted to see Mr. Poske's complaints receiving such generous treatment in your columns after the inane remark with which you greeted his first letter. It is indeed unfortunate that everything Mr. Poske says is true. Outside the realm of sports cars the one factor upon which Great Britain relies to sell her products in world markets is " quality " with, as a secondary factor, economy.

Personally, I fail to see where quality comes in when one reads in the columns of your wonderful magazine of cars going " as long as 12,000 miles " before needing this or that, up to such a major project as a rebore.

I hold no brief for Ford products ; in fact I dislike them. But the company car assigned me at the moment is a 1946 Mercury two-door sedan. When it was first turned over to me in February, 1949, it had been through the hands of many drivers and probably this, allied with the fact that the man who picked it up brand new from the port boasted when he got to our Paris office that he had had 85 m.p.h. out of it, accounted for the fact that it was in pretty darn poor condition after only 78,000 miles. Therefore at that time I had it completely rebuilt in our shops, new motor, transmission, drive-shaft, rear-end, springs, shock-absorbers, brakes and brake drums. Since that time I, and a few other people, have put a further 100,000 miles on the clock and I might add they were very fast miles. When travelling Autobahn I reckon to *average* 65 to 70 m.p.h. Off the Autobahn, my *average* speeds vary between 45 and 50 m.p.h., dependent upon traffic and weather conditions. This means that the car is driven with my foot through the floor boards most of the time. In that 100,000 miles the car has had one valve regrind. About 5,000 miles ago there was an ominous " ticker-ticker " after a stretch of about 15 miles flat-out on the Autobahn. Figuring this to be a bearing, we opened up the motor and piece by piece disassembled it, finding everything in perfect condition until at last we found one broken piston-ring and a small portion of the crown of that piston burnt away. There was no sign of wear on the cylinder bores. The piston was replaced and everything else put together again and I expect another 30,000 to 40,000 miles before it will need, possibly, a rebore.

During this time I must admit that the various front suspension and steering bushings, bolts, tie-rod ends, etc., have been replaced three or four times, which is to be expected when driving 65 to 75 m.p.h. over the execrable German secondary roads.

It is the common cry of lovers of European cars to claim long-wearing qualities in their products and to decry the alleged fact that American cars are only good for three years or so. Yeah ?

What British cars, outside Rolls-Royce, Bentley and Daimler possibly, of immediate pre-war or post-war construction could possibly run 100,000 miles of really hard driving without even a rebore?

Economy ? Well, I admit the fuel consumption on the Mercury stinks. It only gets 12½ miles to the U.S. gallon. But Ford products are notorious for their poor fuel consumption. I had a 1947 Studebaker Champion which I drove in similar fashion for two years, covering 45,000 miles during that time, and just before selling it, stripped it down, prepared if necessary to rebore. The maximum wear discoverable in the cylinder bores was three thousandths of an inch. Oil consumption, which had been heavy just prior to this, was brought back to zero by replacement of three broken rings. The whole time I had that car I obtained 23 miles to the U.S. gallon and drove it normally at 70 to 75 m.p.h. (Place de l'Opera, Paris, to my apartment in Frankfurt, 620 kilometres—7 hours 10 minutes.)

However, fuel is only one side of the economy question. How about the maintenance aspect ? It seems to me that you have to have a very great saving in fuel to make up for the—let us be charitable and say four to five major overhauls of a British car to the one for an American car.

Then, too, British service is quite remarkable. The local Jaguar people just laugh and confide to me that they generally have to wait about two months or more to get parts-orders filled. I am friendly with the gentleman who holds the *franchise* here for Singer and Jowett. He was giving me a typical instance of British service the other day, explaining that he carries a large stock of parts for these makes of car, and sometimes a part has to be replaced under guarantee, whereupon he gets a free replacement part from England. Of course he replaces the part in the vehicle concerned out of his own stock and merely replenishes his stock with the free replacement from the manufacturer later on. Customs duty is payable on the value of the part, including freight. The part comes at no value (free guarantee replacement) and therefore the duty on that particular part is on the freight alone. He wrote to the factory explaining this and asked them to please discontinue sending him those parts by air freight as he was in no particular hurry for them and did not want to have to pay duty on the high air-freight charges. They replied telling him that since it fitted in better with their system, they would continue to send him those parts air-freight ; besides, they pointed out, he would get them sooner that way !

So much for the average consumer's point of view. As for my own ideas, I have no use for the American product except in its function as " transportation," which is after all what the American market is aimed at. When it comes to driving pleasure, which is what my personal automobiles are for, then the European product is the only possible solution because of its handling qualities. And here we enter into the realm of the R.-R. *v.* Cadillac squabble. As one of your correspondents so rightly points out, the acceleration of the Cadillac is fantastic for a touring car and its top speed is mighty handy too. But unfortunately, being mounted as it apparently is on sponges and with brakes that disappear after three seconds application at speeds over 60 miles an hour, you cannot use half of its speed. And let us not dwell upon the weight distribution which of course is no worse than any other American car—for what that is worth ! I have never driven a Rolls, but can fully appreciate the reasons why people buy them. Probably the nearest approach to such an automobile I have ever owned was a V12 Pierce-Arrow and it almost broke my heart to sell that car when I was transferred to Europe. The handling was all that anyone could desire, and although I never had it flat-out, and its speed by no means put it into the racing-car class, no modern car at the time I owned it (1945-1946) could get away from me despite the claims of owners of Oldsmobiles and such that they had clocked over 100 m.p.h. on their cars. I don't dispute those claims for one moment. As I always make it a habit of checking the speeds of the cars I drive by stop-watch in various gears at various revolutions against the rev.-counter and speedometer, I am only too well aware of the fact that the average American car will easily do 95 to 100 m.p.h. on the speedometer, which represents a true speed of somewhere in the low eighties or even less. The Mercury I drive (see above) will happily go to 96 on the speedometer, which is actually about 82. A friend of mine in his 1951 Mercury was rhapsodising over the handling of my 1933 380K Mercédès-Benz, saying that he had found it absolutely impossible to keep anywhere near me on a winding country road we had been covering because of the way the Mercury shot around bends at way over 60 m.p.h. without sign of roll, slide or whip. When I told him that I had not been hurrying but was just cruising along, he thought I was bragging, but when I went on to assure him that I had not exceeded 55 m.p.h. anywhere, he as good as told me that I was a bare-faced liar, since he had been doing over 70 on the straights and close to 60 around the corners and the distance between us had been steadily increasing. So much for American speedometers !

By the way, my remarks about the 1946 Mercury I drive and about Cadillacs in general are not intended to imply that the Mercury is a better car than the Cadillac. Very far from it ! The point is that any 1946 American car handles better than a 1952 American car. We also have in our Company Fleet some modern Chevrolets and Oldsmobiles, and while I find it hard to visualise a nicer town carriage than the Oldsmobile with its hydramatic drive and its oversize tyres, soft springing and comfortable seating, it is by no means such hot stuff on the open road. The average American who, let us admit it, does not know how to drive anyway, is of the firm opinion that to travel much over 60 miles an hour on give-and-take roads is definitely unsafe, and to drive in the eighties or nineties on the Autobahns is suicidal, and of course he is right when it comes to the Detroit product. With the Oldsmobile I cannot obtain an average speed higher than five miles an hour less than I get out of the Mercury, and as for the Chevrolets, on the open road they are lunkers.

By the way, Mr. Poske, do not despair. Mercédès are not almighty in the racing world from the construction point of view. Their 300SL was by no means the fastest car in the various races they entered last year. Engineer Neubauer himself admits that the reason they mostly win their races is summed up in one word : organisation. Everything is planned and rehearsed down to the minutest detail ; and in racing that pays off every time. Undoubtedly there are many manufacturers who could produce just as good cars as Mercédès, but how many would spend the time, trouble and money that Mercédès do on planning to win ? Apropos Mr. Poske's remark that Mercédès did not have a certain gentleman to foot their racing bills for them since the war, I might mention that it is generally believed here in Germany that they did in fact have Government subsidy in 1952. This would be reasonable to believe because there is no question but that the Mercédès successes sold an enormous amount of German cars of all makes in the export market, particularly, of course, Mercédès-Benz cars. In fact the Mercédès export business alone amounted to 53 million dollars for 1952. Does racing pay ?

Before you jump all over me and tell me that I have not experienced both sides of the question I might mention that my first car in 1932 was a 1926 Amilcar Grand Sport with an overhead valve conversion (alleged to be the only one of these conversions that ever turned out right—I believe the car at one time was raced by Boon & Porters at Brooklands) and my present vehicle is a model 328 B.M.W. in the process of being greatly modified.

I am, Yours, etc.,

Frankfurt. CLEVE B. CARSON.

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SUNBEAM-TALBOT i.f.s., comprising cross-member, wishbones, shock-absorbers, springs, stub axles, brakes (no drums or hubs), steering column with wheel, all new. Armstrong pre-selector gearbox, 2 E.N.V. differentials, 9 by 48, 8 by 40, or exchange for parts for T-type M.G. J. Boardman, 16, Fylde Street, Gt. Lever, Bolton. [6250

SINGER LE MANS 9-h.p. coupé, 1935, black, very sound, all details by letter to those interested, near Birmingham, around £150. Box No. C251, MOTOR SPORT, 15, City Road, E.C.1. [6251

A DEAR LITTLE LADY, 1928 Austin 7 Chummy, 4-seater in original condition. New hood and side-screens, repainted, 40 m.p.g., £55. 150, Moorside Road, Eccleshill, Bradford, Yorks. Tel. : Bradford 37771. [6252

CEIRANO. 1926, 11-h.p. sports 4-seater in excellent condition. Bosch equipment. £120. Pair 10-in. Marchal headlamps, new condition, £12. Offers. 22, Bellingdon Road, Chesham. Tel. : Chesham 276. [6253

RADIOMOBILE 12-volt, £10 ; Lucas " Flame-thrower " lamp, 47s. 6d. ; set 4 John Bull 400 by 19 tyres unused, £8 10s. ; several other sizes. Marchal fog lamp 37s. 6d. All as new, please write Box No. C256, MOTOR SPORT, 15, City Road, E.C.1. [6256

1951 FRAZER-NASH Le Mans body shell, complete with petrol tank, wings and spare-wheel carrier. Letters only to R. J. Lorford, Flat 5, 51, St. Peter's Road, Croydon, Surrey. [6257

FRAZER-NASH 1934, good reliable car, genuine reason for sale, £250. Moody, 58, Henwick Road, Worcester. Tel. : Worcester 3554. [6253

BROUGH SUPERIOR 1938, Alpine Grand Sports, Hudson engine, taxed. Offers Neal, " The Gables," Whaplode, Spalding. Tel. : Moulton 269. [6259

FOR THE FAMILY MAN enthusiast, Kestrel 9, '34. Black, (special series) engine, clutch and box overhauled recently, Scintilla and twin S.U.s, all new chrome headlamps, good tyres, no dealers, £175 or exchange TA M.G. with cash adjustment. Tel. : Forest Hill 6256 after 7 p.m. [6260

