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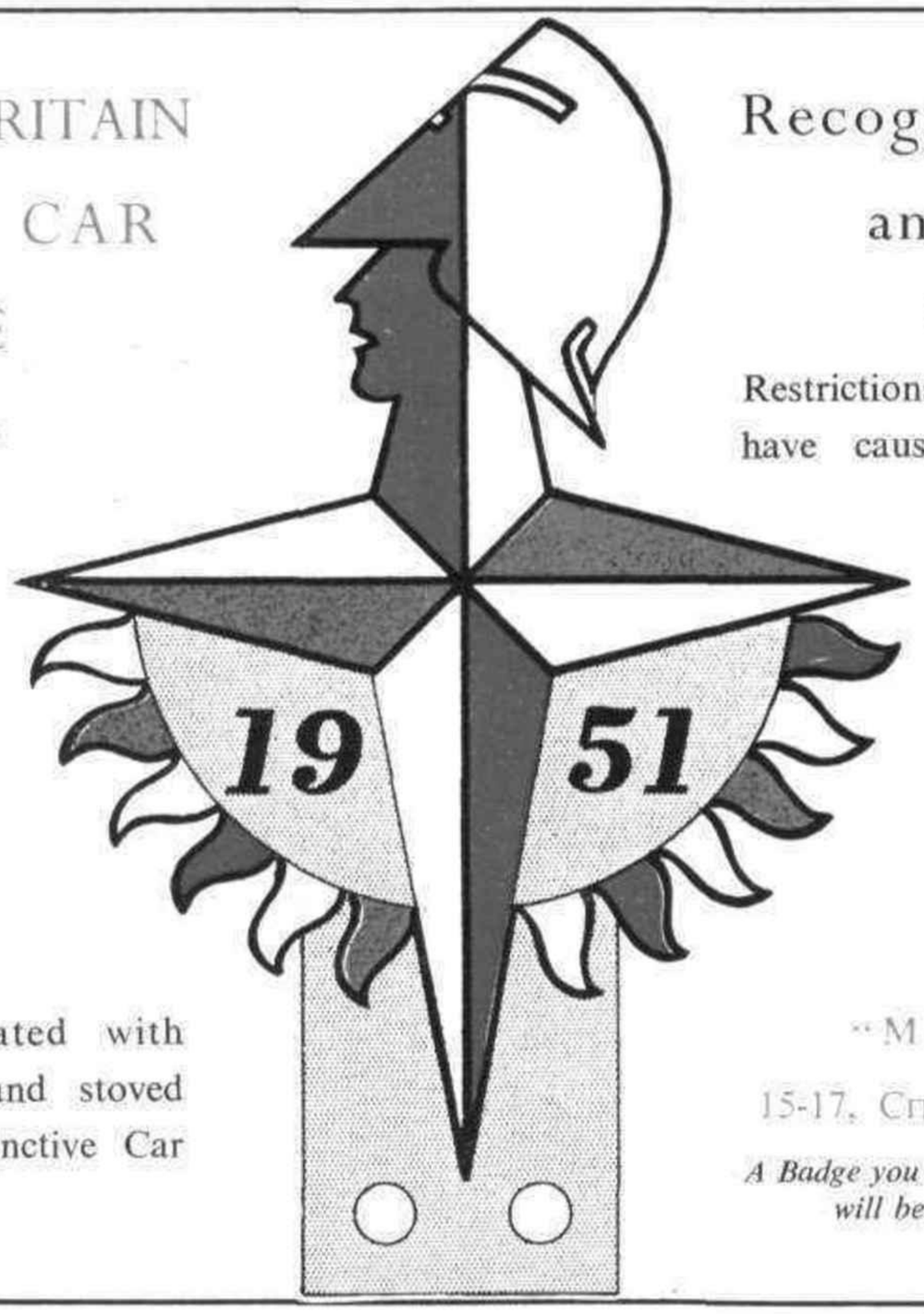
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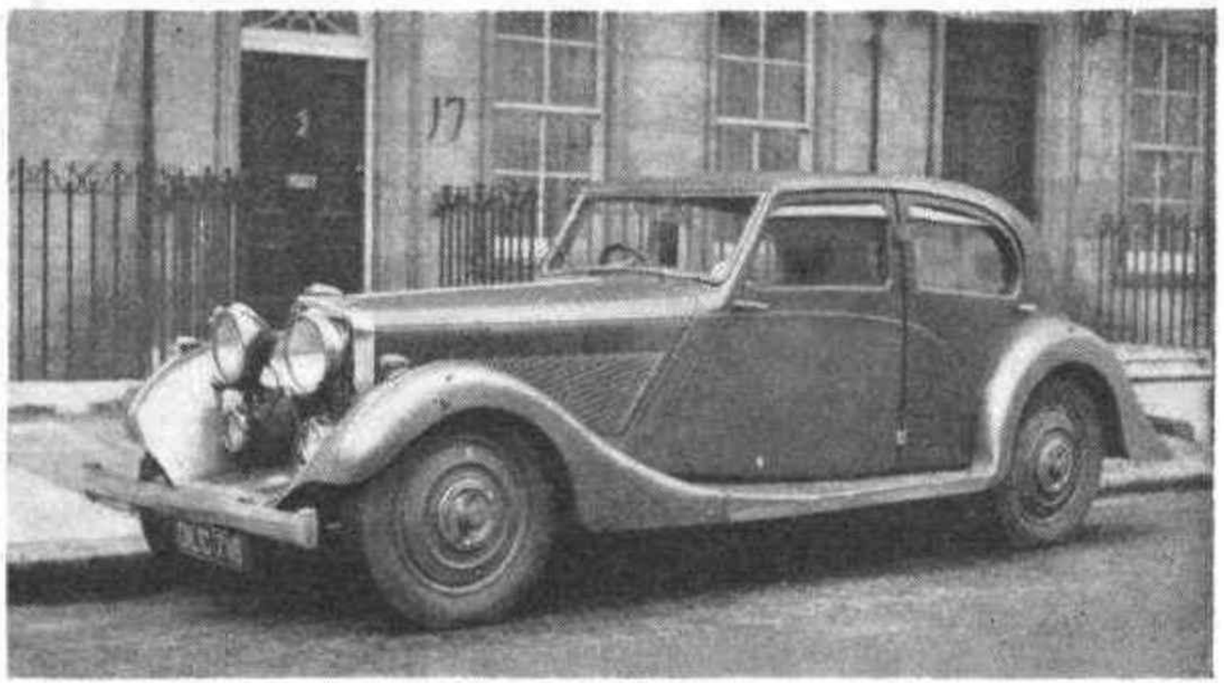
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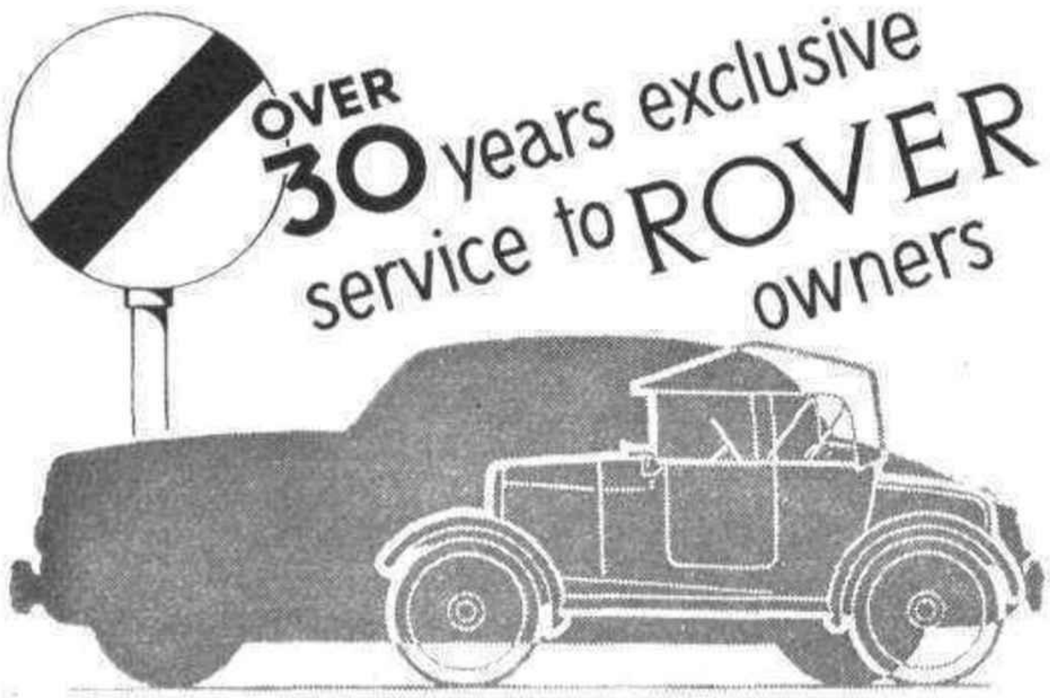


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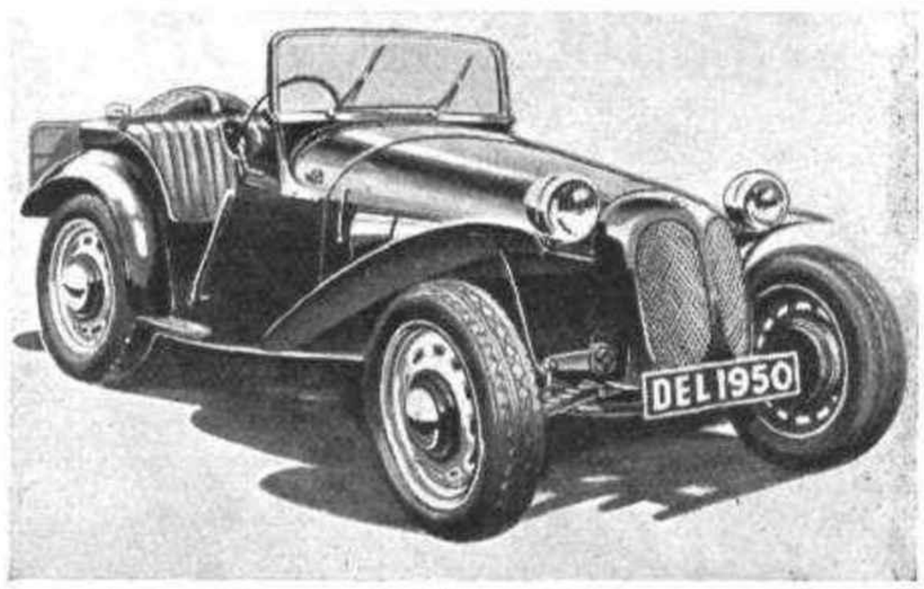