NO. 8 COZETTE supercharger (1¼-litre), excellent condition, £16. Also portable petrol-driven 5-cu. ft. compressor with aerograph gun, virtually unused, £50. Box No. C262, MOTOR SPORT, 15, City Road, E.C.1. [6262

2-LITRE LAGONDA, 1932, ex-blown sports tourer, new hood, screens, Davies overhauled 18 months ago, owner cannot stand English weather, sells car in excellent order to bring warm saloon, will not sell for less than £200 as the car is still worth all of this, £230 o.n.o. Box No. C263, MOTOR SPORT, 15, City Road, E.C.1. [6263

DIATTO 1925 4-seater sports tourer, superlative original condition, perfectly maintained. Numerous spares, new tyres, original leather upholstery in perfect condition. Nearly new mohair hood and side curtains. Bosch electrical equipment, large fog lamp. Tapley gradient meter, revolution-counter, nearly new battery. Auster triple-folding screen to back seats. An enthusiast's dream. £220. Thomas, 11A, North Road, London, N.6. Tel. : Mountview 2527. [6265

SPECIAL BUILDERS. 1 s.v. B.M.W. air-cooled twin, app. 3½-in. bore 3-in. stroke : 1 B.M.W. o.h.v. air-cooled twin, app. 3½-in. bore 3-in. stroke, starter gear cut on flywheel. 1 Armstrong s/c. gearbox; 1 Jowett chassis complete with easyclean wheels, all in good condition. Offers. R. D. Standing, 7, Stopham Road, Pulborough, Sussex. [6266

SINGER LE MANS 9 1935, 4-seater. Running-in after major overhaul, new battery, new tyres, modernised weather equipment. 4½ hours—190 miles house to house Devon-Wimbledon repeatedly. Same owner since 1944, £130. Russocki, Hacche, South Molton, or seen London. [6267

1939 FIAT 1,500 4-door pillarless sliding roof saloon. £150 has been spent on car in last 12 months (bills shown). A very attractive car in exceptional condition throughout, £215, or smaller car taken part-exchange. J. Golby, Adderbury West, Banbury, Oxon. [6268

RILEY NINE AND FOURTEEN most spares cheap. State model and s.a.e. please. Gwilliam, Blagdon Hill, Taunton. [6269

COMPLETE MARSHALL-NORDEC Morris Minor supercharger installation. Low mileage, professional owner. Cheap £40 o.n.o. Box No. C271, MOTOR SPORT, 15, City Road, E.C.1. [6271

DELAGE D1 1926 drophead coupé with dickey. Good order throughout, some spares, handbook, tools. Taxed, insured for year. £100 or offer. Tel. : Walton-on-Thames 5397. [6272

ALVIS F.W.D. (s/c. or non-s/c.) beautiful black 4-seater, good hood, tonneau, tyres, handbook. Going abroad, £100. 17, Kelvinside Terrace, Glasgow, N.W. [6273

AUSTIN SEVEN SPARES. Good used parts available 1929/37 models. Oliver Hudson, Upton-on-Severn [6274

FOR SALE—*continued*

MORRIS EIGHT ENGINE, handbrake lever, Hillman 14 gearbox parts, Minx crown-wheel, 16-in. wheel. MOTOR SPORTS, *Speeds*, Alfa, Nash, "N" Magnette books. Benington, "The Twitten," Crowborough, Sussex. [6275

RILEY NINE special Laystall engine, complete rebuild, 50 b.h.p., unused, 3 hours bench running only, £135. Special 4-seater Gamecock, complete less engine, £75. Holman, 8, Yarrell Mansions, Queens Club Gardens, London, W.14. Tel.: Fulham 6269. [6277

ALVIS SPEED 20 Charlesworth saloon, 29 June 1936. One of the last Speed 20's made. In excellent order throughout—without fault. Reason for sale—buying house. Photo on request, £285 o.n.o. Lieutenant M. D. Martin, R.N., 14, Mansion Row, Brompton, Chatham. [6279

ARNOTT SUPERCHARGER: suitable for Ford Prefect engine or similar. One user, selling because new car acquired; recently overhauled, pronounced perfect by makers; cost price £80; available at bargain price to enthusiast for quick sale. Tel.: Welbeck 1957. [6281

CYCLE WINGS (domed and beaded) 10s. each fronts, 12s. 6d. rears: 5 in, 6 in. and 7 in. Carriage and packing 3s. pairs, 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [6282

ASTON MARTIN standard 11.9-h.p. Bertelli saloon October 1933, stored 10 years until completely reconditioned 1952. £165. Thompson, 15, Frognal Lane. Tel.: Hampstead 4106. [6284

CORD ENTHUSIASTS may be interested to know that we are producing a limited number of alloy cylinder heads for the 40-h.p. supercharged and unsupercharged models. The name "Aquaplane" is your assurance that this component is of the very high class associated with our famous Racing Equipment. Aquaplane Company, Oulton Broad, Suffolk. Tel: Oulton Broad 416. [6286

"THE MOTOR," 200 copies 1947-1952 unsoiled, £4 o.n.o. Kimber, 105, St. Ethelberts Avenue, Luton, Beds. [6287

1935 BRITISH SALMSON saloon, 12 h.p. Excellent condition, engine recently overhauled. £195. St. James' Garage, Cheam Road, Sutton. Tel.: Vigilant 2206/7. [6288

SUNBEAM drophead coupé, 20.9 h.p., 1930, rebuilt 1952. Absolutely perfect condition throughout, £110 o.n.o. Millington, Flat 5, rear 183, Penns Lane, Sutton, Warwicks. [6289

1934 MORGAN sports, B.R.G., 1,000 c.c. o.h.v. w.c. V-Twin Matchless. Mechanically perfect, well shod, 60 m.p.g., £150. Exchange something interesting suitable lady driver. Gamble, 6, Sidney Road, Rugby. [6290

ALVIS 12/50 block, gearbox, crankshaft, steering assembly, springs, chassis details, two special 16-in. 5-bolt wheels (unused), 14.75 block, head, rockers, crankshaft, camshaft, dural rods, flange-type crankcase (suit Eagle). Maclennan, 6, Spenser Street, Buckingham Gate, London, S.W.1. Tel.: Victoria 9285. [6291

SUNBEAM DAWN 12.8-h.p. 1935/6 sports saloon, dark green and black, well maintained car in good all-round condition. Engine recently completely overhauled, good tyres and battery, one owner. £135. Uwins, 33, The Drive, Sevenoaks. Tel.: Sevenoaks 4940. [6292

WOLSELEY HORNET SPECIAL, 1933. Exceptional condition. Resprayed. New hood. Splendid tyres, £95. Stokes, 10, Eastern Drive, Liverpool, 19. [6293

ALFA-ROMEO 1,750 front axle, back axle casing, 5:4 diff.-assembly, 3 brake drums, etc., £12 10s. the lot, buyer collects. Spurr, Caledonian Road, Savile Town, Dewsbury. [6295

1939 LANCIA APRILIA, perfect order. Rebuilt last month by Lancias at cost £350. Rechromed, mist green, Lucas flamethrower, available mid March. £550 o.n.o. Blackham, Cottage, Wellingore, Lincs. [6296

MODEL 'A' FORD 14.9 SEDAN, 1930. Top overhaul, new silencer November, new c.w.p. January (bills £20 available). Body, gearbox, battery sound. 5 good tyres, a genuinely cheap and reliable car, taxed and in daily use, 23 m.p.g., £42 o.n.o. Box No. C297, MOTOR SPORT, 15, City Road, E.C.1. [6297

M.G. 1938 TA, excellent condition throughout, £225 or part exchange TC. Tel.: Palmers Green 4134. [6298

ALVIS 12/50—3 new India tyres 500 by 20, £5 each. 2 retreads 5.50 by 20, £3 and £2 each. 4 bolt-on wire-wheels, late type with small hub, £2 each. Buyer collects. Simpson, Oast House, Hempstead Farm, Uckfield. Tel.: Uckfield 558. [6299

LAGONDA 2 litre h.c. frame, unbent, painted, £5. Yates, Cuillin, Wonersh, Guildford. [6300

1950 MORGAN 4/4, 2-seater sports, 19,000 miles. Recellulosed blue and cream, perfect chrome, reconditioned engine, 100 per cent. condition maintained by Morgan tuners. Brakes relined, new batteries, any inspection invited. Must sell, £375. After 6 p.m., Tel.: Flaxman 5720. [6303

FOR SALE—*continued*

BENTLEY 3-LITRE saloon, 1926. Freestone and Webb body just resprayed, engine rebored and not yet run-in. Excellent family car, £150 or nearest. Black, 450, Honeypot Lane, Stanmore, Tel.: Wordsworth 6724 evenings. [6304

CROSSLEY 1921, 19.6 h.p., beautiful condition throughout, excellent tyres and battery, £185. Tel.: Footscray 4596. [6305A

SINGER 4 AB roadster, February 1951. Good home wanted, owner reluctantly sells to make room for building special. Just been to works for complete check. £535. Smallwood, The Close, Knoll Road, Sidcup, Kent. Tel.: Footscray 3113 after 7 a.m. [6306

FRAZER-NASH 1934 T.T. replica, 1½-litre Meadows, good condition, photo available, £225. Goodwin, 32, Compton Crescent, Chessington, Surrey. [6308

AMERICAN ENTHUSIAST returning States wishes dispose of 1951 model, left-hand drive Jaguar XK120. This car, which has had one owner since new, has done only 11,000 miles and is in original condition. B.M.T.A. permission to sell. Offers over £900. Box No. C309, MOTOR SPORT, 15, City Road, E.C.1. [6309

1923 WOLSELEY 14 tourer, £30. Seen London. Smith, 174, Bromyard Road, Worcester. [6310

£200 SUNBEAM 18.2: 4-seater sportsman's coupé, immaculate, recent £75 overhaul, or exchange for smaller saloon. Tel.: Chorleywood 528. [6311

ALTON GARAGE

(BAYSWATER) LTD.

£375 Alvis Speed Twenty-five tourer. This magnificent specimen was recently the property of a film star and is in immaculate order. Superb Italian-red cellulose, perfect mechanical order and with complete all-weather equipment.

£265 Lancia Augusta drophead coupé. First registered 1937. Specially built in France and of unusually handsome lines. Beautiful interior in soft blue unpleated leather, front seats adjustable for rake, rear seat for one facing sideways. Capacious luggage locker outside. New hood just fitted.

£150 Alvis Speed Twenty sports saloon—4 light, 4-door by Charlesworth. Invoices for £160 spent. Bodywork in good condition and upholstered brown leather.

£125 Alvis 12-h.p. Firefly sports saloon. Black with green leather interior. This car was recently rebored and is fitted with normal gearbox.

£105 Talbot 75, 1934, saloon. Most luxuriously appointed interior in deep natural hide; cellulose very good and mechanically O.K.

Also, would exchange for sports car: 1935 **Austin Ten Colwyn** carbriolet. A completely immaculate little vehicle. Has had two owners and is as new.

All H.P. available including car paid for if unemployed or sick.

17-19, BROOK MEWS NORTH
Craven Road, Paddington, W.2
PADDINGTON 3952

SCALE MODEL GRAND PRIX BUGATTI (now in Science Museum, Kensington), also model of Alfa-Romeo, Type P.2. Both cars in glass cases. M. Reid, The Avenue Cafe, 525, Green Lane, Small Heath, Birmingham. [6312

WOLSELEY HORNET SPECIAL, complete engine rebuild 3,000. Dynamo, starter reconditioned, good, 4 new springs, shock absorbers, hood, screens rough, 35 m.p.g., no oil, reliable, taxed, insured December. £140 o.n.o., exchange. All letters answered. Adderley, 65, Lichfield Road, Bloxwich, Walsall. [6313

MORGAN 2-SEATER 1937, engine and axle rebuilt, new suspension fitted by the works. Good value at £275 o.n.o. Ingham, "Fernlea," Abbey-Hill, Kenilworth, Warwickshire. Tel.: Kenilworth 259. [6314

RILEY BIARRITZ, 1931, condition excellent. Twin carburetters, coil ignition. £85. Dawson, 219. Manchester New Road, Middleton, Manchester. Tel.: Middleton 3813. [6315

HORNET SPARES? Frames, springs, rods, clutch, gaskets, valves and springs etc. Scott, 14, Orchard Way, Luton, Beds. [6316

FOR SALE—*continued*

THE CAMBRIDGE SPECIAL AUSTIN—built and registered 1945, supercharged Ulster engine, Nippy 4-speed close-ratio gearbox, wide track front axle, alloy racing wheels, 400 by 15 fronts, 500 by 15 rears, £225 or offers. Further details from: Griffin, Hilltop, Warren Drive, Kingswood, Surrey. Tel.: Mogador 2694. [6318

FORD V8 SPECIAL, reg. 1951. 2-/4-seater, engine, gearbox, steering recently completely reconditioned. 100 m.p.h., £245 o.n.o., or part exchange for complete Ford 10 chassis or unfinished special. Jameson, Little Paddocks, Kingswood, Surrey. Tel.: Mogador 2183 after 6.30 p.m. weekdays. [6319

FREE!! to anyone who will collect. 1934 Talbot 95 swept tail saloon body and wings, sound condition. NO correspondence about this item entertained. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [6320

RILEY 19 in. 42 wheel, £2 10s.; 1 good 710 by 90 tyre and tube, £2 15s.; 1 smooth 710 by 90 tyre and tube, £1 10s.; 1 450 by 21 Dunlop tyre and tube (good), £3; 1 475 by 21 Dunlop tyre and tube (good), £3 5s. New Desmo Bulls horns, £1 5s. 1933 Lanchester 10 engine, less rocker gear and electrical parts, requires overhaul £7 10s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [6321

RILEY 9 MONACO saloon, 1937, special series engine, twin Zeniths, bodywork just completely renovated, resprayed black. Whole car and tyres in very good condition. £325. Tel.: Mountview 9541 evenings. [6322

HARDSURFACED ROCKERS: M.G., Wolseley, etc., 6s. each exchange, clutch levers 4s. exchange, rocker bushes 6s. each, special alloy 7s., shafts to pattern 7s. 6d., valve guides 4s. 6d., valves 7s., new gaskets, timing chains, etc., secondhand spares bought and sold. Thomson's, 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498 after 7 p.m. [6323

1936 STANDARD 10-h.p. sports coupé, resprayed grey, nice condition, £130. Box No. C325, MOTOR SPORT, 15, City Road, E.C.1. [6325

TED LUND offers his TD Mark II C model M.G. (ex-works team car) at under list price. Full details of this exceptional motor car on request. E. K. Lund and Co., Preston Road Garage, Coppull, near Chorley, Lancs. Tel.: Coppull 285. Open seven days a week until 11.00 p.m. [6326

TYRES, TUBES, TYRES. 5,000 in stock. New, remoulds, used, obsolete and beaded edge, for anything on wheels. No junk. Express service to anywhere in the U.K. Hamiltons, Tyre Specialists, 22/24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [6327

3-LITRE BENTLEY, 1924; short-chassis 2-seater with dickey. Connaught coachwork with new hood, sound mechanical condition, £230 o.n.o. Box No. C328, MOTOR SPORT, 15, City Road, E.C.1. [6328

CAMBRIDGE ENGINEERING, the Austin Seven Specialists, offer new pinion and crown wheels for 1922/1939 models, including sports ratio, new deep finned brake drums suitable for Girling or Lockheed brakes, deep alloy sumps for better oil cooling, wide brake-shoes with liners to fit early models, Bowdenex braking system for coupled brake models which give more positive braking without lock-on, new 6-volt wiper motors, ultra light sports pistons for high-speed engines in sets, high duty non-corrosive alloy high-compression heads, light flywheels, sports body shells, dropped axle and spring sets to lower chassis, reconditioned 1930/39 engines exchange, reconditioned modified Nippy engine less components for sale, all fittings for rebuilding Austins from stock. S.a.e. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [6329

LANCIA LAMBDA 6th Series Special engine, gearbox, crown-wheel, 2 halfshafts, 2 magdynos, £70, near offer or separately. View Colchester or London. Box No. C330, MOTOR SPORT, 15, City Road, E.C.1. [6330

MORGAN Plus Four, 4-seater, Dec. 1951, 8,000 miles. Modified steering dampers, nearest £700. Box No. C333, MOTOR SPORT, 15, City Road, E.C.1. Tel. Weymouth 119. [6333

LAGONDA, 2-litre low-chassis tourer, 1930. Excellent condition throughout, complete chassis/body rebuild 15 months ago. Magneto, starter, dynamo, reconditioned. 2 tyres nearly new, 2 new retreads, new battery, £185. Mills, 7 (a), Port Hill, Hertford, Herts. [6335

M.G. 1½-LITRE, drophead coupé, immaculate, black, blue upholstery, heater, 1938. Recent £350 overhaul. View London, £325. Box No. C336, MOTOR SPORT, 15, City Road, E.C.1. [6336

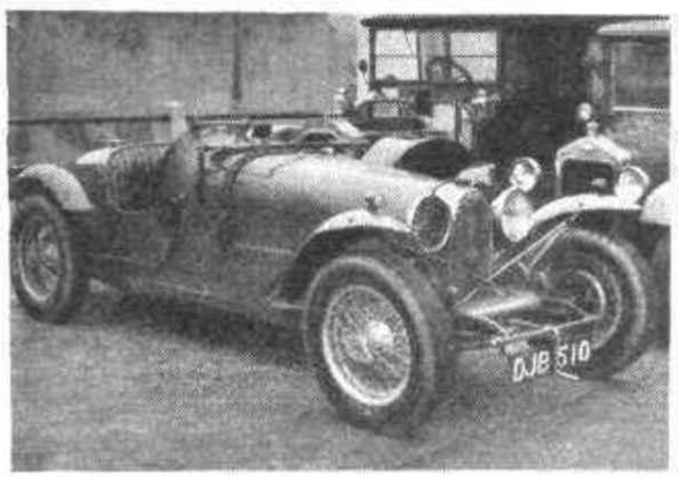
M.G. ENGINE, J2 complete with twin S.U.s and stainless steel water plates, good performance but needs some attention, £35 or exchange for Ford 10 engine, cash adjustment either way. Long Wolseley Hornet steering column complete, excellent condition, £5. Early Rolls-Royce steering column and wheel complete £2. S.U. bronze body 1½-in. horizontal, £2. Burton, Windypatch, Woodham Park Way, West Byfleet, Surrey. S.a.e. for replies, please. [6337

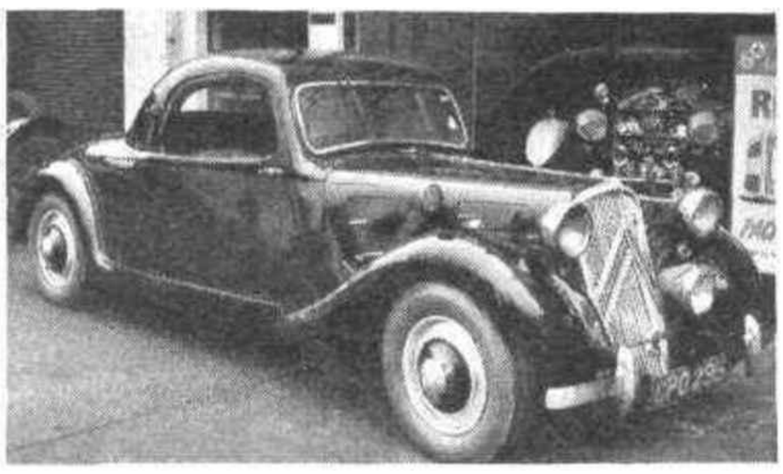
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BUGATTI Type 37, 1½-litre. " Grand Prix " 2-seater. First registered 1946. This Bug. has been overhauled in the last 2,000 miles by a well-known specialist and includes crank reground, crown and big-ends re-metalled, cylinder liner to standard, low-compression pistons fitted, dynamo rewired, new oil pump, and converted to 16-in. wheels; complete with hood, fold-flat screen, aero-screen, etc. 95 m.p.h.; 28 m.p.g. **£335**

ADLER 18-h.p. streamline sportsman saloon. First registered 1952. This car has just been completely overhauled in the last two months at a cost of £200. The work carried out includes complete engine overhaul, gearbox, clutch, steering, brakes, dynamo, rewired throughout, body completely stripped, re-chromed, new carpets, new battery, etc. All bills available. Taxed **£335**

ALVIS 12/50, 1929, 2/3-seater roadster. Very clean paintwork and a very fine runner. **£95**

ALVIS 12/50 4-seater tourer. Rebuilt and re-registered 1946. Excellent paintwork. Back seat dilapidated. Excellent mechanically **£155**

ALVIS 12/60 " Beetleback " 2/3-seater. Smart, potent and economical **£195**

ALVIS 16.9, 1932, 4-seater tourer. Good mechanically but interior could leave something to be desired **£85**

ALVIS Speed Twenty, 1934, 4-door sportsman saloon. £250 overhaul in the last 18 months ... **£225**

ALVIS Speed Twenty, 1934, D.H. coupé. Recently resprayed, new crown-wheel just fitted. Far above average in condition and appearance **£225**

ALVIS 4.3, 1937, 2/4-seater D.H. coupé. Believed to be the only one of its type and sold for £785 two years ago. Disappearing hood, fold-flat screen. 41,000 miles **£385**