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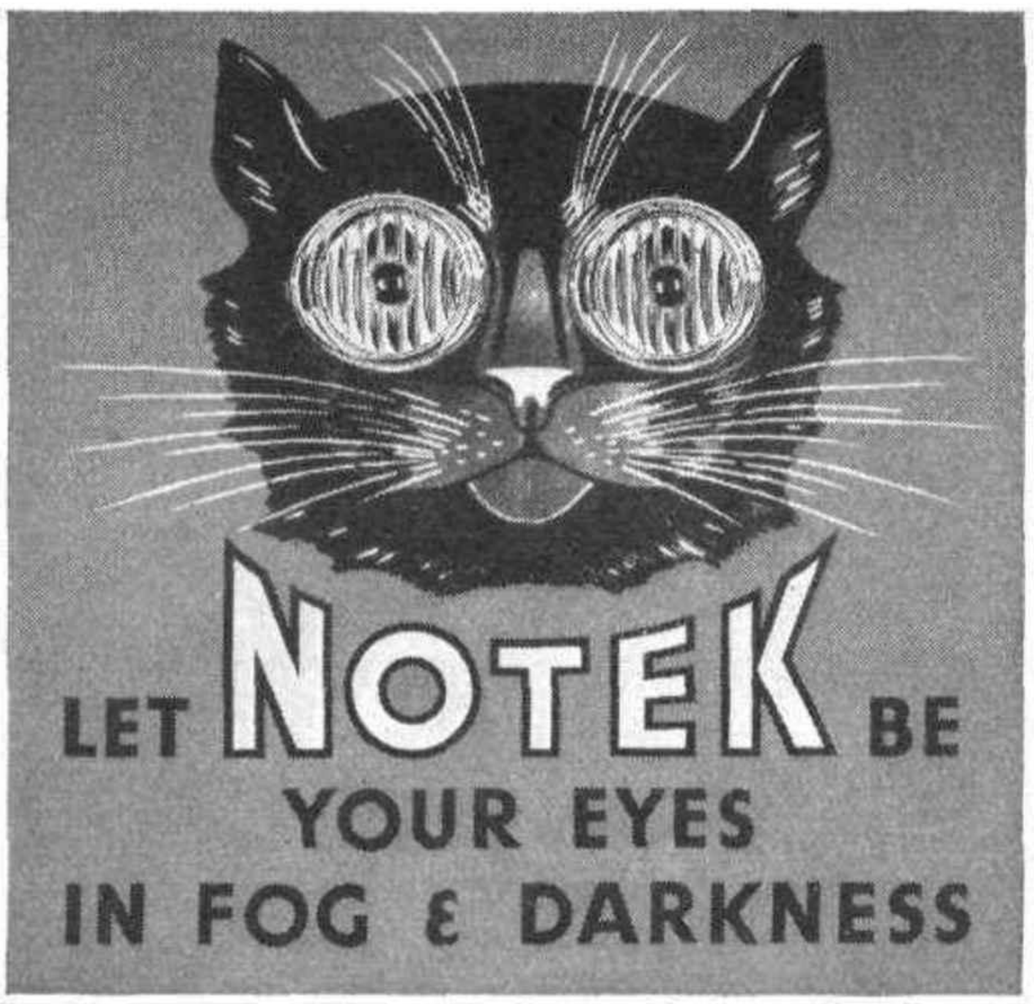
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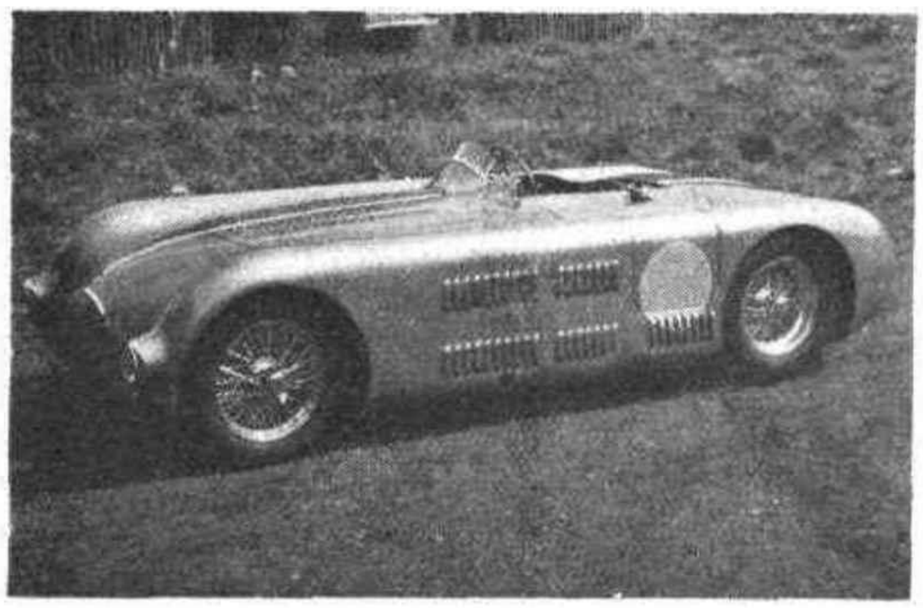
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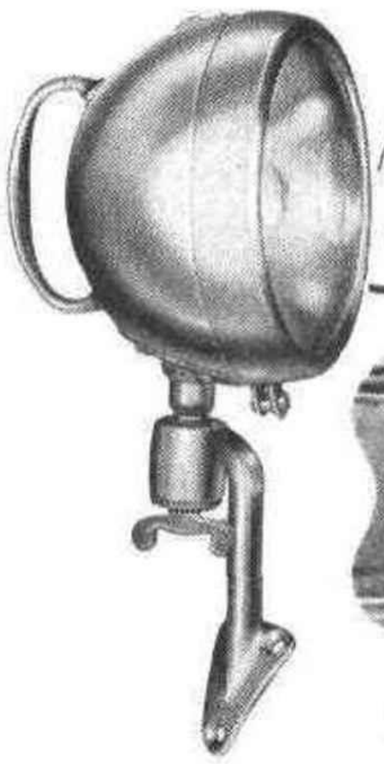
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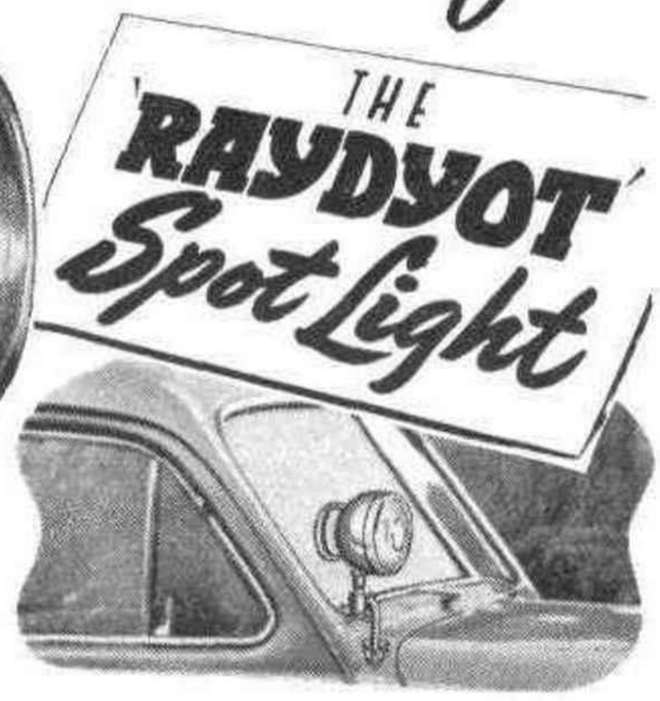
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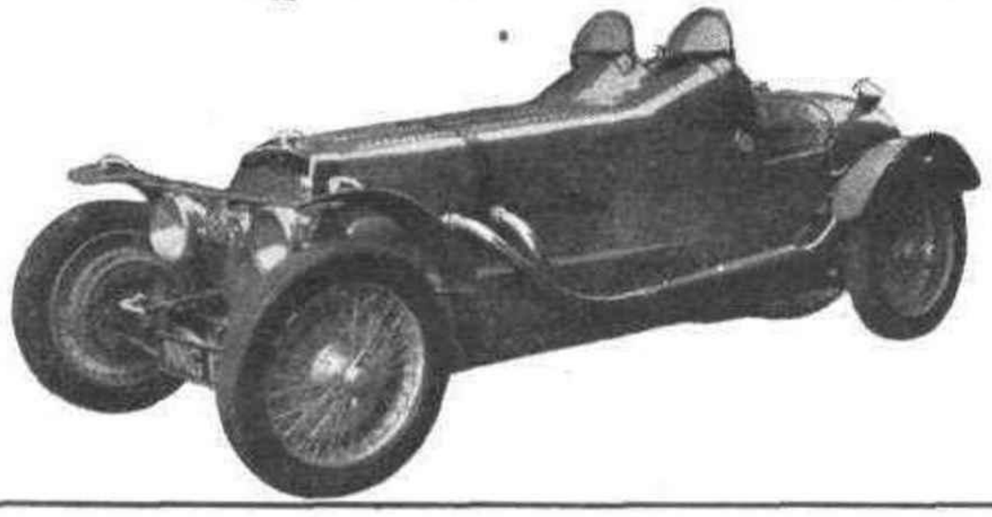


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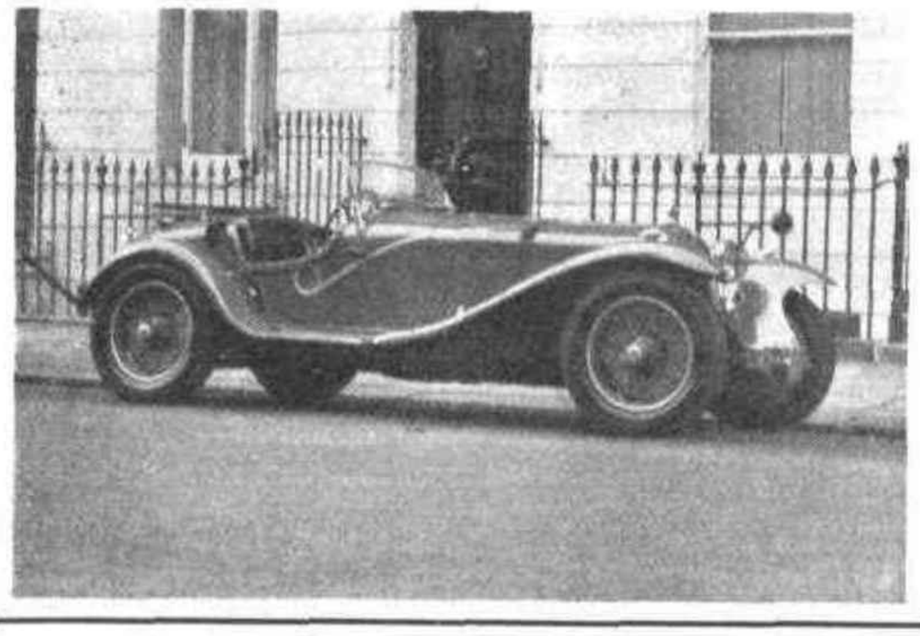
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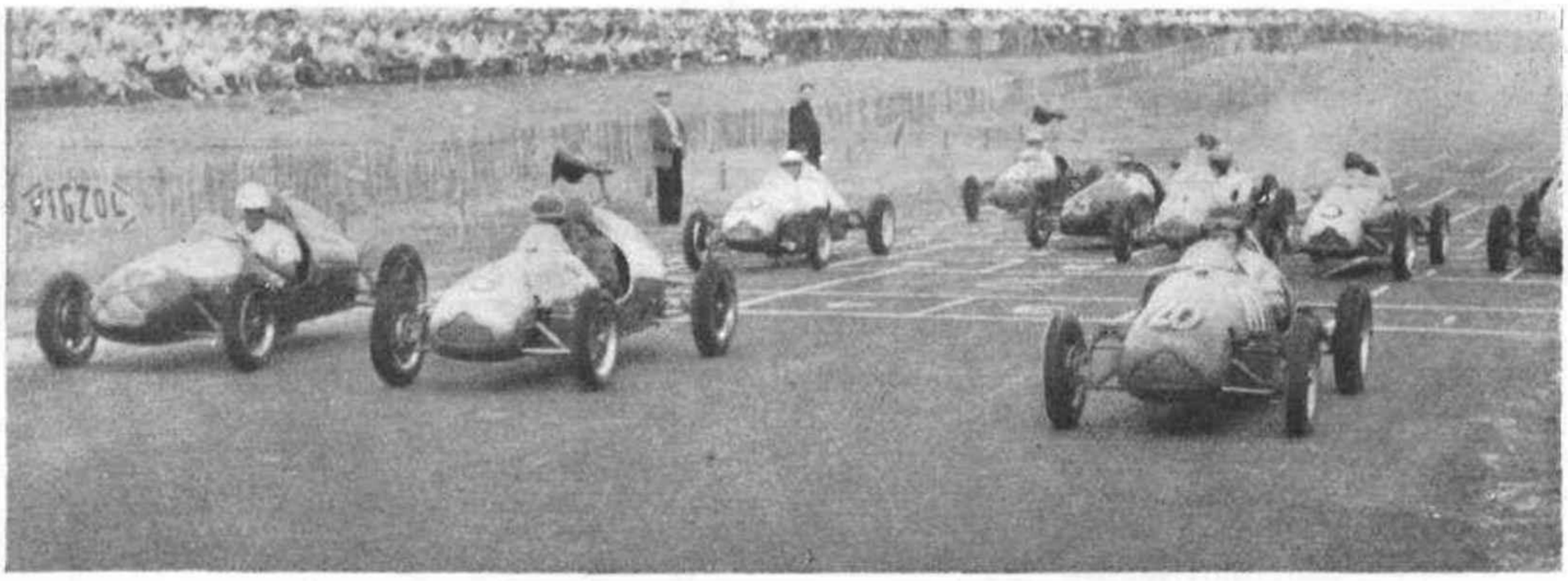
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SUNDAY,	,, 29th	... ...	Motor-Cycle.
SATURDAY,	MAY 12th	... ...	INTERNATIONAL CAR MEETING, 500 c.c.
SUNDAY,	,, 20th	... ...	Motor-Cycle Meeting.
SUNDAY,	JUNE 3rd	... ...	Motor-Cycle Meeting.
SATURDAY,	,, 23rd	... ...	INTERNATIONAL CAR MEETING, 500 c.c.
SATURDAY,	,, 30th	... ...	Motor-Cycle OPEN.
SATURDAY,	JULY 7th	... ...	Maidstone & Mid-Kent Car, Provisional.
SUNDAY,	,, 15th	... ...	Motor-Cycle Meeting.
MONDAY,	AUG. 6th	... ...	INTERNATIONAL CAR MEETING, 500 c.c.
SATURDAY,	SEPT. 8th	... ...	Car, 500 c.c., All Star Meeting.
SUNDAY,	,, 16th	... ...	Motor-Cycle Meeting.
SATURDAY,	,, 22nd	... ...	Maidstone & Mid-Kent Car, Provisional.
SUNDAY,	,, 30th	... ...	Motor-Cycle Meeting.
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VOL. XXVII No. 3 SPORTS CAR RACING IN AMERICA MARCH, 1951

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MATTERS OF MOMENT

THE MONTE CARLO RALLY

Another highly successful Monte Carlo Rally has come and gone, and it has done no harm at all to British prestige. Indeed, outright victory in the 1½-litre class by the Jowett Jupiter team is a matter for national congratulation. The Jupiter impressed with its class win at Le Mans last year, and its Rally success proves it a very worthy all-rounder, eminently suitable for long-distance motoring at advanced throttle-openings.

Greatest credit of all, naturally, goes to Jean Trevoux, who, with R. Crovetto, won the Rally for Delahaye. The Delahaye star is high in the Monte Carlo firmament, for Louis Chiron's was placed fifth, and fastest of all in the " road race " final test, where its average speed of approximately 51 m.p.h. and maximum of around 100 m.p.h. proved Delahaye brakes and engine stamina to have suffered not at all in 2,000 miles of pretty merciless pressing-on across Europe in winter. Had Chiron not had gear-selection hesitancies in the acceleration-reversing test on arrival at the Principality, the great pioneer French marque of Delahaye could well have occupied the first two places in General Classification.

As it was, a Portuguese, the Comte de Monte Real, accompanied by co-driver M. J. Palma, proved again the practicability of the Ford as a long-distance rapid touring car, by finishing second, a mere 0.36 marks behind Trevoux. Both started from Lisbon.

It is with undisguised pleasure that we announce that third place amongst all finishers went to a Mk. V Jaguar saloon, ably conducted by the Irishman C. Vard, with A. Young, who, starting from Glasgow, completed the ordeal with 27.43 marks, only 0.67 in arrears of the victorious 4½-litre Delahaye. He won the R.S.A.C. Cup and W. Waring's Jaguar the B.T.D.A. Award. This proves the Jaguar to be a truly *great* car even without recourse to the wonderful twin o.h.c. engine of the XK120 and Mk. VII.

Going another three places down the final list of fifty, praise proves well-bestowed, with a comfortable, roomy Citroën Six fourth (some atonement for two others of its kind losing vital gearbox internals during the acceleration-reversing test !), another Delahaye and, tying for sixth place, a Jupiter and a Ford Pilot encountered.

Ken Wharton piloted the last-named and went notably quickly in the " round-the-houses " test, and the Jupiter of Ellison and Robinson won the 1½-litre class, with Gordon Wilkins and Raymond Baxter's Jupiter runner-up.

Clearly then, these makes, Delahaye, Ford, Jaguar, Citroën and Jupiter have been proved, by the 1951 Monte Carlo Rally, eminently suited to the most arduous forms of high-speed, long-distance travel.

Other good performances were put up by the little rear-engined Renault saloons (of which the Rosiers *pere et frere* brought theirs home 15th, a grand achievement), these cars soundly trouncing the Dyna-Panhards, themselves no sluggards, in the 750-c.c. class, by the 1,089-c.c. Simcas, first and second in the 750-1,100-c.c. category, and by the Peugeot 203 that secured the *Coupe des Dames* for Mmes. Hustinx and François-Sigrand. The Reeces' Ford Anglia saloon, too, did well to finish third behind the Simcas in the 750-1,100-c.c. class, a performance which will please those who daily get good service from the least expensive of British cars—but we wonder if anyone occupied the back seat on the run to Monte Carlo, and if so, how they felt on arrival ! We were impressed profoundly by the way the Anglia got round corners and through the fog after leaving the Llandrindod control.

This year weather conditions were less severe than in 1950, but the long road section took its toll—only 111 out of 337 starters retained clean sheets, and 54 definitely retired, including a Jowett with gasket trouble, Joy Cooke's Vanguard with nothing to drive its ignition distributor, a Vauxhall with fuel-feed maladies, and many from accidents of varying degrees of severity. Some lost many marks for navigational miscalculations, among them Mrs. Vaughan (A.C.), who may have mistaken Continental time for British, and certainly many cars were very sick which *did* arrive at the finish, the crew of one Hillman Minx, for instance, being compelled to use their legs for reversing in the first special test, the gearbox no longer being adequate for this manoeuvre ! The last test caught out others, including a Hotchkiss which " blew-up " well and truly, and a Baby Renault that blew its gasket.

Chiron was first in the regularity-cum-speed test, runner-up being Gautruche's Citroën Six. Trevoux was fastest in the first test in 22.6 sec., Franklin's V12 Lagonda, an obsolete model, runner-up in 22.9 sec. Trevoux won the Monaco Cup for best performance in the tests as a whole.