A.C. 2-litre, 1937, D.H. coupé with dickey. About £200 has been spent on the mechanical side in the last 12 months. New hood, paintwork quite good, interior on the shabby side **£215**

BENTLEY 3-litre Red Label 4-seater tourer, 1927. Excellent hood, side-curtains, tonneau cover, bench-type front seat **£195**

BENTLEY, 1929, Speed Six close-coupled sportsman saloon, with built-in boot. New engine fitted in 1947. New carpets, hood lining, five new tyres. Goes like a mouse being chased by a cat **£175**

B. & W., 1939, 2-litre D.H. coupé. Recently extensively overhauled. Very clean inside and out. New hood, etc. L.H.D. **£250**

B.S.A. 10-h.p., 1936, fixed-head coupé. This is an exceptionally clean little car and not to be confused with the average " rag bag " 40 m.p.g. ... **£155**

DELAGE D.6, 1939, sportsman saloon. Very clean cellulose and a very potent car. Fitted Cotal electric gearbox **£525**

DELAGE 30-h.p., 1935, 2/3-seater sports. Recently extensively overhauled. Paintwork quite fair, chrome good, interior in poor condition **£125**

DE DION, 1908, 4-seater tourer. This car is really in superb condition throughout. Excellent hood, side-curtains, rear Auster screen and enough brass to polish to last you a lifetime. Excellent tyres, etc. ... **£275**

CITROEN, 1937, 12.8 h.p. This is one of the very rare and much sought after 2/3-seater fixed-head coupés and believed to be the only one of its type in the country. Recond. engine has just been fitted, and steering and suspension likewise (all bills available). This very attractive, fast and economical car is offered for only **£245**

ESSEX 17-h.p., 1929, D.H. coupé with dickey. This car has had one owner to last year and the total mileage is only 70,000. We know the history of the little gem since the day it was born. Very clean in every way. New tyres **£125**

HILLMAN Fourteen, 1939, 4-door saloon. We don't normally sell this type of car but it is one we have taken in part exchange. Far above average condition and exceptionally clean all round **£250**

INVICTA, 1931, 100-m.p.h. low-chassis 2/4-seater tourer. Over £400 has been spent recently on this very potent car. Resprayed, excellent hood and curtains **£285**

LAGONDA 2-litre, 1931, 4-seater tourer. Recently rechromed and engine overhaul £210 ... ... **£210**

LAGONDA 2-litre 4-seater tourer. This is the world-famous record-breaking ex-Mike Croupier Lagonda. Engine just rebuilt. New dash and instruments. All history and data available ... **£225**

LAGONDA 2-litre, 1928, 4-seater tourer. Excellent mechanically. Lousy hood. Fabric ghastly ... **£135**

LAGONDA, 1934, 4½ sportsman saloon. 1936 recond. engine just fitted (£150). (Choice of two) **£235**

M.G. PA, 1936, 2-seater, just fitted new engine and extensively overhauled (all bills available) ... **£225**

M.G. Mark II 18/80 sportsman saloon. Clean inside and out and the ideal car for those who like performance in comfort **£115**

M.G. Mark II 18/80 4-seater tourer. New crown-wheel, excellent hood and side-curtains. Way above average **£175**

M.G. VA 12-h.p., 1938, 4-seater tourer. Over £200 spent mechanically in last 12 months. New engine, etc. **£325**

ROLLS Twenty, 1929, owner-driver saloon. Just re-upholstered, excellent paintwork. Runs as smooth as silk **£295**

ROLLS Twenty. A very attractive new 2-seater D.H. coupé body was fitted in the last few years with new seats, trimming, carpets, dash, etc. This sporty Rolls is much faster than an average Twenty and will cruise at 60 m.p.h. and give 21 m.p.g. Late-type chrome radiator, etc. **£425**

ROLLS Twenty-five, 1930, small 4-light owner-driver saloon. Bench-type front seat. Excellent all-round condition **£385**

ROLLS Twenty-five, 1932, fitted with a roomy saloon coachwork by Wendover. Just re-upholstered. New hood lining, carpets, resprayed, engine just rebuilt and sleeved and not run-in yet. Four excellent tyres **£385**

ROLLS Silver Ghost shooting-brake, rebuilt and re-registered 1938 (at Pavilion Road Branch) ... **£125**

PACKARD, 1938, fixed-head coupé. Excellent original condition. L.H.D. **£95**

TALBOT 105 4-seater tourer. This is one of the three cars built for the Alpine Trial. Photo and history in November's *Motor Sport* **£185**

Gordon & Glynn THE RILEY CENTRE

£225 1937 Monaco, special series model, 6-light saloon. Most attractive car.

£225 Lynx 9-h.p. open sports 4-seater. Extensively overhauled. Really nice nick.

£165 1936 Falcon 12/4. Good looks and performance.

£135 1934 Kestrel Twelve. A sound and attractive car.

£110 1932 Monaco. Three owners. Complete history of this very genuine car. Taxed Dec.

£95 1932 coachbuilt **Utility Monaco.** Overhauled, in good order.

£35 1929 Monaco, runs well, looks obscene.

Good Rileys urgently wanted for cash.

189/195, PAVILION RD., SLOANE ST., S.W.1. Tel.: **SLO 8326**

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FOR SALE—*continued*

S.S.I., 16 H.P. : engine, £5; back axle, £10; gearbox, £5; front axle, steering, £5. Exchange car, boat, engine. Radclyffe, Tel.: Western 5691. [6455

ROLLS-ROYCE 20-H.P. (1952 new shooting-brake body), low attractive car. Rolls, 1932, 20 h.p., just fitted 6-light saloon body, £650, or offers. Rolls, 1930, 25 h.p., small saloon, £350. Rolls limousine, 1932, 25 h.p., £400. Spares—chassis, axles, etc.—for 20/25-h.p. Rolls. Johnson, 109, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [6456

J2 CRANKSHAFT and many other engine parts. Brake cross-shaft and handle. Box No. C458, Motor Sport, 15, City Road, E.C.1. [6458

1940 FRAZER-NASH B.M.W., TYPE 327/80, sports model D.H.C., in showroom condition. One of the last imported with all-synchromesh ZF gearbox and 3.9 axle ratio, giving 27 m.p.g. First private owner July, 1941. Equipped original hood and pistons. New Bristol 85C head and Solex carburetters fitted. £725. Nunn, 26, Fernside Road, Bournemouth. Tel.: Bournemouth 555 (office hours). [6461

1937 ALVIS SPEED TWENTY-FIVE tourer, good condition, servo and radio. Offers. Hesford, La Mancha Farm, Halsall, near Ormskirk, Lancs. Tel.: Halsall 46. [6462

1927 SUNBEAM twin o.h.c. super sports 3-litre 4-seater tourer. A superb car in very reasonable condition. Five years present owner. Many extras. Must sell for want of space. Macrae, 30, Trewsbury Road, Sydenham, S.E.26. Tel. : Sydenham 7526. [6463

LANCIA LAMBDA tourer, modified 5th chassis, 7th engine, 19-in. wheels, good tyres. £100. Box No. C464, Motor Sport, 15, City Road, E.C.1. [6464

LANCIA APRILIA. Immaculate throughout without rust. Engine, gearbox, transmission, steering, suspension stripped and rebuilt. Brakes relined, recellulosed, rechromed. New H.M.V. radio, new tyres, new battery. Exceptional condition. £395. Box No. C465, Motor Sport, 15, City Road, E.C.1. [6465

LAGONDA 1937 4½-litre LG45 D.H.C. Immaculate throughout. Would consider part exchange 1937 Rapide or earlier tourer in similar excellent condition. Archbell, Woodland Drive, Pledwick, Wakefield. [6466

ROLLS-ROYCE, 1928, Phantom I limousine in almost immaculate condition. Safety glass all round. Six nearly new tyres. P.100s. Instruction book. Ask John Bland about this motor. Sell £95, or exchange—anything considered. Tel. : Prospect 2939. [6473

RILEY, 1935, 1½-litre four-cylinder engine assembly (chain-driven timing) and preselector gearbox, clutch and clutch housing u/s, £35 with manifolds, carburetter, starter, etc. Crown wheel pinion and diff. assembly less torque tube, ex 1934 Riley 12/6, £10. Riley 1½-litre four-cylinder 1936. Chassis No. 26M3495 comp. set red leather upholstery in excellent condition, including front seats and door panels. £15. Also 4-doors comp. windows and mechanism and locks in good condition. £2 15s. each. Also rear springs reset and rebushed. £2 10s. each. Radiator complete with chrome cowl in good condition. £12. Leigh & Sons, 60/65, Granville Street, Sheffield, 2. [6467

JOWETT JAVELIN. First registered in July, 1948. Two owners, carefully driven and maintained. Less than 500 miles since engine recondition. Black with red upholstery. Price £490. F. G. Murrell, 132, Baffins Road, Portsmouth. [6468

ALVIS 12/50 saloon, 1932. Excellent. £78, or exchange small open car. Forest Lodge, New Milton. [6469

AMILCAR SURBAISSE. Fitted Ford Eight engine and gearbox ; 45 m.p.g. Offers. Also original engine, block damaged, and gearbox. Manchester area. Box No. C470, Motor Sport, 15, City Road, E.C.1. [6470

FIAT 1,100 c.c. 508C, 1938, pillarless saloon. Bills for £150 overhaul shown. £320. Also 1935 Singer sports coupé. Body poor, good chassis. £65. Many spares for above. Bagshaw, 115, Hope Road, Sale, Manchester. [6471

1925 AUSTIN TWELVE tourer. Taxed. No oil. Paintwork, upholstery excellent. £60. 1929 Clyno 11-h.p. tourer. Good running order. Bodywork, wings, upholstery excellent. £50. Barton Garage, Okehampton, Devon. [6472

M.G. PA TYPE. Good condition. £175, o.n.o. Two good tyres. Three somewhat worn. Engine good. Photo. Levesley, " Coppice Close," Froggatt, Derbyshire. [6476

BENTLEY SPARES. " C " box, plate clutch, 4.11 axle, front axle, instruments, electrics, S.U.s (speed 6), wheels, tyres, engine spares. All very good condition and cheap. Lowe, " Kianga," Cavendish Road, Matlock. Tel. : Matlock 359. [6474

HUMBER SPARES. 9/20, 1930. All dirt cheap. Apply : Hill House, Warley Hill, Brentwood, Essex. [6478

FOR SALE—*continued*

RILEY 12/4 MERLIN saloon, 1936. Good appearance tyres, battery and lighting ; sound chassis. Wilson box and transmission good. £169. 10, Lessar Avenue, Clapham, S.W.4. Tel. : Tulse Hill 8370. [6479

JAGUAR 100, late 1939, 2½-litre 2-seater. Genuine low mileage, literally immaculate throughout. Many extras. New leather upholstery, weather equipment, battery and tyres. Very potent yet 20-25 m.p.g. Offers around £475. Riley Nine sports. Four Amals, special camshafts, rebored, remetalled, valves, h/c pistons, etc., last July. Neat green doorless alloy body. Shortened, strengthened chassis. Tyres good, rear oversize. Manual box. Potent, handles well. Economical. Eligible V.S.C.C. events. £200. Ford Ten competition unit complete, including Buckler gearbox, heavy duty clutch, Davis manifold, twin S.U.s, dynamo, starter, distributor, high compression. All perfect. Assembled. £75. Riley Nine engine. Sound, complete. Single manifolds, etc. £20. Wanted : 1,100-c.c. competition engine : Fiat, Riley (preferably three-bearing crank), linered TC, etc. Details and price to : Box No. C481, Motor Sport, 15, City Road, E.C.1. [6481

FIAT 500, 1938, coupé. £170. 80, Bishop Ken Road, Harrow Weald, Middlesex. Tel. : Harrow. 4754. [6482

BENTLEY 3/4½ Rebuild. New body, 1950. New hood, resprayed, Zeiss lamps. Overhauled h/c engine, Specialloids, coaxial starter, Lockheeds Speed Six drums. £350. Also " A " box for sale. 94, Danford Lane, Solihull, Birmingham. [6484

S.S. 1934 overhauled chassis, engine. Much admired body nearly complete—requires hood and finishing touches. Fast, well shod, P.100s. £120, o.n.o. Heaton, Cottage, Church Lane, Eastham, Cheshire. [6485

Tourer **HOODS** Coupé

Sidescreens, tonneau covers, seats, upholstery and roofs made or repaired by specialists. Unbreakable plastic, celluloid, available.

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M.G., 1938 MODEL TA. Cream and silver blue. New upholstery in blue leather, new carpets. All chrome spotless. Extras include aeroscreens, new chrome luggage rail, oversize rear Michelin tyres, high-compression head, Oilcoil, Fram oil filter, genuine French Klaxons, low note exhaust, André shock absorbers, Amil filler caps. New block and crank recently fitted. Many extra instruments in impressive cockpit. Bills of £239 available for last 18 months. Maintained by enthusiast regardless of cost. This is a very smart, fast car. Price £285. Booth, Dimples, Garstang, Lancashire. [6486

MORGAN PLUS FOUR, 1951, blue 2-seater, works maintained. Offers over £640. Tel. : Bourne End 70. [6487

1932 2-LITRE LAGONDA Continental tourer. Grey, handsome car, fully equipped. Complete mechanical overhaul and bodywork titivation (£250 spent, accounts shown), end 1951. Same owner for last 17 years. Family reasons sole cause of sale. Taxed, insured. Price £400. Deller, 1, Westbay Gardens, East Sheen, S.W.14. Tel : Prospect 3361. [6488

SPECIAL OFFER. Works reconditioned Ford Ten engine. What offers ? Lycett, Wilnecote, Tamworth, Staffs. [6489

SIMMS MAGNETO, TYPE SRM6, large six-cylinder, in good condition. Any reasonable offer or exchange for good four-cylinder suitable for 4ED Meadows. Collet, Mill Inn, Withington, Glos. [6490

WOLSELEY 14 NF SERIES. New, unused, float-on-air seats. Offers. Blackburn, 69, Park Drive, Winchmore Hill, N.21. [6492

TALBOT 105 AIRLINE saloon, 1935. Reconditioned preselector, springs, shockers, instruments. Resprayed. Good tyres, new batteries. Engine sound. £165. Rowney, Woodstock, Oxon. [6494

FOR SALE—*continued*

B.M.W.s. Private owner, buying Type 321, offers 1937 " 45 " FN/B.M.W. full 4-seater coupé. Present owner since 1940. Recent overhaul to engine (complete), axle, starter, dynamo, king-pins. New hood, cover, carburetters, battery. £275, o.n.o. Also " 34 " B.M.W. (left-hand drive) cabriolet. First registered 1938. One owner to 1953. £200 overhaul since Dec., 1951. £175, o.n.o. London. Box No.C493, Motor Sport, 15, City Road, E.C.1. [6493

J2 M.G. engine parts except crankshaft. Bevan, 14, Beechwood Park, E.18. [6496

TALBOT 105—being dismantled. Spares available. Write : Fothergill Grant, 1, Iverna Gardens, London, W.8. [6497

LEA-FRANCIS 1½-litre. One of the famous Hyper sports 2-seater, 1934 (last one built). Meadows engine reconditioned by G. Tyer. Over £250 spent. The car is in B.R.G., also blower. Must sell. £250. 1, Netherton Park Road, Litherland, Liverpool. Tel. : Waterloo 1161. [6498

AUSTIN SPECIAL. New coil, battery, carb., petrol pump, dynamo, mains. Good tyres and body. £65. Weekends. Smillie, 55, Woodside Avenue, Green Lane, Coventry. [6499

HOLLAND SPORTS, attractive 2-seater body on Triumph chassis. Mercury engine provides terrific acceleration with 22 m.p.g. Lockheed brakes, built-in jacks. £125. Te. : Sqn./Ldr. Barnes, Swinderby (Lincs.) 216. [6500

1910 LEON BOLLEE landaulette. New leather hood and upholstery. Six good tyres. Thoroughly sound. 9,000 miles only. Dating certificate. £135. Rose, 69, Lytton Avenue, Letchworth, Herts. [6501

M.G., PA engine and gearbox. Complete with all accessories, engine completely overhauled last season. Polished h.c. head. Racing camshaft. Manifolds polished. £60. Carlton Garage, Neville Road, Forest Gate. Tel. : Grangewood 0734. [6502

£275. RILEY KESTREL, 1937, 12/4. Pale green. Reconditioned gearbox, reground, Rotoflos, new Zenith. Consider brake part exchange. 1, The Grove, Doncaster. Tel. : Doncaster 49945. [6503

THREE 1,000-c.c. J.A.P. racing engines. These are brand new and have never been used. They are complete with magnetos, oil pumps and carbs. Offers invited. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel. : Ripley 3122. [6504

ONE NEW UNUSED NORTON racing gearbox, 1952 spec. and one ditto Burman gearbox latest type. Offers invited. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel. : Ripley 3122. [6505

ALVIS 12/50 BEETLEBACK, 1926. Bodywork in excellent original condition. Mechanically good, tyres good, new battery. £130, or offer. 10, Fairfield Avenue, Staines. [6506

RAILTON 29-h.p. POWERDOME eight-cylinder engine. Complete and near new. New Centric supercharger. Box No. C507, Motor Sport, 15, City Road, E.C.1. [6507

S.S. CHASSIS FRAME, axles, centre hub, wire wheels. Standard 10, 12, 16-h.p. four and six-cylinder engines and gearboxes. Morris 8-h.p. o.h.v. bodyless car. Box No. C508, Motor Sport, 15, City Road, E.C.1. [6508

FIAT 514 open 4-seater. Burtonwood overhaul. Fiat 501 16-h.p. engine and gearbox. Singer 14-h.p. six-cylinder open 4-seater and Singer 8, 10 and 16-h.p. engines and gearboxes. Box No. C509, Motor Sport, 15, City Road, E.C.1. [6509

WELFORD BROS. FOR RILEY SPARES—SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands. Opal Street, Leicester. See below. [6510

NEW REPLACEMENT : 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, 72. set. Speedo cables, complete, 26s. Brakes cables, 18s. 6d. Timing gears, magneto and distributor pinions. Service exchange brake shoes, clutch plates, B.T.H. magnetos, dynamos. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. with all inquiries please. Welford Bros., Leicester. See below. [6511

GEARBOX REMOTE CONTROL UNITS for all Riley gearboxes up to 1932 inclusive. Sturdily made units specially designed to replace original " stick " without alteration to gearbox. Modern, effortless control—fitted in 10 minutes to saloon or sports models. Welford Bros., Leicester. See below. [6512

1934 RILEY NINE MONACO, in exceptional condition for its year. Sound coachwork and excellent mechanically, manual box, k.o. wheels. Taxed. £155. Welford Bros., Leicester. See below. [6513

1936 RILEY NINE MERLIN. Excellent Preselecta gearbox, good battery: two new tyres, remainder sound. Attractively finished in grey with beige leather interior. £175. Welford Bros., Opal Street, Leicester. Tel. : Leicester 65903. [6514

FOR SALE—*continued*

BUICK 1935, streamlined, running order. Offers or exchange. Besnard, Shelwick, Hereford. [6354

HEADLAMP REFLECTORS heavily electroplated 100 per cent. silver, mirror finish, guaranteed, 5s. 9d. each. Returned day received, send P.O. R. E. Packer, Sion Place, Clifton, Bristol. [6359

BRING YOUR TRIALS CAR up to date: Dellow chassis frame complete, cost £85, sacrifice at £42 10s. New and unused. Packer, Sion Place, Clifton, Bristol. [6360

LANDLADY TROUBLE. Must clear bedroom. Lagonda 2L: rear brake assemblies, flywheel, clutch, Hartfords, D gearbox, rear springs. 1930 Riley Nine: frame, complete front axle, wheels, transmission and other spares. Wolseley Hornet: wheels, engine spares. Austin Chummy: gearbox, tank, 2 wheels with tyres. Also ⅞-in. S.U., 6-cylinder Scintilla, Autovac. Palmer, 132, Derbyshire Lane, Stretford, Manchester. [6361

CITROEN ROADSTER TWELVE, 1939, green, beige upholstery, good condition throughout, £275 o.n.o. McLauchlan. Tel.: Altrincham 2506. [6362

M.G. MAGNA, F/H. coupé 4-seater, 28 m.p.g. £100 engine overhaul (6,000 miles), £90. Also B.S.A. 3-wheeler, 4-cylinder, sound engine, tyres, electrics, hood, £80. Offers or exchange motor-cycle or light car. Brisbourne, Bank House, Lane, Wem. [6363

LANCIA £125. Seventh series Lambda tourer in very sound original condition and in daily use. Seen Surrey, Sussex, Hampshire. Taxed and insured. Write Box No. C364, MOTOR SPORT, 15, City Road, E.C.1. [6364

1930 BENTLEY 4½-litre chassis, fitted with Speed Six brakes, 3-litre Speed model engine and radiator, with most attractive modern 4-seater tourer body. Finished B.R.G. In super condition throughout, taxed. 199 gns. Raymond Way Motors Ltd., 773, High Road, Seven Kings, Essex. Tel.: Seven Kings 4066. [6366

SUNDRIES: Camshaft and crankshaft for 100-m.p.h. 4½-litre Invicta (excellent), cylinder block (fair), Marshall s/charger for M.G. or similar (good), also E.N.V. 90 self-change gearbox (overhauled). Blomfield, Union Street, Redditch. [6367

ALLARD 1949 D.H. coupé, excellent condition, £475. Exchange M.G. or other 2-/3-seater sports. London. Box No. C368, MOTOR SPORT, 15, City Road, E.C.1. [6368