The Monte Carlo Rally, as usual, proved a truly adequate test of man and his motor car. Apart from the severity of its road-

continued on page 122

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SPORTS-CAR RACING IN AMERICA

An Attempt to Analyse the Position, with a Digression Concerning Sports-Car Racing in Europe

AMERICA is taking an increasing interest in sports-car racing. Up to now, however, she has not staged any long-distance classic events and, were it not for the dollar sales which result from the successful participation of British cars in her events, they would be of no more moment than our own pleasant but unimportant races for amateur drivers which take place at Silverstone, Goodwood, Castle Combe and elsewhere.

However, the prevailing topsy-turvy state of affairs makes dollars desirable and American sports-car races an excellent publicity and sales medium for our faster cars. In 1948 a few thousand spectators attended the Watkin's Glen Grand Prix, in 1949 the number was 100,000, and last year, when Goldschmidt's Cadillac-Allard won the main (sports-car) race, it became front-page news in such influential American newspapers as the *New York Herald, Tribune* and *New York Times*. So the importance of these short, perhaps rather haphazard and sometimes rather "outlaw" races cannot be overlooked. Moreover, late last year the S.C.C. of America ran a 6-hour race for the Sam Collier Memorial Trophy at Florida, in which half the race was deliberately run in darkness, prelude, we are told, to a 12-hour Le Mans type race this year.

Although the rules appertaining to these American sports-car races seem more akin to those prevailing in Italian than in French or British races of this kind, *i.e.*, stock cars are not insisted upon and considerable "hotting-up" is allowed, gradually the organisation is being tightened up, road-equipment now seems compulsory, and certainly the latest British high-performance cars are watched very closely by many potential buyers wherever they run. Observe, too, that Chinetti thought it worth while appearing in more than one of these races in a Ferrari.

So it behoves us to take a quick glance at what befell last year. In doing this I propose to give points for first, second and third placings in seven American races. The usual plot seems to be to have capacity classes and not necessarily to recognise an outright winner, but I have no compunction about regarding each race as a single race for all-comers, without handicap.

At this point I feel I should digress to state that in connection with a similar article which appeared last November on the European Sports-Car Races of 1950 I have been criticised "in certain quarters"—as a journalist says when he wishes to hide someone's identity—for basing my findings on such "scratch" placings. So before we return to the States I would like to recapitulate, and give revised markings for the Targa Florio, Mille Miglia, Le Mans, Silverstone and T.T. Regarding each of these as an unhandicapped speed-contest pure and simple, I allotted six marks for a win, five for a second, four for a third place, and so on, down to six places. Using the same system but taking the handicap aspect into account the result is somewhat different, as shown in the table below. I should explain that the Targa Florio and Mille Miglia places are unamended because, like the American races we are going to consider in a moment, these rely on class results and there are no handicap placings.

Six Races on General Placings		Six Races on Handicap Placings	
Ferrari ...	34 marks	Ferrari ...	34 marks
Jaguar ...	24 ,,	Frazer-Nash	19 ,,
Lago-Talbot	11 ,,	Aston-Martin	*16 ,,
Alfa-Romeo	10 ,,	Jaguar ...	14 ,,
Aston-Martin	8 ,,	Alfa-Romeo	10 ,,
Frazer-Nash	5 ,,	Monopole ...	6 ,,
Allard ...	4 ,,	Lago-Talbot	4 ,,
Healey } Ermini }	3 ,,	Ermini ... Maserati } D.B. }	3 ,, 2 ,,
Maserati ...	2 ,,		
Abarth ...	1 ,,	Abarth ...	1 ,,

* *Six marks have been awarded to Aston-Martin and Monopole for the Le Mans tie and other cars moved up as if it hadn't happened.*

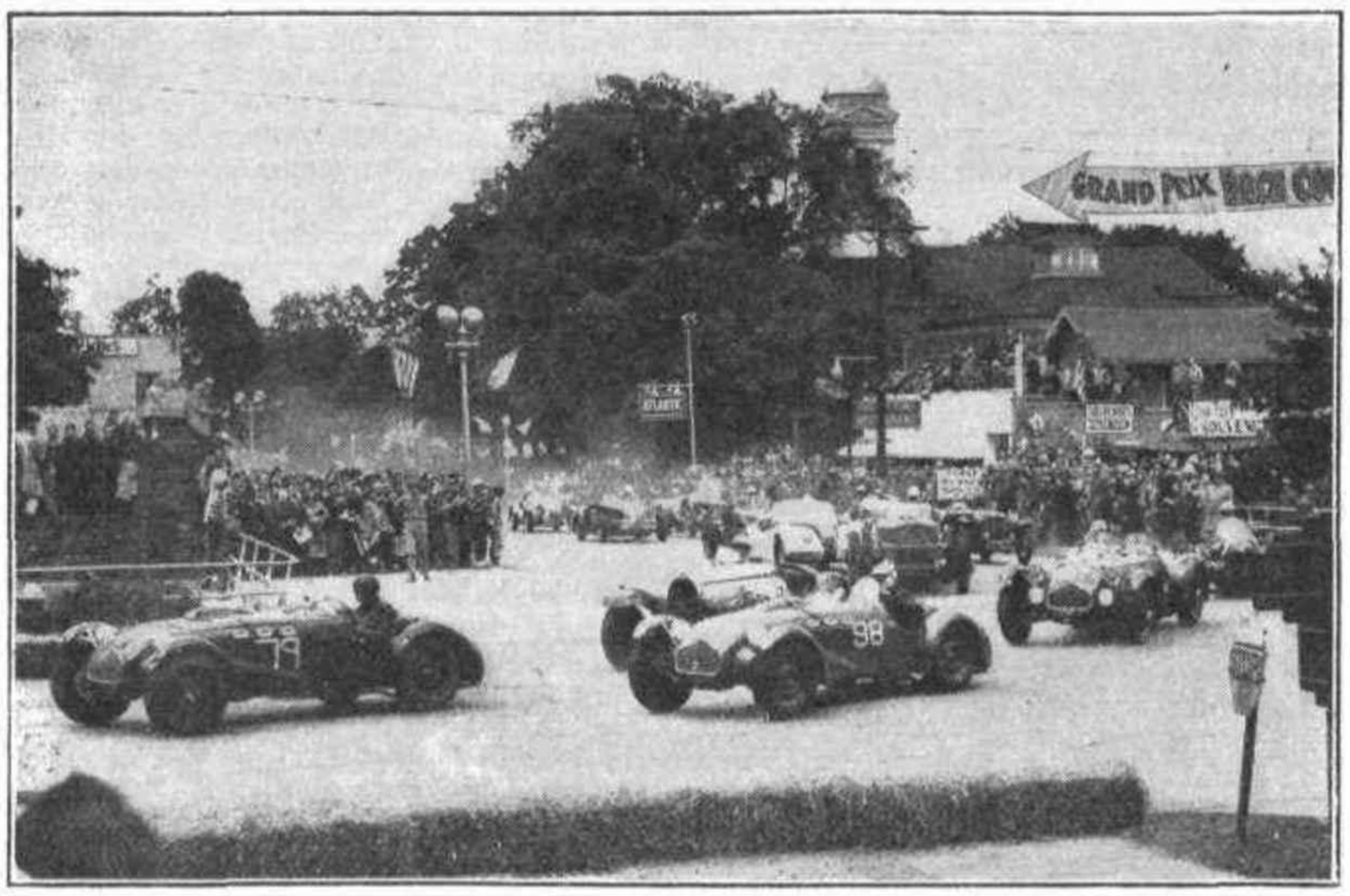
I hope the "certain quarter" will now be satisfied! To get things quite straight the International markings now become:

General Placings		Handicap Placings	
Italy ...	50 marks	Italy ...	50 marks
Britain ...	44 ,,	Britain ...	49 ,,
France ...	11 ,,	France ...	12 ,,

With this off my conscience I can return to American sports-car contests.

The first of concern took place over a 2-mile course at Palm Beach, over 105 miles, organised by that live body the S.C.C. of A. Leslie Johnson took his XK120 Jaguar over and, contrary to opinion—again "in certain quarters"—I believe it was a standard car, not more than 3 b.h.p. up or down on any other XK120 that claims to be standard. Johnson had entered without sanction from the R.A.C. and was granted an American licence for the occasion. The course proved tough on brakes, the "Achilles heel" of the XK120. Although Tom Cole's Cadillac-Allard led for a time, George Huntoon wore it down in a Ford V8-engined Duesenberg, winning at 57.4 m.p.h., and Briggs Cunningham came second in a Cadillac-motored Healey, his "Inter 166" Ferrari being third, in George Rand's hands, Johnson's XK120 fourth.

Five months later, for Palm Beach is a January fixture, American Grand Prix, Ltd., organised the Heart Trophy races for the American Heart Association. I do not know whether those who watched the racing found it beneficial to their hearts or the reverse, but the 3-mile circuit at Suffolk County airfield, Long Island, proved very tough on tyres, though the Englebert racing covers on Cunningham's Ferrari appeared not to mind. The big event was over 100 miles, with a Le Mans start. Tom Cole's Cadillac-Allard was off first, but eventually



[*Photo by "Elmira Star Gazette," U.S.A.*

ALLARDS IN THE VAN.—An excellent shot of the start of race at Watkins Glen, with a "4.9" Bugatti amongst the 5.4-litre Cadillac-Allards of Davidson, Goldschmidt and Grier, the last-named in the Allard which was second at Le Mans.

Briggs Cunningham's Ferrari passed him, two laps from the end, winning by 1.4 sec. at nearly 77 m.p.h. Goldschmidt's XK120 Jaguar had a ding-dong battle with Kulok's Frazer-Nash but *just* made third place.

June saw the M.G.C.C., S.C.C. of A. and M.S.C. of A, under the sponsorship of the Lions Club of Bridgehampton, hold an 80-mile sports-car race over a 4-mile road circuit. This time Cole's Cadillac-Allard came home, winning at nearly 80 m.p.h. from Sam Collier in Cunningham's Ferrari, with the Ford-Duesenberg hybrid third.

From there we pass to a 40-mile affair at Santa Anna, California, won by Richter's J2 Allard from Hill's XK120 and McAfee's XK120. In fairness to the Jaguars it must be said that the Allard had a somewhat "souped-up" Ford V8 engine with alloy flywheel, magneto ignition, Allard dual manifolds and other non-standard features.

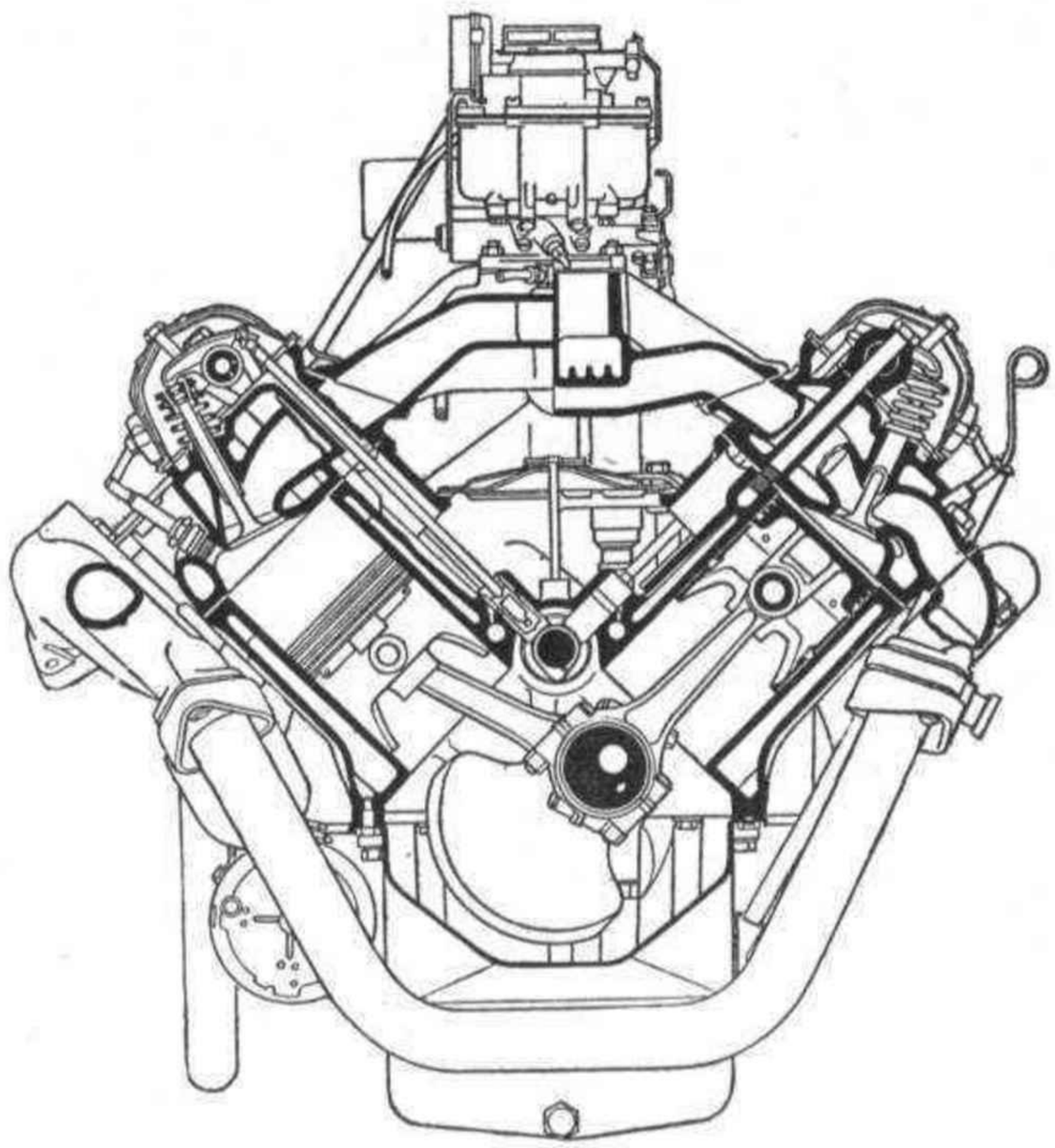
Linden airfield was the scene of an 88-mile race in July, when Kulok raised British prestige by getting his Frazer-Nash home first in front of an H.R.G. and a Cisitalia, at 84.87 m.p.h. On a road circuit at Elkhart Lake, the Chicago and Milwaukee Region of the S.C.C. of A. held some races, of which the 67-mile sports-car Feature Race was won by James Kimberly's Ferrari at 73 m.p.h., from Fred Wacker's Healey "Silverstone" and James Feld's XK120 Jaguar.

Watkin's Glen, in September, was a highlight of this American sports-car racing. Organised by the S.C.C. of A., the Grand Prix was actually a sports-car event, over a road course near Lake Seneca, New York. It was for Le Mans-type cars and attracted great interest. Entries included many Cadillac-Allards, of which Wacker's had Hydramatic transmission, a Bugatti with Dynaflow transmission(!), masses of "TC" M.G.s, as many XK120 Jaguars, of which Logan Hill's had a Wade supercharger, H.R.G., Frazer-Nash, Ferrari, Veritas and Healey. Cunningham's Healey "Silverstone" had a five-carburetter Cadillac engine and a de Dion back axle. It is interesting, but hardly surprising, that the o.h.v., 90-deg., short-stroke V8 Cadillac engine, of 5.4 litres, was proving more popular with those who really went racing than Ford engines, in spite of "hot-rod" knowledge. These engines give 160 b.h.p. at 3,800 r.p.m. in twin carburetter form and I understand that in the States, with special camshaft, do over 6,000 r.p.m., after the hydraulic tappets have been replaced with normal ones. It is hardly surprising, either, that these engines find their way into J2 Allards, for here is a stock car all complete with de Dion rear end, weighing 17 cwt. with a Ford engine and presumably not much more than 18 cwt. with the Cadillac engine installed. One is tempted to wonder, however, whether an Ardun-converted o.h.v. Mercury engine will not soon prove as good as the Cadillac unit.

Goldschmidt now had one of these cars, and he took the lead after three laps, catching Cole's sister car and the auto-transmissioned "4.9" Bugatti. Cole overdid some four-wheel sliding at Townsend corner and crashed. Later the Bugatti crashed, and Sam Collier had already done so, unfortunately with fatal results, in Cunningham's Ferrari. Wacker's Cadillac-Allard lay second to Goldschmidt's until the 13th lap, when Cunningham's Cadillac-Healey passed it. Cunningham couldn't catch Goldschmidt in the time remaining and had to be content with second place for the third year in succession.

So we come to November 5th—fireworks in England, and fireworks of a different sort at Pebble Beach, where the San Francisco region of the S.C.C. of A. and the M.G.C.C. held what was billed as its "First Annual Road Race." Originally a four-mile circuit had been mapped out in the 20,000-acre playgrounds of the Del Monte Estate on Monterey Peninsula, but this was reduced to 1.8 miles to curtail speeds. Over 7,500 spectators watched genuine road racing. After a "TD" M.G. had beaten two "TC" M.G.s in the up-to-1½ litres race and an Edward Sports Car, a blown "TC" M.G. and a "328" B.M.W. in the 1½-3-litre race, the 3-8-litre sports cars had a 21½-mile race. In this, Phil Hill's XK120 Jaguar was second to Graham's Cadillac-Allard in spite of weak brakes and having to make clutchless gear-changes after nine laps because the clutch lining pulled loose and locked the clutch—shades of Johnson at Le Mans! Parkinson's XK120 was third. Before the 45-mile Pebble Beach Cup Race, with which we are really concerned, Hill's front brakes were relined, but his clutch was still solid. Incidentally, he had tried to get new aluminium-alloy wheels for the car, to keep brakes and tyres cool, but these had not come in time. Stubbs' V8 M.G. having slowed and Graham's Cadillac-Allard spun at a turn, later to lose much time repairing a broken fan-belt, Hill had only to catch Breeze, whose brakes were fading, which he did, winning at 61.4 m.p.h., virtually brakeless himself but full of praise for the stoutness of the Jaguar gearbox. Parkinson's XK120 was second, Seeley's Cannon third, Graham fourth, ahead of a "328" B.M.W. After which, as *Road and Track* so graphically expressed it, "like raisins in the batter, home-bound M.G.s, Jaguars, Allards, Hillmans, Austins, and a Morris or two were soon stirred into the thick fog"—November in San Francisco and England apparently have something in common!

Finally, at Sebring on New Year's Eve, the S.C.C. of A. ran the 6-hour Le Mans replica Sam Collier Memorial Trophy race at Sebring airfield, where a 3½-mile circuit had been mapped out. The field included three XK120 Jaguars, three DBII Aston-Martins, two with "Vantage" engines, five Allards, both Cadillac and Mercury powered, three Ferraris, including Luigi Chinetti's "2.3," and many smaller cars. The race developed into a tussle between the Cadillac-Allards of Goldschmidt, Wacker and Walter's Cadillac-Healey. A short-circuit stopped Goldschmidt and, like Phillips at Le Mans in 1949, he was disqualified because a mechanic went out to help him. All the XK120s had brake trouble, Chinetti's Ferrari was throwing oil, and the Cadillac-Allards of Wacker and Davidson and the Cadillac-Healey remained in the lead. A Le Mans formula was used for this race, so true victory went to the little 750-c.c. Crosley driven by



READY-MADE POWER.—A sectional view of the production 5.4-litre Cadillac V8 engine which makes the Allard J2 go so effectively. With two Carter downdraught carburetters Allard gets 160 b.h.p.

Kesterton and Deshon, from Kimberly's 2-litre Ferrari and a FIAT.

That, I think, includes all the sports-car races of any moment. I have not included the feature "road race" at Carrell Speedway because, run over a one-mile dirt course, it was under half the distance of the shortest of the races I have tabulated. As a matter of fact, its inclusion would not alter placings, because, run on handicap, the M.G.s of Erb and Armstrong finished ahead of Panzer's Allard J2, with Hill's and McAfee's XK120 Jaguars fourth and fifth, handicapped out. Hill had spun during a heat and McAfee collided with him, Hill only getting into the final by borrowing a front suspension unit from a non-competing Jaguar. Le Mans starts were used but the fuel, I gather, smelt odd for pump stuff!

I am aware that road-racing is rather new to the States and that driving skill varies a good deal between one driver and the next. Nevertheless, I think it worth tabulating the first three places in these races :—

Awarding 15 points for a win, 10 for a second, and 5 for a third place, we get, on all-scratch results :—

PLACINGS (SCRATCH):

Cadillac-Allard	70 marks
XK120 Jaguar	60 "
Ferrari	50 "
Ford-Duesenberg ...	20 "
Cadillac-Healey ...	
Ford-Allard ...	15 "
Frazer-Nash ...	
Healey "Silverstone"	10 "
H.R.G.	
Cisitalia	5 "
Cannon	

Taking the Formula placing in the Collier Memorial Trophy 6-Hour Race into account, the reckoning becomes :—

PLACINGS (HANDICAP):

Ferrari	55 marks
XK120 Jaguar	50 "
Cadillac-Allard	45 "
Ford-Duesenberg ...	20 "
Cadillac-Healey ...	
Ford-Allard ...	15 "
Frazer-Nash ...	
Crosley	
H.R.G.	10 "
Healey "Silverstone"	
Cisitalia	5 "
Cannon	
FIAT	

The battle is clearly an Anglo-American, Italian, British axis, in which it is to be hoped that Britain will figure even more prominently this year. My findings may leave loopholes, but I am pretty certain that this is about how the American racing enthusiast and the American buying public see it. Ferrari looks like being able to crash the market if so desirous, and it is scarcely to our credit that it takes a 5½-litre American engine in a British chassis to keep us in the picture—however, much credit is due individually to Cadillac and Allard. The showing of the XK120 Jaguar is magnificent. Its very rugged engine gives away nearly 2 litres to the Cadillac-powered cars, yet develops the same 160 b.h.p. The Jaguar is some 3 cwt. or so heavier than the Allard. Its ability to *go* is the more meritorious for that; it would do even better in these fierce little U.S.A. races if it would *stop* going when told to.—W. B.

	(105 m.) PALM BEACH	(100 m.) HEART TROPHY	(80 m.) BRIDGE-HAMPTON	(40 m.) SANTA-ANNA	(88 m.) LINDEN	(67 m.) ELKHART LAKE	(99 m.) WATKIN'S GLEN	(45 m.) PEBBLE BEACH	(6 hr.) COLLIER TROPHY (Scratch)	(6 hr.) COLLIER TROPHY (Handicap)
1st	Ford-Duesenberg	Ferrari	Cadillac-Allard	Ford-Allard	Frazer-Nash	Ferrari	Cadillac-Allard	Jaguar	Cadillac-Allard	Crosley
2nd	Cadillac-Healey	Cadillac-Allard	Ferrari	Jaguar	H.R.G.	Healey	Cadillac-Healey	Jaguar	Cadillac-Healey & Cadillac-Allard	Ferrari
3rd	Ferrari	Jaguar	Ford-Duesenberg	Jaguar	Cisitalia	Jaguar	Cadillac-Allard	Cannon	Ferrari	FIAT

THE FLAG STILL FLIES

The larger members of the Trust, which includes six of the leading motor manufacturers and component suppliers in Great Britain, have confirmed their faith in the B.R.M. by continuing their financial support. At a recent meeting it was agreed that their subscriptions would provide the minimum income required to carry the development and racing programme through the 1951 season.

It is hoped by the Trust that all previous members and supporters will continue their aid, and through the steady growth of the B.R.M. Association this minimum income will be augmented to provide sufficient for the design and development of improved models for the future.

We are informed that the work at Bourne is being vigorously pursued and no racing programme will be announced at present. The organisation remains substantially the same, but in the interests of flexibility and speed of decision, the control of the project has been considerably simplified.

V.C.C.—A.G.M.

On February 10th the Veteran Car Club of Great Britain, Ltd., held their A.G.M. at the S. Kensington Hotel.

After an excellent buffet lunch, the formal part of the proceedings took place, a record attendance of members emphasising the ever-growing popularity of veteran motoring. There was a great deal of business to be done, but the formidable agenda was got through expeditiously, thanks to the efficiency of the chairman, Commander Philip Shaw, and the president, Mr. G. James Allday.

Unfortunately, Mrs. Shuttleworth was unable to be present, and so the formal presentation of the Shuttleworth Trophy to the club was performed by Lord Charnwood. Another new trophy, kindly presented by S. S. Kaye, was also added to the club's collection, which must be by far the finest and most valuable owned by any motoring club in the country. The presentation of the 1950 awards was made by Mrs. Allday, and a silver salver was given to Mr. and Mrs. Hutton-Stott for their very great services to the club.

Tea was followed by a film show, and as this was organised by "Antone" Curtis, it is needless to remark that it was excellent.

We have received the following letter from the Club :—

Sir,

Regarding the statement in the current issue of MOTOR SPORT, there has been no change in the Secretaryship of the Club. Mr. Julian Jane is General Events Secretary and has taken Mr. Hutton Stott's place, our former Hon. Events Secretary.

I wonder whether you would be so kind as to have this corrected in the next issue.

I am, Yours, etc.,
M. RUXTON, *Secretary*.

[We have long associated Jane with rather hairy vintage sports cars but not with veterans, and we can well imagine, therefore, that, while he may be well-fitted to organise competitions, he would not wish to take on the secretaryship of a club whose activities are of a specialised nature and which Mary Ruxton has served so well for so long. Our apologies to both parties!—ED.]

Another issue of the *Gazette* appeared last month, containing a very pleasing account of Edwardians in the Alps by R. Barker. The *Gazette's* editor is D. C. Field, whose name our printers rendered incorrectly in the last issue as Freed.

LEINSTER TROPHY RACE

The Leinster Trophy International Race will be run on July 21st next over 15 laps of the Wicklow Circuit of 8.34 miles. It will include a Formula Free scratch race, a sports car scratch race and a handicap. It is a trade supported event enjoying the usual privileges of free supplies, bonuses, etc. The lap record for this circuit, which is a succession of fast curves with only three slow corners, stands to the credit of R. Baird's Meteorite at 80.28 m.p.h.

Regulations will be available in a short time, but British drivers who intend to compete are advised to write the Leinster Motor Club at 27, South William Street, Dublin, as soon as possible as shipping space for cars in mid-July may be difficult to get.

REPORTS of RECENT EVENTS

—*continued from page* 113

THE ANSELL TROPHY (FOR BEST PERFORMANCE BY MEMBER OF SOUTHSEA M.C.): C. E. Crump.
BEST PERFORMANCE, CLASS A: L. J. O. Bartlett.
BEST PERFORMANCE, CLASS B: A. Rumfitt.
BEST PERFORMANCE, CLASS C: A. G. Imhof.
FIRST-CLASS AWARDS: R. Chappell, H. Hopkinson, E. G. Spence, G. W. Best, B. H. Dees, J. H. Appleton, D. H. Sleep.
SECOND-CLASS AWARDS: J. C. Smith, B. Blundell, R. E. Day, H. Collings, H. Clayton, V. S. A. Biggs, E. J. Chandler.
TEAM AWARD: Chappell, Day and Sleep.

WEST HANTS & DORSET C.C. HARTWELL CUP TRIAL (Feb. 18th)

HARTWELL CUP (best performance of the day): H. R. Jesty (1,265-c.c. Hillman), 131.8 marks.
MERCHANT CUP (best performance in opposite class): M. Parrott (1,172-c.c. Buckler), 106.5 marks).
FIRST-CLASS AWARDS (closed cars): S. Curry (1,172-c.c. Ford), D. C. E. Johns (2,600-c.c. Austin).
FIRST-CLASS AWARDS (open cars): N. Crane (1,496-c.c. Lea-Francis), J. B. Jesty (3,622-c.c. Allard), A. Loens (1,496-c.c. Alvis).
SECOND-CLASS AWARDS (closed cars): G. W. Cottle (1,496-c.c. Riley), L. J. O. Bartlett (1,003-c.c. Renault).
SECOND-CLASS AWARDS (open cars): A. H. Saunders (1,089-c.c. Riley), G. N. Dear (2,663-c.c. S.S. 100), F. W. Scott (939-c.c. M.G.).

49 entries, 43 starters, one retirement.

Reports of Recent Events

THE MONTE CARLO RALLY (January 23rd-31st)

This year's Monte Carlo Rally is dealt with editorially in this issue, but for reference here are the tabulated results :—

General Placings

1st : J. Trevoux and R. Crovetto (4½-litre Delahaye), from Lisbon ; 26.76 penalty points.
2nd : Comte de Monte Real and M. J. Palma (3.9-litre Ford), from Lisbon ; 27.12 points.
3rd : C. Vard and A. Young (3½-litre Jaguar), from Glasgow ; 27.43 points.

Class Winners

750 c.c. :
1st : Louis Rosier (Renault), from Lisbon, 15th in general category.
2nd : J. Lecat (Renault), from Lisbon, 36th in general category.
3rd : H. Kreisel (Renault), from Monte Carlo, 39th in general category.

1,100 c.c. :
1st : Y. Lesur (Simca), from Monte Carlo, 21st in general category.
2nd : R. Lambelet (Simca), 63rd in general category.
3rd : J. G. Reece (Ford Anglia), 83rd in general category.

1,500 c.c. :
1st : R. F. Ellison and W. H. Robinson (Jowett Jupiter), from Glasgow, 6th in general category.
2nd : G. Wilkins and R. Baxter (Jowett Jupiter), from Glasgow, 10th in general category.
3rd : J. Scaron and R. Pascal (Simca), from Monte Carlo, 16th in general category.

Over 1,500 c.c. :
1st : J. Trevoux and R. Crovetto (Delahaye), from Lisbon, 1st in general category.
2nd : Comte de Monte Real and M. J. Palma (Ford), from Lisbon, 2nd in general category.
3rd : C. Yard and A. Young (Jaguar), from Glasgow, 3rd in general category.

Coupe des Dames

1st : Mme. F. Hustinx (Peugeot 203), from Lisbon.
2nd : Mme. Y. Simon (Simca), from Monte Carlo.
3rd : Mme. Boucher (Simca), from Monte Carlo.