RILEY LYNX 1½-litre, 1936. Good throughout. Photograph supplied, £300. Tel.: Yateley 3350 evenings. [6369

FRAZER-NASH T.T. Replica, 1932, Brooklands Meadows engine, new ash-framed body as original. New Park battery, £230. 1, Portland Street, Lancaster. [6370

ROLLS-ROYCE, 20 h.p., 1922. Open 2-seater by Windover. Attractive car, £100. Scott, 1, Grove Lodge, Cross Deep, Twickenham. Tel.: Popesgrove 4793. [6371

ALVIS SPEED TWENTY Charlesworth saloon. Excellent throughout, tyres good, spare unused, fast and reliable. Will sell at current price, or part exchange for "second string" suitable family. 14, Swinburne Road, Darlington. Tel.: Darlington 5796. [6372

21-IN. TYRES. three 5.25 (one only 50 per cent. worn), and three 600. All c/w tubes and good for re-treading. £10 the lot. Huxham, Penn Hill Garage, Parkstone. Tel.: Parkstone 2. [6373

LEA-FRANCIS, stark, fast, suitable vintage racing. Completely rebuilt. £125, or exchange vintage Lagonda, Alvis, etc. Write: 7, Sunny Corner, Witley. [6374

TREEN RILEY 1,089 c.c., twin carbs., Lockheeds, lighting, B.R.G., fine condition, £175. Jones' Garage Syston, Leics. [6377

M.G. 1937 2-LITRE D.H. coupé, push-button radio, really sound and fast, £195. Jones' Garage, Syston, Leics. [6378

1950 3½-LITRE DELAHAYE saloon. Cotal, 22,000 miles, 24 m.p.g., 100 m.p.h., £1,500. Jones' Garage, Syston. Leics. Tel.: Syston 86257. [6379

ALVIS SPEED TWENTY-FIVE, 1937, complete engine unit, including manifolds, 3 S.U. carbs., starter, dynamo, distributor, magneto and clutch. The engine is fitted with a new standard size block and has done very little work, £55. Gearbox, absolutely perfect, 12 months since works reconditioned, and is faultless, £20. Above 2 items if purchased together £70. Rear axle assembly complete with hubs and prop.-shaft, 12 months since works reconditioned, £22. Prices of other odds and ends from the vehicle on application. The spares mentioned above are from a perfect vehicle which has had front chassis and body damaged beyond reasonable repairs. Empire Garage, Wootton Road, King's Lynn. [6380

FRAZER-NASH ANZANI chain-gang sports: good tyres, hood, starter, dynamo; offers or exchange 350-500-c.c. bike. Willcock, Milford, Penn, Wolverhampton. [6381

1939 FIAT 500 4-seater convertible, excellent condition throughout. Offers over £195. 5, Bertram House, Sish Lane, Stevenage. [6383

FOR SALE—*continued*

ENGINES FOR SPECIALS: Buick 28 h.p. NA series, Chrysler 75, Ford Mercury, Ford V8 30 h.p., price including gearboxes and all accessories £20 each. Saunders Garage (Ford V8 specialists), 3, Anerley Street, Battersea, S.W.11. Tel.: Macaulay 2594. [6384

RILEY TWELVE Mentone, 1935. £120 overhaul to engine, king pins, etc. £225 or offer. Townsend, 11, Ravenscourt Drive, Hornchurch, Essex. [6385

ALVIS 4.3-litre sports saloon, 1939; probably finest specimen in country. Perfectly maintained to last detail. Condition as when turned out from factory, £650. Dowson Ltd., 80, King William Street, Blackburn. [6386

1951 AUSTIN A90 saloon. Grey, heater, taxed year. Excellent condition, £750. The District Garage (Helsby) Ltd., Chester Road, Helsby, via Warrington. [6387

1934 CROSSLEY. Suicidal offer of £15 the lot. Preselector gearbox, back and front axles, engine, wheels, in fact nearly all parts. Balmforth, c/o Messrs. Sykes and Dyson Ltd., Queen's Mill Road, Huddersfield. [6388

HORNET ENGINE suitable spares only, complete exhaust system, twin S.U.s, £12. R/control gearbox, £5. Set new 1½ Riley pistons 69/20 o.s., £5. British Salmson reconditioned axles, springs, wheels, etc. Offers, Brierley, 211, Halifax Road, Rochdale. [6389

WHEELS, MORRIS TWELVE 1936; wheels, Ford Eight 1936; starter, Ford Ten, 1936; Morris Twelve rear axle casing, 1936; Austin Ten, 1936 chassis frame (all tourer body parts, rear springs, petrol tank). Singer Nine, 1937 chassis frame, rear axle, front axle (front springs new). Austin Seven, 1933 radiator complete, petrol tank, early crankshaft. A. Sharpe, Buckden, Huntingdon. [6390

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£85. LEA-FRANCIS Hyper 4-seater sports, unblown. Jones, 68, Busheywood Road, Totley, Sheffield. [6391

ASTON-MARTIN Le Mans 1932, good condition, requires new hood, owner going abroad, nearest to £300. Moody, 30, Rodney Court, Hatfield, Herts. [6392

1936 S/T. Overhauled, not run-in, particulars from: "Crantock," Bagot Close, Ashtead, Surrey. [6393

500 MOTOR AND MOTOR-CYCLE BOOKS, MOTOR SPORT, *Autocar*, *Motor*, *Motor Cycle*, *Motor Cycling*. McKelvie, E. Harling, Norfolk. [6394

MORRIS MINOR sports tourer, 1933, maintained by enthusiast, £95 or nearest offer. 14, Woodlands Gardens, London, E.17. [6395

1928 HUMBER 9/20 tourer, offers or exchange. Details from: 341, Billing Road East, Northampton. [6396

INTERESTING SPECIAL, suitable trials, rallies, etc. Built from all new components 1948. Under 1,000 miles, V8 engine. Professionally-built body, full weather equipment, etc. £375 o.n.o. "Traquair," Halifax Road, Cleckheaton, Yorks. Tel.: Cleckheaton 1414. [6398

1936 SINGER Le Mans Nine, 4-seater, splendid condition, £150. 38, Hillside Gardens, Barnet. Tel.: Barnet 8050. [6399

S.S.100 JAGUAR 2½, 2-seater, 1937. In really exceptional condition. Over 20 m.p.g., tonneau cover, £330 o.n.o. North London. Box No. C400, MOTOR SPORT, 15, City Road, E.C.1. [6400

LAGONDA RAPIER D.H. coupé. 28-30 m.p.g., good mechanical and electrical condition. Chrome good, £150. Pugh, 277, Snakes Lane, Woodford Green, Essex. [6401

FRAZER-NASH, 1½-litre o.h.c. Gough engine, the late Mr. Fane's Shelsley model, complete with twin centric superchargers and Bosch electrics. In perfect condition, only 3,000 miles since complete Laystall overhaul, price £165. H. W. Blaw, Gainsborough Garage, Coleridge Road, N.12. Tel.: Hillside 3704. [6402

FOR SALE—*continued*

CADILLAC COUPE, 1936, immaculate condition, terrific performance. Fitted with radio, map light, etc., taxed end of year, must sell, £250 or near offer. Evenings and weekend. 48, Gloucester Way, Finsbury, E.C.1. [6404

CITROEN roadster, 1932, 20 h.p. Sound condition throughout. Good-looker. Reluctant sale at £75. Need small van for business. 17, Pasture Road, N. Wembley. [6331

1930 TJ 12/50 ALVIS tourer. Taxed. Mechanically very good. Body, tyres, battery, etc., fair. £75 or offer. Lane, 31, Holms Road, Weston-super-Mare. [6405

FRAZER-NASH, 1934, T.T. REPLICA. Fitted 2-litre engine 1946. Just completely overhauled, recellulosed. Full weather equipment. 95 m.p.h. £225. Triumph Gloria, 1935, saloon; bargain, £100. Exchange either/both, smaller car or Vincent 1,000 c.c. Wanted: 'Nash chassis; Meadows engine. 12, New Street, Sheerness. [6407

RILEY NINE LYNX 4-seater, 1933. K.O. wheels. Red. Excellent condition. £175, o.n.o. Derick Phillips, Bishop's Castle, Shropshire' Tel.: Bishop's Castle 95. [6408

CAR RADIOS. Variety used models from £10. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [6409

ALLARD tourer, 4-seater. Very smart. Good mechanical condition. Reconditioned engine. £350. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [6410

HOTCHKISS 3½-LITRE PARIS-NICE fixed-head coupé 4-seater. Recent full overhaul. New tyres. Superb throughout. £285. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [6411

FREE—6.50 covers and tubes! Five Dunlop 16-in wheels, R.W. hubs, new, cost over £35. Fit Riley 1,500 c.c., M.G., H.R.G., etc. £25. BM/CHRN, London, W.C.1. [6412

ASTON-MARTIN, 1933, INTERNATIONAL, dismantling, most parts for sale (damaged cylinder block). Jackson, 51, Gwendolen Road, Leicester. Tel.: Leicester 36771. [6413

CROSSLEY, 1933, 16-H.P. saloon, dismantling, most parts, less front axle. Jackson, 51, Gwendolen Road, Leicester. Tel.: Leicester 36771. [6414

THE GODDESS ATALANTA could only be captured with the aid of three golden apples, according to legend. An enthusiast can capture my Atalanta drophead coupé with the aid of three brass balls, if he can persuade "uncle" to advance him £285. Full particulars from Box No. C415, MOTOR SPORT, 15, City Road, E.C.1. [6415

LEA-FRANCIS SPARES and Service. New and secondhand spares for all vintage models. Mail order if required. Repairs and overhauls. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: Livingstone 1906. [6416

ALVIS SPEED TWENTY, Charlesworth, late 1935. Excellent order throughout. £235. Seen Sussex. Box No. C417, MOTOR SPORT, 15, City Road, E.C.1. [6417

1950 MORRIS MINOR saloon. Immaculate. Sell £480, or exchange saloon Mark II Aston, 1,750 Alfa, Red Label Bentley or similar. Cash adjustment. F/Lt. Goodacre, Ladywell, Burley, Hants. Tel.: Burley 2155. [6418

RILEY NINE saloon, 1932. Rebored, new crankshaft, etc., last year. £70. Open car wanted. 6, Vicarage Avenue, White Notley, Witham, Essex. [6419

LAGONDA RAPIER, 1935, coupé. Bodywork poor, engine and chassis excellent. Make a fast special. £110. Tel.: Cleeve Hill 202. [6420

ALLARD sports coupé. First registered October, 1948. 28,000 miles. Colour cream. Available for inspection, Liverpool area. Price £400. Reply to Box T 407, Lee & Nightingale, Liverpool. [6421

CYCLE WINGS: Steel, domed and beaded. Rounded ends. 10 in. to 12 in. wide. Painted. Suitable all wheel sizes. 12s. 6d. each, plus carriage. Tubular steel stays, 1s. each. Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [6422