Team Prizes

NOMINATED THREE : Trevoux, Heyman, Faure (Delahayes).
ANY THREE : Trevoux, Heyman, Faure (Delahayes).
ONE-MAKE, 1½-LITRE : Ellison, Wilkins, Odell (Jowett Jupiters).

Concours de Confort

GRAND PRIX : M. Couper (Bentley).
RALLY COACHWORK PRIZE : Carter, Carter, Braid (Humbers).
RADIO MONTE CARLO CUP : Carter, Carter, Braid (Humbers).
BREVEX CUP : *Gatsonides* (Sunbeam-Talbot).
O.B. EXTINGUISHER CUP : W. Waring (Jaguar).

CLASS WINNERS :
750 c.c. : Kreisel (Renault).
1,100 c.c. : Schmocker (FIAT).
1,500 c.c. : Anderson (Hillman Minx).
OVER 1,500 c.c. : Adams (Daimler).

PLYMOUTH M.C. MANOR TROPHY TRIAL (January 28th)

The Club's 1951 programme opened with the "Manor Trophy Trial" for standard production cars. Course plotting and navigation on given compass bearings required competitors to find six river bridges, within a 10-mile radius of the starting point at Yealmpton, and in one and a-half hours—the time allowed—it was no easy task, from all the many bridges in the area, to discover those selected by the trials committee. Speedometer readings were taken at the start and the shortest distance to the lunch break at Loddiswell counted for marks. In spite of hard thinking and many calculations, D. Hussell, the winner of the Trophy, was the only driver to visit all the bridges. The afternoon course included Woodleigh, Flear Mill and Alston Wash, observed, with two special tests to decide ties. Glorious sunshine added greatly to the enjoyment of the run through the Devon lanes, and a very happy party sat down to a sumptuous tea at the Queens Arms, Slapton—a popular rendezvous. After tea Mr. H. Beare assisted by Mrs. Beare arranged a "Twenty Questions" hour, the ladies of the Club easily beating the male members.

Results :

D. Hussell, Vauxhall Fourteen (88 marks), the Manor Trophy.
R. H. Ham, Hillman Minx (74 marks), P.M.C. Cup.
R. Roberts, Ford Eight (74 marks), P.M.C. Novice Award.

M.G.C.C. (S.E. Centre) CHILTERNS TRIAL (Jan. 28th)

BANANA TROPHY : R. W. Christmas (PB M.G.).
DUCKHAM'S TROPHY : B. A. M. Gilbert (M.G.).
SALMSON'S CUP : A. E. Rumfitt (Cotton).
VISITORS' NOVICE AWARD : E. H. Manners (Falcon).
FIRST-CLASS AWARDS : G. L. Hancock (Dellow), A. E. A. Day (Dellow) and H. Lawson (Lotus).

LAGONDA REGISTER MEET (February 4th)

In a gale and torrential rain members of the 2-litre Lagonda Register scanned Surrey for map grid-reference numbers painted in obscure places so that they could get on with their navigational contest and return to the comfort of the Doone Restaurant and discuss Lagonda high-technicalities. Many 2-litres competed, together with a 3-litre and an "11.9," and the Editor of MOTOR SPORT was suitably impressed with the ability of A. J. Fisher's 1929 2-litre to hold an easy sixty along the Hog's Back in spite of being, according to its critical owner, 5 deg. late in its ignition timing. Altogether, an event in the best tradition of the amateur enthusiast. The winner was A. Audsley (1928 2-litre Lagonda).

HERTS COUNTY A. & AERO C. WINTER CUP TRIAL (Feb. 4th)

PREMIER AWARD : G. Pentony (1,172-c.c. Cyclops).
BEST PERFORMANCE BY MEMBER OF PROMOTING CLUB : J. C. Smith (1,172-c.c. Bartlett).
BEST PERFORMANCE (up to 1,500 c.c.) : J. H. Appleton (1,486-c.c. Appleton).
FIRST-CLASS AWARDS : R. Butler (1,172-c.c. Butler), V. S. A. Biggs (1,172-c.c. Ford s/c.) ; M. W. Todd (1,172-c.c. Dellow, s/c.) ; R. Richards (1,172-c.c. R.B.W.) ; D. W. Price (1,172-c.c. Price Special).
SECOND-CLASS AWARDS : Hancock (1,172-c.c. Dellow) ; N. H. Overton (1,131-c.c. Overton Special) ; — Pettit (1,172-c.c. Ford Special) ; S. S. Turner (3,622-c.c. Allard).
TEAM AWARD (North West London M.C.) ; Pettit, Appleton and Pentony.

HAGLEY & DISTRICT L.C.C. CLEE HILLS TROPHY TRIAL (Feb. 4th)

CLEE HILL TROPHY (best performance of the day) : A. W. Lilley (1,172-c.c. A.W. Special, s/c.), 3½ marks lost.
BROMSGROVE TROPHY (best over 1,300 c.c.) : R. W. Phillips (1,485-c.c. Fairley), 5 marks lost.
FIRST-CLASS AWARDS : H. H. Cowin (747-c.c. Austin) ; A. A. Butler (1,172-c.c. Clegg, s/c.) ; S. A. Cracknell (1,172-c.c. H.P. Special) ; L. Parker (1,172-c.c. Parker, s/c.) ; B. J. Smith (1,172-c.c. Dellow, s/c.), J. Clegg (1,172-c.c. Clegg, s/c.) ; E. J. Reynolds (1,172-c.c. Dellow s/c.) ; C. Corbishley (1,446-c.c. C.C., s/c.) ; O. F. Williams (1,172-c.c. Dellow, s/c.).
SECOND-CLASS AWARDS : F. E. Wall (1,172-c.c. Dellow, s/c.) ; W. C. Tuff (1,172-c.c. Tuff Special) ; F. Dean (1,172-c.c. A.W. Special, s/c.) ; R. B. Lowe (1,172-c.c. Dellow, s/c.) R. A. Hopkins (1,172-c.c. Bancroft, s/c.) ; J. W. Cox (1,172-c.c. Dellow, s/c.) ; J. Deeley (1,512-c.c. Cranford).
TEAM AWARD : J. Clegg (1,172-c.c. Clegg, s/c.) A. W. Lilley (1,172-c.c. A.W. Special, s/c.) ; A. A. Butler (1,172-c.c. Clegg, s/c.). Total marks lost, 13.

KENTISH BORDER C.C. BEST CUP TRIAL (Feb. 4th)

BEST CUP : R. F. Chappell (s/c Dellow), 98 marks.
OPPOSITE CLASS AWARD : A. Rumfitt (Cotton Special), 96 marks.
FIRST-CLASS AWARDS : B. H. Dees (s/c Dellow), 90 marks ; E. W. Vero (s/c Dellow), 96 marks.
SECOND-CLASS AWARDS : D. M. Sleep (s/c Dellow), 89 marks ; F. L. Stark (s/c Dellow), 83 marks.

BRISTOL M.C. & L.C.C. FULL MOON TRIAL (February 10th)

FULL MOON CUP : K. E. O. Burgess (Burgess Special).
FIRST-CLASS AWARDS : W. Cuff (Hells Hammers). P. Radford (Radford).
SECOND-CLASS AWARDS : H. E. Roberts (Robros), G. Best (M.G.).

SOUTHSEA M.C. PRESIDENT'S TROPHY TRIAL (February 11th)

Forty-one started in this really tough event, in which the hills were so slimy from a week's rainfall that after a Jeep with all four wheels driving had found it difficult to dislodge the Mercury from a water-hole at the top of the first hill, Hatch Farm II, and a tractor had proved unable to shift the Boyes Special when it failed lower down, this very choice section, sometimes known as Lawson's Lament, was abandoned. The next hill put paid to the Mercury's gearbox. At Cow Track the rain seemed to have washed the mud clear, but nevertheless many failed, including Best (who overturned here last year and whose freely-revving M.G. now restarted unaided), Sweeney's beetle-like Ford Special, the old Bartlett, Dewey's Riley, the Chandler Special, the B.B.S., Panton's Allard, for all its 4,375 c.c., and R. Faulkner's new Ford Ten Special, the back-axle of which juddered in spite of 200 lb. in the Telecontrols. Imhof made a magnificent recovery after trouble at the famous "ledge," almost took the wrong turn at the top and still climbed clean. Taylor's Austin Seven stopped at the top bend. Onslow-Bartlett, now with the very latest 1,100-c.c. J.A.P. in his astounding rear-engined car repaired some clutch trouble and went up in a series of powerful surges until impeded by a tree near the top.

The Warren proved as sticky as any—here Hopkinson took the corner with skill in the Ford-Austin where others hit the bank—and at the end of the afternoon Lythe Right proved a final teaser. Bartlett, his steering radius arms adrift, Imhof, Ron Faulkner, *sans* front mudguards, tell it not in Pall Mall, the Dellow boys and others stormed up. Others had varying degrees of misfortune, Bailey overturning his centre-engine twin S.U. Ford Ten Special while reversing down ; fortunately, the small boy passenger emerged smiling. A *muddy* trial !

Results :

PRESIDENT'S TROPHY (FOR BEST PERFORMANCE BY MEMBER OF INVITED CLUB) : G. Pentony (N.W.L.M.C.).

Continued on page 112

The Editor Places Further

EMPHASIS ON SPORTS CARS

IN continuing with the pleasant task of reporting on such real sports-cars as are available to the motoring journalist of today, I suppose I should define the meaning of "sports-car." It seems to vary with the individual. Some apply the term to any car that has plenty of rearward weight and can thus go up steep slimy places like a tractor; others vote for blowers, clusters of upstairs camshafts, many cylinders, and a "maximum of at least the 'tun,' old boy." The expression has also been used to include any car which opens and makes a noise, and I believe even those hulking great metal land-bound airships from the U.S.A. count as "sports-cars" in the eyes of certain people, providing the seat-squabs fold down to form beds . . .

For my part, I know what I mean by a "sports-car," I know what I expect from a car of this kind before I describe it as a *real* sports-car, but I don't propose to bother you with definitions. Rather would I present to you a selection and leave you to judge whether or not I should have included them under this heading.

First then, with influenza, small-pox, polio and other germs swirling around, we sought the pure air in a Type L3 Connaught two-seater. I didn't expect to find much wrong with this car. I didn't! You see, it has been bred by persons brought up, as it were, with fast cars and conversant with the art of motor-racing. And a very nice job Kenneth McAlpine, Rodney Clarke and "Mike" Oliver have made of it. Incidentally, this was a car Oliver raced last year at Silverstone.

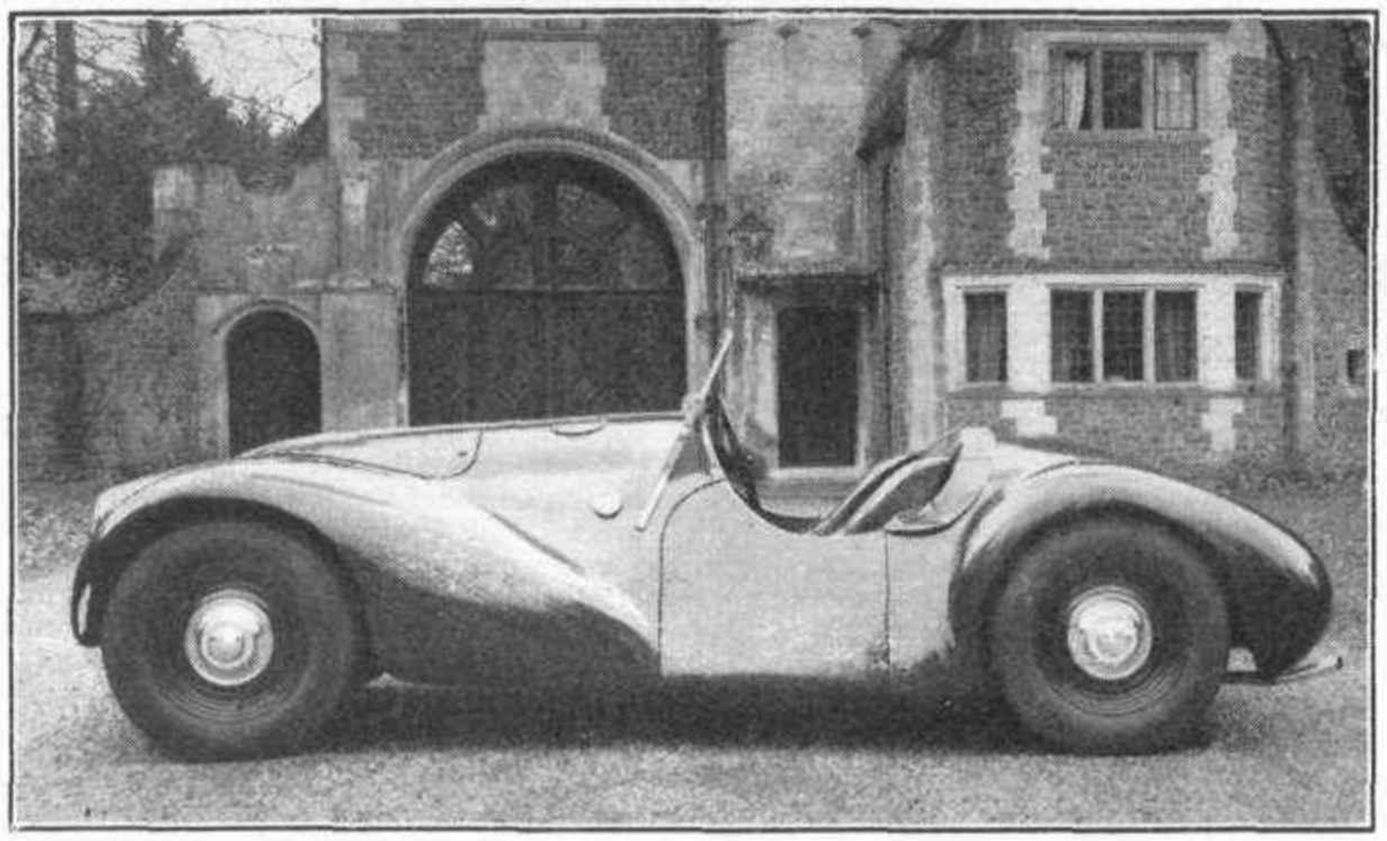
Criticisms were confined to matters that took on a very minor key compared to the excellence of the car as a whole. The body flapped and rattled and its obviously very light-gauge alloy panels had distorted here and there. The doors, in spite of catches *a la* early Austin Seven, didn't like staying shut. The seats, while very generous and firm, lacked support for one's back and the cushions were rather too high, so that the steering wheel seemed inclined to hide in one's lap. The rim of this same steering-wheel was highly polished, so that after a few hundred miles one's fingers ached with gripping it. The remote control gear-lever, while easily reached, had indecisive selection, the two lower gear positions being so close to the upper two, and sandwiched between these and reverse, that I was never quite certain which ratio I should get from neutral—maybe I'm ham-handed. The clutch took lots of punishment because of high gear-ratios and a steep power-curve, so I sometimes stalled the engine. There was a harsh noise in the transmission. Those, and lamps out of focus, are the sum total of complaints.

When it comes to praising the Connaught the mind seeks feverishly for new superlatives, because this is a *very* real sports-car of the kind a keen driver wants to go on motoring in all day and far into the night for the sheer pleasure he derives from it. Indeed, it is just as well all cars are not as this one, otherwise I should never bring myself to relinquish steering-wheel for pen!

How fast the Connaught will go round corners I am not courageous enough to tell you. But I satisfied myself that it is about the fastest thing I've driven in this respect and very lenient to anyone taking an occasional wrong line on slippery surfaces. And it is such *fun* to hurl round bends. It has that thoroughbred perfection of balance between the currently-discussed over- and under-steer, with slight emphasis on the latter. The worm and nut steering is smooth rather than light, is taut, transmits no return-motion and has subdued but "just-right" castor action, visibility couldn't be better and the wheels remain glued to the most unadhesive of roads. Roll?—nil, yet the ride is unexpectedly comfortable. Tail slides never seem to exceed a tyre's width or two however fast you corner. What matter, therefore, if the facia dithers about, shaking the steering column with it, and if, for truly acute bends, a shade higher steering-ratio than the present one of 13.4 to 1 (nearly two turns) would be preferable. Taken all-round I can recall no faster, safer, or more entertaining way of enjoying your corners than that offered by the Connaught. Perhaps, however, the greatest tribute I can pay is to say that I remarked on the excellence of the i.f.s. in giving comfort as well as wheel grip and then discovered *a perfectly ordinary beam-type front axle on ½-elliptic springs*! Shift this praise, therefore, to correct weight distribution, a sensible wheelbase/track ratio and Girling PV 6 dampers.

When it comes to performance, superlatives are again required. It isn't so much a matter of how fast, as how accelerative, particularly above 50, and how controllable. I am told that, hood and screen erect, this particular version of Connaught does a comfortable 104 m.p.h. and that its Lea-Francis-base 1,767 c.c. 107 b.h.p. engine is safe up to 6,000 r.p.m., equal to the impressive maxima of 35, 58 and 87 m.p.h. on the indirect ratios of 13.65, 8.23 and 5.46 to 1. I can well believe this, for it is a very willing unit.

The car I tried was standard except for soft valve springs, wet-sump lubrication with a bulkhead oil tank and a 14-gallon in place of an 11-gallon fuel tank. I saw 5,200 r.p.m. (94 m.p.h.) come up along a casually short straight and on an unguarded occasion reached 95 in third, and I was quite satisfied! What interested me far more was the ability of this Connaught to get a move on—*a very definite move on*—from 50 m.p.h. into the eighties. The gear ratios are high, with top in relation to third a matter of 1 to 1/1.2 to 1, yet in the lower gears the car got off the mark most impressively. Sixty was attained in about 12 seconds and thereafter third could be held to 80 or more m.p.h. as a matter of course. Even the top gear ratio of 4.5 to 1, equal to 18 m.p.h. per 1,000 r.p.m., did the driver very proud indeed in the matter of overtaking other cars cruising at around the mile-a-minute mark—in our case Monte Carlo Rally cars *en route* from Wales to Kent—and for recovering speed after those blind corners



GOOD ALL-ROUNDER.—The 1.7-litre Lea-Francis-engined Connaught possesses acceleration, speed and controllability in generous measure and represents real motoring to enthusiastic drivers.

where it is prudent to go slowly, even in a Connaught. This accelerative ability enables excellent average speeds to be put up without "doing a Nuvolari" or cruising at excessive gaits. At night 60-70 m.p.h. was about right for the length of the lamp beams and, even so, we got along very decently. Always the willing engine is ready to transport you into the eighties in a moment, but it is on sheer cornering power and pick-up that the Connaught establishes memorable point-to-point averages. The Girling hydro-mechanical brakes help, too—they are genuinely powerful, nicely progressive, absolutely "all-square" and free from tricks when clapped on hard, yet do not call for very much "push" and there is a gratifying amount of "lining-for-future use" feel under one's foot. Brake fade, too, is completely absent, although I hurried somewhat over that fascinating 26 miles of eternally-winding road from Newtown to Llandrindod Wells—full marks to the sensible cooling scoops aided by air-escape holes in the Dunlop steel disc wheels and air holes in the front cowling and to the Ferodo MZ 41 racing linings. Subsequently, the Connaught whisked us from there nearly to Aldershot on wet roads at night in something under four hours' running time; any car that will go from the City of Learning (where camouflaged Gestapo now mingle with we motorists, shame be it) to this seat of Military Might *via* the twirly bits from Henley to Eversley in around an hour is a good enough car for me.

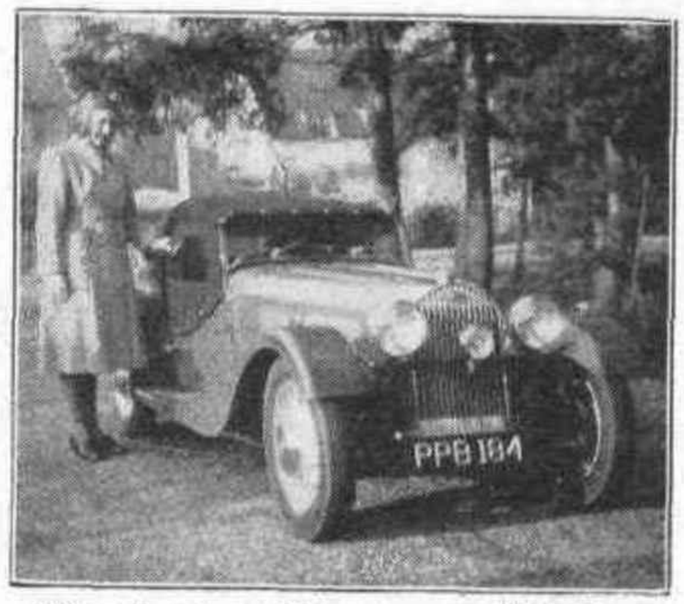
I have said that the Connaught is the kind of car you want to go on driving and driving. For my part I collected it, lunched, drove to Worcester, made a big detour in finding Market Drayton, paid a social call, continued to Llandrindod Wells, saw the Monte Carlo competitors leave, and came home, a little matter of over 450 miles, many of them over secondary roads, between the hours of 2 p.m. and 4 a.m. The engine was as fit afterwards as at the start, started easily, hadn't soiled its rather hard plugs, and gave rather better than 22 m.p.g. of petrol/benzole. It was certainly reassuring to see the oil temperature never above 40° C., often below 30°, and the water thermometer, in spite of a well blanked-off radiator, sitting calmly at 65° C. Even some acceleration tests didn't put these above 50° and 70°, respectively. Oil pressure was 60 lb./sq. in.

Here I must digress to apologise to the driver of a Rally Ford Pilot because the dimmed lamps of the Connaught dazzled him when I came up behind climbing Fish Hill; it surprised me that a Rally car should have no rear blind and I was even more surprised when a vast reversing-lamp shone in my eyes for mile after mile, presumably to "learn me," but in a not very sportsmanlike fashion! When I mistook my road at a fork this Ford came by and I saw that the offending lamp had been extinguished, so obviously it had not been merely overlooked as its driver fought his rolling steed (while we cornered smoothly) round the Fish Hill hairpins! N.B.—The police Rally-crew in the Humber Super Snipe also mistook the aforementioned fork.

Reverting to the happier topic of the Connaught, this is not a full road-test report, so I will confine myself to a few concluding comments. The engine likes its revs kept up, no particular punch being evident below 3,000 r.p.m. and its exhaust noise was described as "delightful" or "filthy" according to who was doing the describing. In towns the unsilenced exhaust *was* a bit embarrassing. All the instruments are visible. I liked the aircraft-type tumbler switches in place of the effeminate things found on many modern cars, and the luggage space in the lockable boot is adequate, likewise the easily-erected hood. The switches deal with ignition, lamps, fuel gauge, and four petrol pumps, the latter being fitted to cope with the demands of four Amal 10 T.T. carburetters when these replace the two type H4 S.U.s on the car tested. The engine is basically Lea-Francis, with h.c. pistons, modified camshafts, four-branch exhaust system, etc. The chassis uses Lea-Francis components and the current type L3 has torsion-bar i.f.s. The wheelbase is 8 ft. 3 in., front track 4 ft. 3½ in., rear track 4 ft. 4 in. and my local gasworks quoted the weight as 21 cwt. without occupants or much fuel. As this is a hand-built car purchasers can have choice of engine size, number and type of carburetters, compression and axle ratios, coil or magneto ignition, two or four carburetters and wet or dry sump lubrication, etc.

I have written more than I intended about this exciting motor-car out of sheer enthusiasm for it, but I still feel that I've failed to do it justice. A set of acceleration figures would perhaps convey more than mere words, although perhaps it is as well for other manufacturers that I neglected to take more than a few casual readings. These must suffice—0-50 in 9.4 sec., 60 in 11.9 sec., 70 in 16 sec., 80 in 21 sec.—together with my opinion that the Connaught is one of the nicest, fastest, safest point-to-point cars I have driven. Price £1,350 + £260 15s. purchase tax; inquiries, as they say in the adverts, to Connaught Engineering, Send, Surrey.

After this exhilarating spell with a truly fast car I was eager and ready for more, but "the best-laid schemes . . ." What with the 'flu epidemic, the temperamental habits of the more exciting sports cars, the fact that the Press XK 120 Jaguar, promised almost weekly for the past two years, still manages to evade me, and the brake trouble which assailed a p i vately-owned XK 120 on the two occasions when I arranged to borrow it, this feature began to "lose steam." True, personal motoring has been provided by a new Morgan "4/4," the Standard-engined 1,267-c.c. model. This jolly little object, clinging to the road like a leech and offering brisk acceleration and notable economy of fuel, is certainly a car built for sport, and an open two-seater withal. If the modern family-car has largely "caught-up" with this kind of small sports car, I, for one, prefer the more "active" driving position, the handiness, and the "atmosphere of fun" that the latter type provides. The Morgan is a good example, too, but not quite the sort of car I want to include in this article. In any case, like other journalists before me, I propose to deal rather fully with this personal conveyance after I have done a reasonable mileage in it, and as it has at present done less than 3,000 miles this, too, must wait.

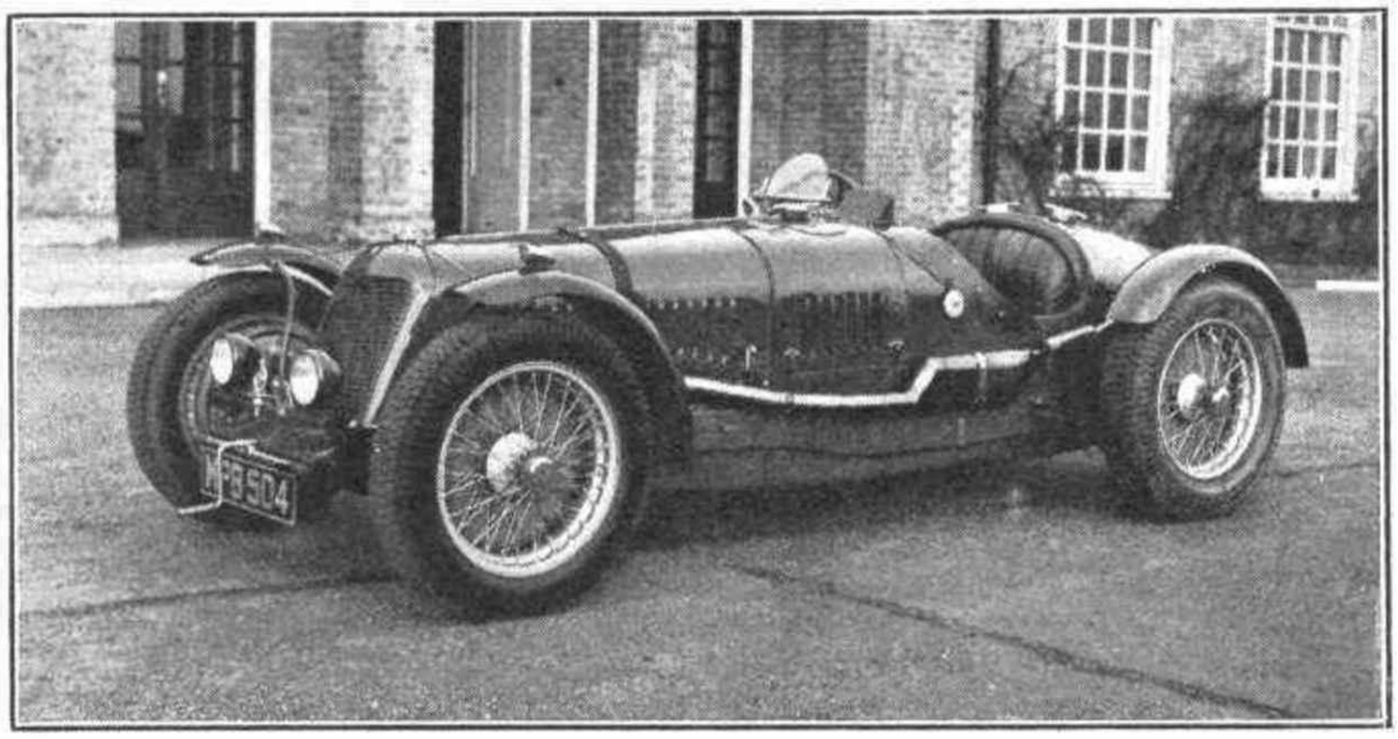


Although not ranking as one of the fiercer sports cars, this 1950 Morgan "4/4," capable as it is of cruising at between 50 and 60 m.p.h. and still bettering 30 m.p.g., provides MOTOR SPORT with useful Editorial transport. The engine is a push-rod o.h.v. version of the Standard Ten and the car weighs 14½ cwt.

However, Flt.-Lt. Crampton, D.F.C., has weighed-in with details of a car which is so very much the "real thing," must, indeed, rank as one of the fastest road cars in existence, that I willingly hand over to him. There are a few select cars which stand in an exclusive category of their own, providing a facet of motoring quite outside the normal experience even of drivers freely accustomed to really rapid vehicles. Such motor cars can be counted, perhaps, on the fingers of one hand. Forrest Lycett's immortal and evergreen 8-litre Bentley heads my personal list, on which I readily place Crampton's "2.9" Maserati. So here is what he in his justifiable enthusiasm writes of it and, as I said in the beginning, you must judge for yourselves:—

The Maserati I now own was given the engine and chassis number of 3002 when it was built at Bologna, in Italy, in 1932. It is one of the well-known "2.9s" of 2,992 c.c. It was made when the International Formula stated that the maximum weight of any Grand Prix car should not exceed 750 kilograms.

By the end of 1932 the late Sir Henry Birkin had driven on one or two occasions a 2.6-litre Maserati and he decided that he would drive, during 1933, a 2.9-litre version of this car. He negotiated with the Maserati brothers and, as the result, their new model was placed at his disposal. He elected to start the new season by entering for the Tripoli Grand Prix. The Maserati factory shipped the car out to Tripoli, where Birkin intercepted it in the spring of 1933. He had been led to understand that the factory would provide him with an adequate staff for his pit. Upon his arrival, however, he discovered that the brothers Maserati had only sent one man, who had already been delegated to assist Campari. Campari's car was a similar model to Birkin's. Birkin therefore rustled around and managed to gather up a few willing helpers.