ONE OF THE FOUR 950-c.c. Le Mans Replicas, ex-Gordon Wilkins, driven by "Sammy" Davis when works team car. Engine is quite unbreakable, has been bench-tested to over 8,250 r.p.m.; 2,000 miles since major engine overhaul, including first rebore. True cruciform chassis of nickel steel. Quickly detachable hood, screen, silencer for racing. 9 : 1 comp. ratio without pinking on Premium petrol. 10 : 1 gasket for racing. Tyres good, battery new. 100 m.p.h. in sports/racing trim; exhilarating to drive. £290. Must sell, stork calling. Cameron, Bramble Cottage, Red Lane, Lowdham, Notts. Tel.: Lowdham 2191. [6423

ALVIS FIREFLY preselector saloon. Good-looker, original paint. Steering, drive, suspension, excellent. Engine (same engineer-owner 13 years) recently had crank reground, resleeved to standard, new valves, springs. Will out-accelerate almost anything. £110. Hollybush, Longfield Hill, Kent. Tel.: Longfield 2295. [6424

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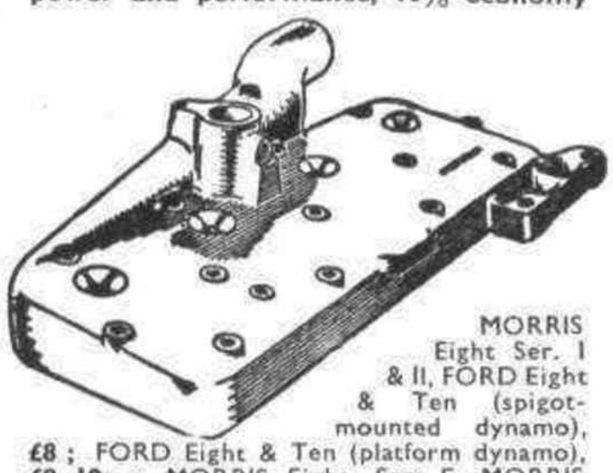
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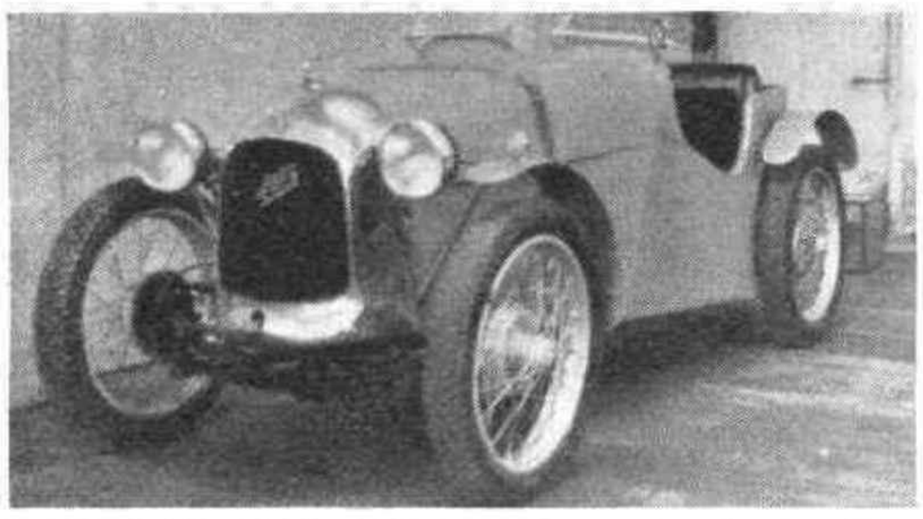
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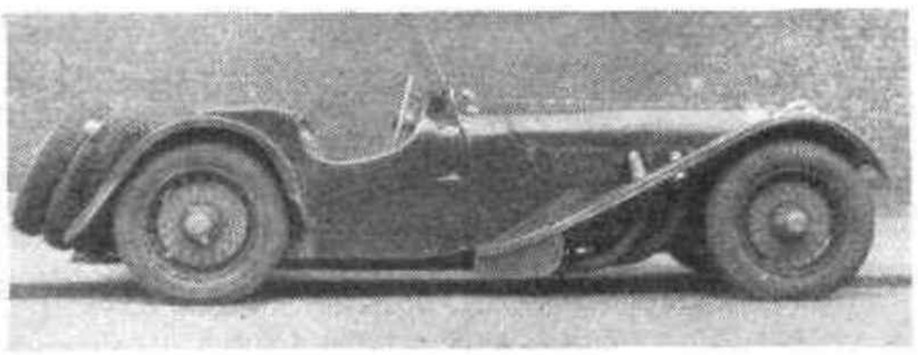
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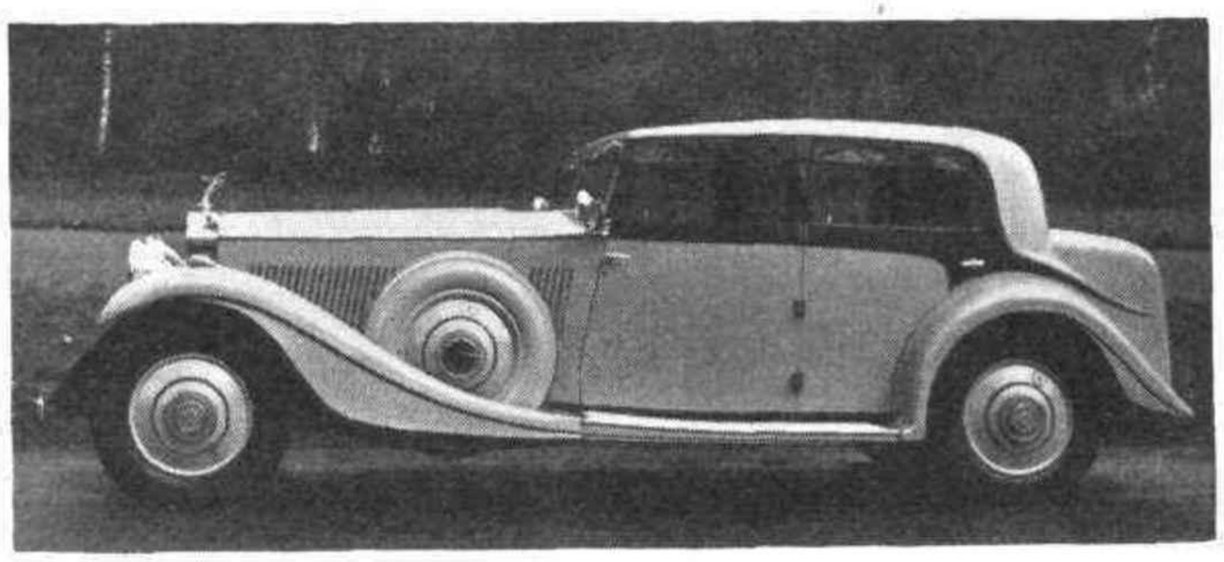
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M.G. 1949 TC body, 1939 TA engine, etc. Rebuilt last year, all in excellent condition, new electrics, etc. A really good job. £300, o.n.o. Southall, 112, Broadwell Road, Oldbury, Wores. [6600

1914 40/50 ROLLS-ROYCE, fitted with 'bus body in early '20s. Seat 12. Excellent condition throughout. Ready immediate use veteran, vintage events. £100. 1924 F.W.B. Blue Label 3-litre Bentley cabriolet. Genuine mileage 42,000. Virtually one owner. £100 recently spent on modifications. Offers required for owner. Basingstoke Motor Company, Ltd., Basingstoke. Tel.: Basingstoke 477. [6601

DAIMLER TWENTY saloon, 1935. Excellent. £125. 10, Eastbrook Road, S.E.3. Tel.: Greenwich 0772. [6604

FOR SALE—*continued*

FRAZER-NASH, 1931, re-registered 1950. V8 engine installed professionally without chassis alteration. Mechanically excellent. Only minor body repairs needed. Over 30 m.p.g. and 90 m.p.h. Docile. Must sell. 166b, Eccles Old Road, Salford, 6, Lancs. [6602

LAGONDA 12.8-H.P. tourer, 1927/8. Mechanically sound. Tyres and battery good. £55, no offers. Jauncey, 52, Osborne Road, Southampton. Tel.: Southampton 54818. [6605

A.C. sports tourer, 1933, works modifications 1937. Good condition. Resprayed grey/green. New hood. Well shod. Batteries sound. Engine 16/70—three S.U.s, overhauled 10,000 miles ago. Offers over £100. 33, Heddle Grove, Coventry. Seen London March 8th: Tel.: Mill Hill 5384. [6606

8-H.P. FIAT 509A saloon, showroom condition. £75, o.n.o., or consider exchange for Ford V8 or Packard drophead or coupé. Write, please, to: Hole, 50, Silvester Road, Cowplain, Portsmouth, Hants. [6607

FOR SALE—*continued*

BENTLEY 3-LITRE drophead coupé, £195. Sunbeam Dawn, 12.8, sports saloon, £75. Rolls-Royce 40/50, tourer body, £50. Bailey, Oak Lawn, Carlton Road, Woking. Tel.: Woking 579. [6608

1933 ALVIS FIREFLY tourer. Modern aluminium body. Good condition. £125. Yew Tree House, Stoney Stanton, Leicester. [6609

ALVIS 12/50, 2/3-seater, D.H.C. and dickey, 1931. Very good condition all round. Well shod. New carburetter, new clutch plate and facing. Will sell for best offer around £125, or would exchange for 7/8/9-h.p. 4-seater around same value. Rolaston, 1, Pine Avenue, West Southbourne, Bournemouth. Tel.: Southbourne 44866. [6610

ROVER TWELVE ENGINE, 1936, reconditioned 3,000 miles approx. What offers? London area. Box No. C612, MOTOR SPORT, 15, City Road, E.C.1. [6612

M.G. PA 4-seater, 65,000 miles. Completely reconditioned. Faultless order throughout. £225, o.n.o. Tel.: Perivale 1695. [6614

FOR SALE—*continued*

1936 FIAT BALILLA, recent engine overhaul, resprayed. Tuson manifold, large Jaeger instruments, new hood. £180. 1936 Vauxhall Fourteen sports open 4-seater; good all-round condition; i.f.s., new hood and battery; very good acceleration; £95. 1937 model Riley Nine, special series, saloon; in very good condition; one owner; £165. 1947 Humber Super Snipe, ex-W.D. pick-up truck; fitted with new wooden body; i.f.s., hydraulic brakes, new battery; mechanically perfect; 80 m.p.h.; £37 10s. Wych Engineering Co., Station Garage, Station Street, Droitwich. Tel.: Droitwich 3378; evenings: Upton Snodsbury 204. [6515