THE REAL THING? Fl.-Lt. Crampton's road-equipped ex-Birkin, supercharged, straight-eight, twin o.h.c. "2.9" Maserati. Recently thoroughly rebuilt, it cruises, at modest engine revs., at a speed higher than the maximum of many cars referred to as "sports models."

It came to pass that soon after the start of the race Birkin rushed into the lead and held this position for three laps. Then Campari overtook him and, at the end of five laps, the first three positions were held by Campari, Birkin and Nuvolari. And then, in a short while, Nuvolari's "2.6" Alfa-Romeo moved up to second place but, on the sixteenth lap, Campari was forced to retire when his car caught fire. Birkin allowed Nuvolari to continue in the lead for he was confident that the Maserati had a greater maximum speed than that of the Alfa-Romeo. Twelve laps before the finish Birkin stopped at his pit to refuel but, to his dismay, he found that neither oil nor fuel had been placed in the pit. Two minutes and forty-five seconds elapsed before he could restart. It was during this pit-stop that he suffered the fatal burn on his arm from the exhaust pipe. He continued to drive magnificently and during the next twelve laps he made up one minute of his lost time. With only four laps to go he noticed the breaker strip showing through one of his tyres. He decided to carry on and only just failed to catch the leaders before the finish. Thus he came home third.

The sad story of "Tim" Birkin's death, shortly after he returned to England with the Maserati, is known only too well. Early in the summer of 1933 England lost a very gallant gentleman.

It would appear that the Maserati was next driven in the International Trophy at Brooklands in 1934 by the Hon. Brian Lewis, who is now Lord Essendon. After a most exciting race Lewis finished second only a short distance behind Witney Straight's *monoposto* Maserati. It was during this year that the Maserati's chassis was "boxed in," and it was no less a person than Mr. Jack Playford who carried out the work. Early in 1935 the car was taken to the Isle of Man for the Mannin Moar. Tim Rose Richards drove it in this race but, on account of an ugly stoppage in the gearbox, he was forced to retire. Later on in the same year, F. E. Clifford took the car to France for the Dieppe Grand Prix, in which race he finished ninth. And, in September, 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. In May, 1936, Austin Dobson went out to win the International Trophy in the Maserati but, alas, a mechanical failure forced him to retire. Its next race was the Coronation Mountain Handicap in 1937 and in this event Dobson had better luck and finished third. In 1938 R. F. Oats bought the car and at the outbreak of war the following year he tucked it safely away in Cornwall.

At the end of the war the car was taken to Berkeley Street and offered for sale in Charles Follett's showroom. In November, 1945, the Maserati was bought by John Wyer, who at that time was manager of the Ace Service Station on the North Circular Road. On Easter Monday, 1946, the car was driven in the V.S.C.C. Speed Trials by Dudley Froy. This event took place upon the runway at Elstree Aerodrome. The Maserati, however, had a nasty cough at the time and didn't put up a very good show. In May of the same year, T. A. S. O. Mathieson took possession of the car and away he went to France to drive in three *Formula Libre* races. The first was in the Bois de Boulogne, from which event he unfortunately retired with a suspected oil-leak. The second was at St. Cloud, in which he finished fifth. And the third was the Grand Prix de Perpignan, in which he finished sixth.

At the end of the year Mathieson returned from his Continental perambulations and asked John Wyer to carry out a general overhaul on the Maserati. During this overhaul it was decided to remove the ten-gallon oil tank from the left-hand side of the prop.-shaft and replace it with a passenger's seat. The eight-gallon reserve tank in the scuttle, just forward of the dashboard, was then commissioned as the main oil tank. Wings, lights and a battery were then tacked onto the car and, at the beginning of 1948, the licensing authorities christened the Maserati MPB 504. In February, 1948, the car passed into the hands of Michael Oliver, who was then a Director of Continental Cars. The following month "Mike" drove the machine in the V.S.C.C. Speed Trials at Luton Hoo.

Just before this event I had invited Mike down to Tangmere, near Chichester, for lunch. On the allotted day he arrived in the Maserati, and that was when I saw the car first. After lunch I drove the car round and round and round the aerodrome. After that Mike was good enough to let me drive it on several occasions. And after the Luton Hoo affair the Maserati became mine.

The eight-cylinder engine has a bore and stroke of 69 by 100 mm. and a compression-ratio of 6.5 to 1. The exhaust and inlet valves, at ninety degrees to each other, are operated by twin overhead camshafts through the medium of inverted cups or "flowerpots." The camshafts, each in five bearings, are driven by a chain of spur gears from the front of the crankshaft. These gears also drive the Roots-type supercharger, the oil pressure and scavenge pumps, the water pump and magneto. The carburetter is a single-choke, 46-mm. Weber with one main and one idling jet. The blower is mounted on the front of the engine and is driven at about one-and-one-eighth times crankshaft speed. It develops a pressure of about 10 lb./sq. in. A Kigass priming pump ensures instantaneous starting on the Lucas starter motor. The crankshaft is supported by five bearings; two large ball-races at each end and three plain bearings of racing white metal. The same type of metal is used in the big-end bearings of the tubular connecting-rods. The gudgeon pins are fully floating and are located in the pistons by circlips. The pistons are flat-topped and have one scraper and two compression rings. The cylinder block is sandwiched between the cylinder head and the crankcase. There is no cylinder head gasket because the head and the block are lapped together. It is advisable not to exceed 5,500 r.p.m., at which revolutions the engine develops 230 b.h.p. on a methanol-base fuel. Here, however, it might be pointed out, in order to illustrate the sturdy design of these engines, that at a Prescott meeting in 1948 a certain gentleman momentarily exceeded 7,000 r.p.m. in his "2.9" *monoposto* Maserati. And his engine showed no ill effects as a result of this burst of enthusiasm.

The front and rear suspension is provided by ½-elliptic springs damped by friction-type shock-absorbers. This may give one a comparatively hard ride but, at the same time, there is a delightful absence of the squishy-squashy nonsense so beloved by the independently-suspended sports-car enthusiast of this modern day and age. The brake shoes, inside their 15-in. diameter finned drums, are cable-operated through a normal differential compensating mechanism. And the braking is good at all speeds. In fact, it's very good. The steering is light, positive, and nearly direct; the steering wheel turns through about one and a quarter turns from lock to lock. A 25-gallon fuel tank, with two filler caps, is mounted in the tail. Fuel is fed to the carburetter by pressurising the tank through the medium of a hand-operated air pump on the dash. All that can be said about the metal body on its ash formers is that it is beautiful. It is cellulosed a deep red and it is beautiful.

Anyone who doesn't agree with this can go and climb up his thumb. It is as well not to drive the car in big boots, for the pedals are very close together, the accelerator being in the middle.

On June 5th, 1948, I drove the Maserati in the International Hill Climb at Stanmer Park. When crossing the finishing line on my first run a sort of clonking clanging from the back axle heralded trouble. Alas, the differential cage had cracked and consequently a tooth had been mangled off the crown-wheel. However, through the kind assistance of the good Michael Oliver the next three days were devoted to inserting a new assembly in the back axle and off we went, on June 12th, to Shelsley Walsh. My new back axle ratio of 3.6 to 1 was not exactly conducive to sprinting but, nevertheless, my time of 45 seconds indicated that I would have to get my foot much nearer to the carburetter in future. Idling up Shelsley isn't good for business.

Just after this meeting I was fortunate enough to find a gentleman in Folkestone who wished to sell a complete "2.9" Maserati engine. I bought it, quick!

The following month I entered the Maserati for Prescott and, on July 18th, made my initial ugly rush up that curvatious little hill. Although the car and I both felt that we were travelling like a shaft of lightning, 51 seconds elapsed before we reached the summit. On September 12th we were there again for the International Meeting, when it rained; and it rained to such an extent that paddle-wheels would have been a far more suitable means of propulsion.

At about this time there was a certain growing sloppiness among the blower bearings, indicated by a sort of clonking noise from the supercharger lobes as they biffed about inside their case. The bearings were renewed but not in time for the last Shelsley meeting that year.

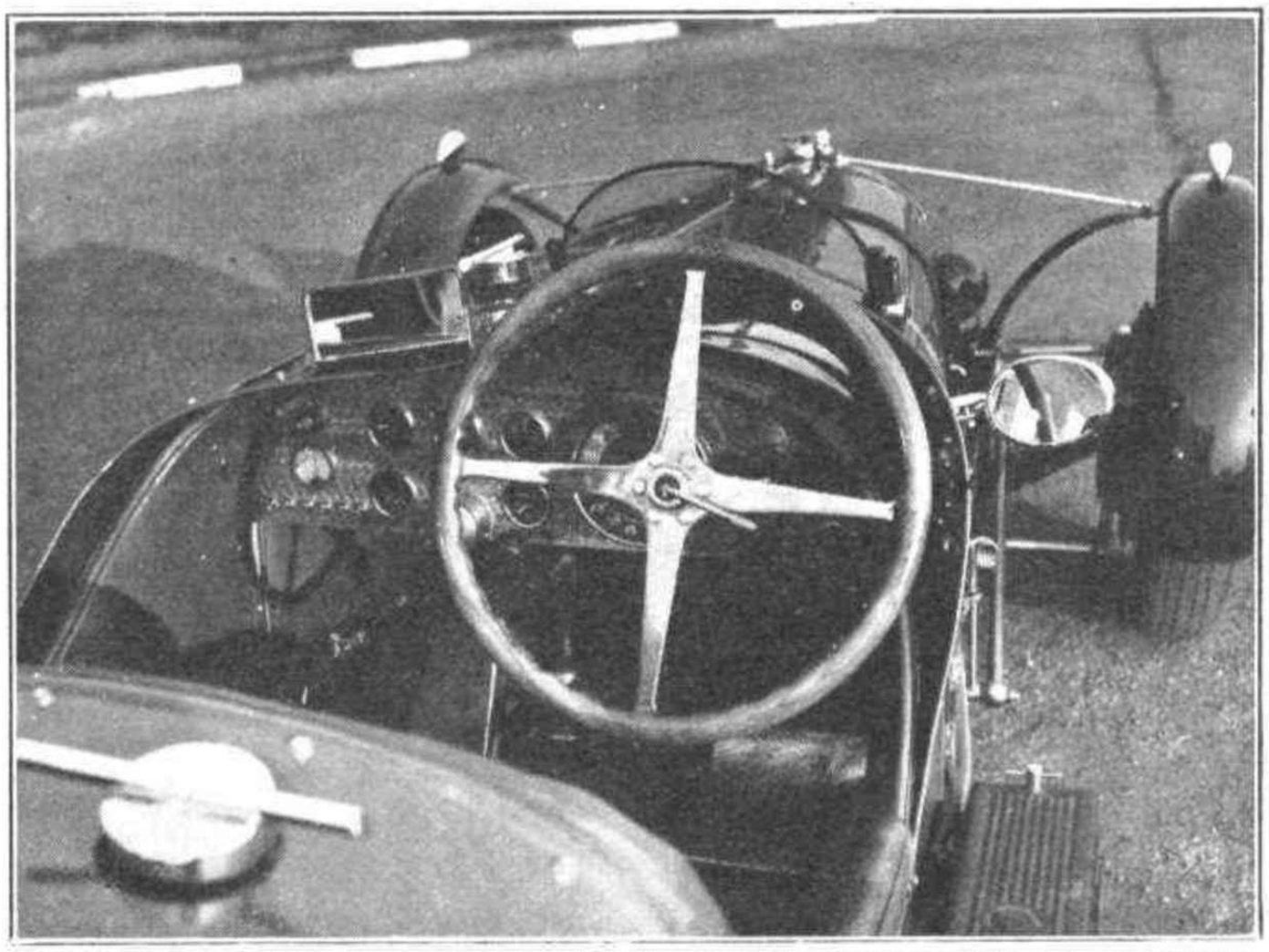
In 1949 the exigencies of the Service, together with a little misbehaviour on the part of the clutch, prevented me from motoring the Maserati as much as I would have liked. I took the car down to Brighton for the Speed Trials in September that year, only to have the mortifying experience of all the clutch plates welding themselves together in one solid lump on my intended departure from the starting line. All was put to rights however in time for the September meeting at Goodwood and it was there that I experienced my first motor race. I got away to a bad start on account of letting in the clutch at about 800 r.p.m. The racket on the starting line drowned the noise of the engine's exhaust and I was so busy looking at the starter's flag I quite forgot to look at my rev.-counter. This hesitant start shook me to such a degree that I was for a moment a trifle flummoxed, but the very rapid manner in which I was being overtaken by the other competitors in the handicap race indicated that I had better get a bit of a wriggle on. I finished ninth. Alas, there were but ten cars in the race. I have yet to read a graphic description of anyone's first motor race and now I can quite understand why. Everything happened so devilish quickly that I can but remember two points. I enjoyed the race immensely and was very sorry when it was all over.

After the Goodwood meeting I decided to give the Maserati a complete and thorough overhaul. The various indications of wear and tear might perhaps have been overlooked but I had formed little plans for the improvement of its appearance as a road car and decided to overhaul the whole car at the same time. A. P. Southon, of the Phoenix Green Garage, was the gentleman to whom this work was delegated. I had met Alan during the summer of 1948 and had had the pleasure of his friendship and his assistance with the Maserati for over a year. His workmanship, I discovered, is of a very high order indeed.

It came to pass therefore that the Maserati arrived at Alan's garage early in October, 1949, and we decided upon the overall strategic concept. Alan was to strip, check and rebuild the engine, the gearbox, and the clutch. He was to get a dynamo married to the Scintilla magneto. He was to have lighter and more elegant mudguards made up and also to make a thoroughly practical method of fixing them to the chassis. He was to make up a luggage carrier, a headlamp bracket, and to rewire all the electrical circuits. New leather was to go on the seats, etc., and a tonneau-cover was to be made. By virtue of Alan's hospitality I was to be allowed to work on the car in his garage as often as I could, but I elected to perform only humble tasks. My first job was to scrape off the film of Castrol "R" that had accumulated over the whole machine during the past three or four years. I decided to make a new dashboard out of dural and engine turn it. The remainder of my work was to consist of renewing the fuel and air lines, fancying up the foot wells, and carrying out a thorough check on the body and chassis.

And so the work began. The engine was soon on the bench and the cylinder head was lifted. This unit was found to be in first-class condition. The cylinder walls were showing no signs of wear and the pistons and tubular connecting-rods were quite satisfactory. The big-end bearings were looking a little old-fashioned and the crankshaft journals were slightly ridged. When the main bearings were brought to light it was discovered that a serious amount of oompus-boopus had been going on. There was considerable play in all the bearings and the centre cage had been very loosely located on its wobbly dowel pin. We decided to send the engine off to Laystalls to have the crank reground and new metal run in the main and big-end bearings. Soon after the engine arrived at Laystalls they informed us that eight bad cracks had been discovered in the crank. We therefore sent the spare crank to them, only to have the grin wipéd off our faces by their informing us that also was badly cracked. A miserable little conference then took place. A cold decision was reached and Laystalls were given the order to turn up a new crank out of Nitralloy steel. We were informed, however, that six months would be required to complete such a task. This indeed was a rude shock but we set the teeth and clenched the fists and pressed on with the remaining work while Laystalls set about making a copy of one of my cranks. New ball-races were fitted throughout the gearbox, in which a badly worn shaft was replaced by a new one. The female splines in the multi-plate clutch drum were honed to smooth away the ridges and new ball-races were fitted to the "withdrawal" fork. The seats were covered with costly red leather and, in short, the great work went on . . . and on . . . and on.