BENTLEY, 1930, 4½-LITRE. 9 ft. 7 in. W.B. Two-seater Cooper body, 1937, slab tank, Le Mans wings, chrome radiator with stoneguard. New hood, tonneau cover and sidescreens. Good tyres (two spares). Mechanically perfect. 17,000 careful miles since complete engine rebuild. Maker's oil pressure: 19 m.p.g. This most attractive car for sale because family requires four seats. £375, or near offer. Seen Leeds. Tel.: Leeds 22376 (evenings). [6516

LAGONDA RAPIDE, engine requires rebore but otherwise sound, £35. Brand new liners, if required, £10. Walls, Longbrook House, Yealmpton, Devon. [6517

OFFERS WANTED for the following: One Ford Eight engine unit—suitable for exchange for replacement unit or is not in bad condition as it is. One Morris Eight, Ser. I & II, genuine works replacement unit for outright sale. Upper Gungate Garage, Tamworth, Staffordshire. [6239

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TRIUMPH GLORIA 10.8, 1935, sports saloon. Carefully run-in after rebore and crank grind. Aluminium body, pigskin upholstery, fine condition. £175. 37, Heathfield Road, Bromley, Kent. [6521

1928 AUSTIN SEVEN fabric saloon, excellent mechanical condition. £35, o.n.o. Hignett, 62, Elmwood Drive, Ewell, Surrey. Tel.: Ewell 7179. [6522

ALLARD drophead foursome coupé, 1949. Scintillating coachwork in red. Innumerable extras. Faultless. £475, or exchanges. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [6523

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328 B.M.W., July, 1939; works reconditioned 9,000 miles ago; recellulosed Oct. Terrific performance. Axton, 6, Creswell Gardens, S.W.5. Tel.: Fremantle 4442. [6527

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SINGER 1½-LITRE. Excellent condition, performance. Must sell now. £110, o.n.o. Tel.: Hampstead 7476. [6533

M.G. K2 MAGNETTE, 2-seater. Bronze head. Good condition. £170, o.n.o., or exchange saloon. 9, Stukeley Hill, Great Stukeley, Hunts. [6536

FOR SALE—*continued*

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AUSTIN SEVEN sports 2-seater. S.A.E. for details. Barrett, 230, Lincoln Road, Walton, Peterborough. [6539

WOLSELEY HORNET SPECIAL, 1932. Reground crankshaft, new rings, new king-pins and bushes. Smart appearance. £110, or exchange for Austin 750, Ford 8-10, Riley Special. Preston, The Lodge, Moor Road, Papplewick, Nottingham. [6540

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SINGER LE MANS 4-seater. Completely overhauled, over £100 spent. Genuine reason for sale. £180. 40, Alston Road, Solihull, Warwickshire. [6559

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H.R.G. 1,500, 1948. Recellulosed blue. Engine completely overhauled, 20,000 miles, new hood, tyres, radio. £680. Denford, 121, Beachwood Road, Halifax. Tel.: Halifax 66262 (day) or 64398. [6560

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AUSTIN 12/4 saloon, 1927. Taxed. £45. 4a, Tudor Parade, Chadwell Heath, Romford, Essex. [6569

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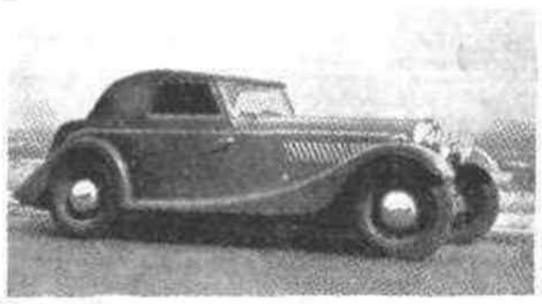
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WOLSELEY HORNET engine, chain-drive camshaft, broken con.-rod. Offers around £5—will break up. Also half-shaft for saloon Hornet. 46, King Edward Road, New Barnet. [6433

RILEY 1935/8 1½-LITRE 12/4 engine, automatic clutch, and Preselecta gearbox. Offers to Willetts, "The Chestnuts," Lordship Road, Cheshunt, Herts. [6435

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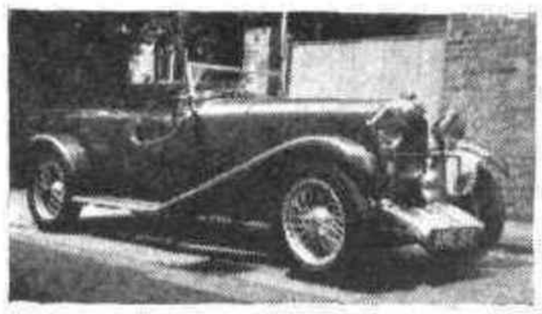
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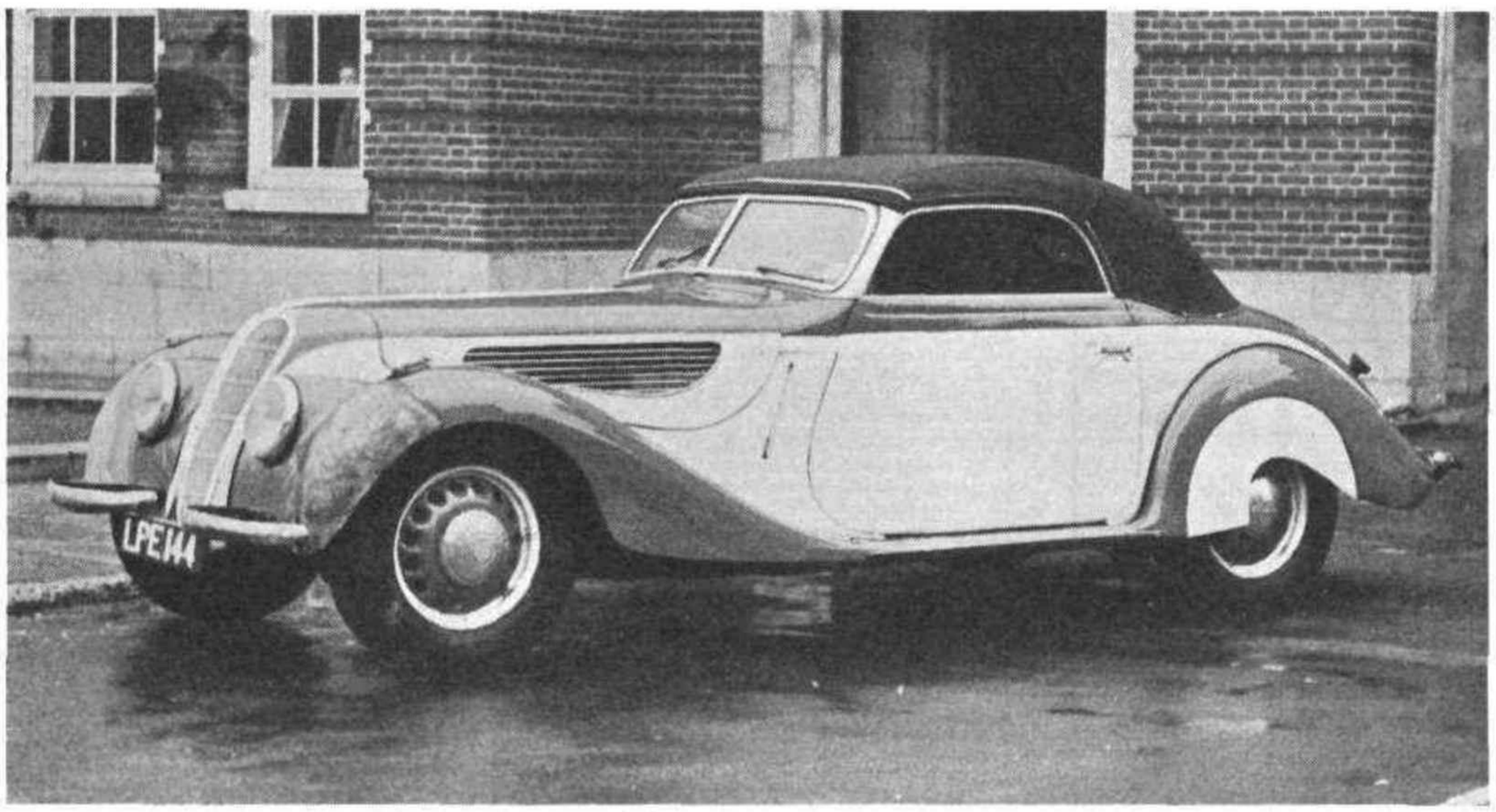
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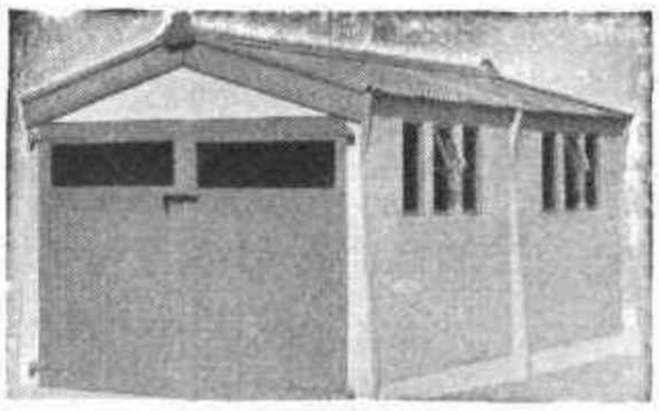
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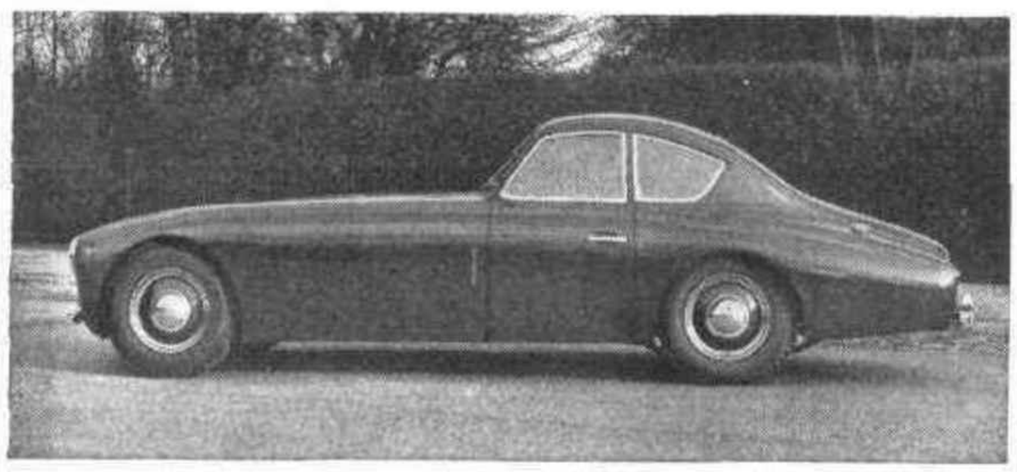
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Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade Agents : Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia : Gordon & Gotch (Australasia), Ltd.