During my frequent week-end visits to Hartley Wintney I used to stay at



BUSINESS-LIKE!—The "office" of Fl.-Lt. Crampton's "2.9" Maserati, showing the Bugatti steering wheel, engine-turned facia, location of the battery and the new front wings, neatly stayed. We imagine that images of other cars appear very seldom in the rear-view mirrors!

the "Phoenix"! Now the "Phoenix" is a place which satisfies all the needs of Man, as well as the Inner Man. It's my opinion that it would be quite impossible to compare the cleanliness between a new pin and the "Phoenix." The landlord, Mr. Donald Dear, together with his good wife, Pamela, make it their business to see that all their guests have everything they want. And they perform their duties as host and hostess in a manner which is the very manifestation of courtesy.

In August, 1950, Alan was able to start rebuilding the engine around its new crank. And soon the twin-cam, supercharged, straight-eight engine was lowered back into the chassis. The clutch, gearbox and prop.-shaft torque tube were coupled up. Brackets were made for the new mudguards, together with the new headlamp bracket. Twin Lucas "Wind Tone" horns were fitted beneath the valance between the front dumb-irons. The new Bugatti steering-wheel that I had bought in Paris that summer was fitted. Scintillas had performed a lasting marriage between my magneto and a new dynamo. The engine-turned dural dashboard, made with the valuable assistance of Colonel Patrick Tweedie, was bolted in place. The mudguards and so forth came back from the painters with their deep red colour exactly matching the existing cellulose on the car. Supports were made for the new chromium-plated removable luggage grid. A neat fuse panel was incorporated in the new wiring. Some very fancy ribbed dural sheeting was riveted to the foot-wells and other interior appointments. The drop-arm, drag-link, front axle, track-rod, torque-arms, road-springs, shackles and similar steel members were polished. The cellulose was buffed up. And then, during my Christmas leave, the garage doors were opened, Alan started up the engine and this beautiful nineteen-year-old racing car moved out into the forecourt between the Phoenix Hotel and the Phoenix Green Garage. The deep dulcet tones of the exhaust note rang out triumphantly. And all was well with the world.

The all-up weight of the car in road-trim, including the spare wheel and its carrier (which is bolted to the chassis just ahead of the battery box) is 21 cwt. The tyres are 6.50 by 19 at the rear and 5.25 by 19 at the front. With an axle-ratio of 3.6 to 1 the car travels at about 28 m.p.h. at 1,000 r.p.m. in top gear. The engine consumes a gallon of petrol for every fifteen miles when cruising at zero boost and 3,000 r.p.m. At this engine setting a speed of about 84 m.p.h. is maintained. It will be appreciated, therefore, that while travelling at this tidy cruising speed the engine is being put to no hardship whatsoever. Naturally, while using petrol, one also uses discretion with the right hoof. It would be very improper to belt the car about while using petrol. With a 70/30 mixture of petrol/benzole in the tank one can, of course, have a load of fun. [There's understatement for you!—ED.]

The overhaul has proved to have been a great success. By the end of January this year I had covered nearly one thousand miles in the Maserati. It is indeed a "Melody in Metal."

LETTERS from READERS

—*continued from page* 138

little 4 C.V. Renaults and 7-h.p. Dyna Panhards, Lancias, Delahaye, Hotchkiss, Chevrolet, Ford, Buick, Willys and others. Of the official Delahaye teams two consist of French military personnel driving specimens of the new French Army "Jeep." What is the matter with Whitehall that a British Army team driving the new British "Jeep" was not entered. What better "proving ground" could there be than the deserts, the swamps, the mountains, etc., of the vast Continent of Africa. And what better prestige could be obtained. What will be the effect on our Colonial possessions and other communities in Africa to see units of the French Army going through in triumph. In the old days we "showed the Flag" by sending a couple of warships or a battalion of troops to impress the locals, but those days are past.

Again we learn that Britain must export more and more goods, especially cars. Although British cars have improved out of all recognition, they are still by no means ideally suited to Colonial conditions and the sellers' market here is steadily drying up. These French and Italian and American cars in the Rally will bring tremendous publicity to their manufacturers, whilst the mere fact that Britain has refrained from entering has encouraged the view that neither her cars nor her drivers were up to the task. It is no use pointing to British successess in the Monte Carlo Rally and the Alpine trial, these are mere names to the Colonial, and anyway he regards them as child's play compared with the sort of motoring that is done in Africa, where we habitually cover up to 600 miles a day putting 70 miles and more into each hour, and folks think nothing of going 400 miles each way for a week-end at the seaside. The major portion of African main roads is the sort that would gladden the heart of a British trials organiser looking for an especially difficult "observed section," but this is everyday motoring to us, and at the same time temperatures vary from below freezing to 120° in the shade.

The competitors will be here in Cape Town on February 23rd and it will be with a heavy heart that I shall stand on the finishing line to welcome them in, knowing that not one of them will have the same mother tongue as myself. They (the trade) will say, of course, that it costs too much, but does it? The Government has poured £30 millions odd down the drain in the East African groundnuts fiasco; would not it be worth a few paltry thousands for the sake of the prestige that would accrue to the Union Jack? There is little respect left for that flag throughout our one-time Empire in all conscience, and I was taught at school that trade follows the flag. Let us see a few flags stuck on cars showing their worth throughout the length and breadth of Detroit's strongholds.

I am, Yours, etc.,

Cape, S. Africa. J. B. HOLMES, *R.A.C. (S.A.)*

VINTAGE AIRCRAFT

Sir,

As a very recent convert to MOTOR SPORT, which I started reading at the same time as acquiring an Austin Seven Special, I was more than interested in reading Peter Hull's article on vintage aeroplanes, which are more in my line. As flying is essentially a "motor sport," may we have more space devoted to this elixir of pastimes, with particular accent on races and meetings?

A few points in Mr. Hull's write-up are worthy of further mention: the Hawker Cygnet G-EBMB, the oldest aircraft mentioned, is, contrary to his statement, little more than a museum piece, for it is given an airing only on rare occasions and is not flown outside the airfield boundary. When it appeared at White Waltham last summer it had been transported by road and reassembled for the flying display. Full throttle is needed in order to maintain height and the ignition is not duplicated.

The Aero Club Cadet G-ACHP is no longer operated from Cowes by Messrs. Saunders Roe, for the C. of A. expired nearly two years ago, since when it has rested, admittedly intact, at White Waltham. It is available for sale, so may take the air again one day.

I have made no check through the register, but can mention at least one aeroplane worthy of note that was omitted from the article; I refer to the Hawk-Major G-ACYO, which, converted to a single-seater, was flown in last year's King's Cup Race and is now living at Birmingham.

An interesting aeroplane that I examined recently was a Bristol Fighter which, I was assured by the owner, had been built as recently as 1930 and had never flown. It was not a freak constructed for museum purposes, but a genuine works-made specimen acquired by an enthusiast before leaving the factory. This is now undergoing an extensive overhaul in readiness for its first flight!

Perhaps some other readers may have some comments to make and even bring to light some elderly aeroplanes that have been "lost" for some years. If anyone happens to know where the Gipsy-engined Comper Swift G-ABWW has disappeared I, for one, would be more than interested to hear.

I am, Yours, etc.,

DAVID F. OGILVY.

Windsor.

[Our correspondent also mentions some pre-1918 aeroplanes, but these were dealt with in our December issue.—ED.]

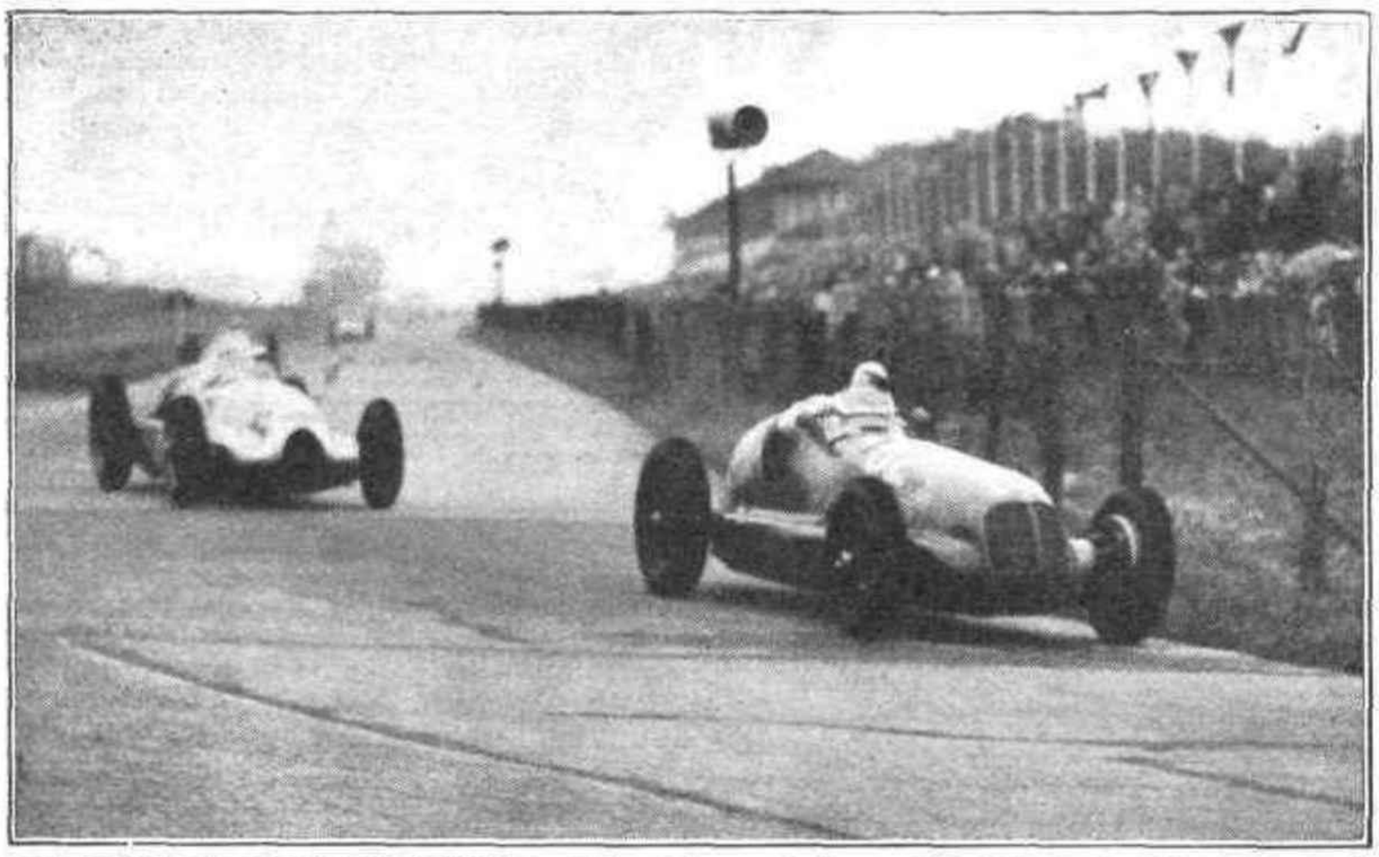
Sir,

The Puss Moth G-ABKZ, supposed 1931 vintage, was being flown in the summer of 1948 at Southend aerodrome, owned by the East Anglian Flying Services, and used for joy rides.

Although three years ago, I hope the Puss Moth is still operating, so bringing Mr. Hull's list to six aircraft for 1931.

I am, Yours, etc.,

Woolwich. JOHN D. NAPIER.



EPISODES FROM HISTORY : 14.—Maserati fans will delight in this picture of Paul Pietsch in his 8CL leading the 1939 German Grand Prix, with Muller's Auto-Union, Caracciola's Mercedes-Benz and Nuvolari's Auto-Union behind him. Alas, Pietsch was troubled by intermittent locking of his near-side front brake and below we see the fatal pit-stop that cost him the race. Even so, he finished third, behind Caracciola, who won at 75.14 m.p.h., and Muller (Auto-Union). The pictures are by that master of Grand Prix racing photography, George Monkhouse.

THAT 1954 FORMULA

Sir,

I am writing to tell you about a meeting the constructors of racing cars had with Earl Howe and Colonel Barnes at the R.A.C. on Wednesday, February 7th.

This meeting was attended by representatives from H.W.M., Connaught, B.R.M. and Alta. E.R.A. were sending a representative who, unfortunately, did not turn up.

The purpose of the meeting was to bring to the attention of Earl Howe and Colonel Barnes, representing the competitions side of the R.A.C., the findings of a former meeting of the above firms, which had been called by the writer, to agree on their requirements for the next Grand Prix formula.

Mr. Pomeroy was present to act as technical adviser to Earl Howe. It was agreed that Earl Howe should attempt to get the F.I.A. to agree to the following :—

1. To carry on the present Formulæ 1 and 2 until the end of 1956 unaltered.

2. To superimpose on this formula a fuel limitation for gas turbines of 100-litres per 100 kilometres for Formula 1 and 25 litres per 100 kilometres for Formula 2, representing 2.8 m.p.g. and 11.2 m.p.g.

3. In the event of the F.I.A. insisting upon a fuel limitation for Formulæ 1 and 2, Earl Howe would attempt to obtain agreement that the above fuel limitation applied as well.

4. That the F.I.A. should have a meeting not later than the end of 1954 to decide the new formulæ commencing January, 1957.

Various other suggestions were made and discussed at considerable length, but the foregoing was unanimously carried, and Earl Howe said that he would put these deliberations before the Competitions Committee, with a view, if they agreed with them, to trying to obtain agreement to them also at the F.I.A. meeting on February 17th in Brussels.

I am, Yours, etc.,

Surbiton. GEOFFREY TAYLOR.

[This was a meeting to which the Press apparently was *not* invited. But as it is the racing-car constructors' views that matter, inasmuch as they produce the prestige-making racing cars we all wish to see, that is, perhaps, no reason to condemn these further findings on the vexed matter of Britain's desires in respect of the next G.P. Formula.—ED.]

THE EDITOR BLUSHES

Sir,

Horror of horrors—where's my MOTOR SPORT ? First of the month and no MOTOR SPORT—life without it is unthinkable !

" Though the fig tree shall not blossom,
Neither shall fruit be on the vines,
The labour of the olive shall fail
And the fields shall yield no wheat ;
The flock shall be cut off from the fold,
And there shall be no herd in the stalls ;
YET will I rejoice in MOTOR SPORT,
I will joy in the Boddy of my
salvation."

(*Habakkuk*, 3, 17 *and* 18 (*revised*).)

T. G. COCK.

London, E.14.

* * *

THAT MYSTERY ASTON-MARTIN

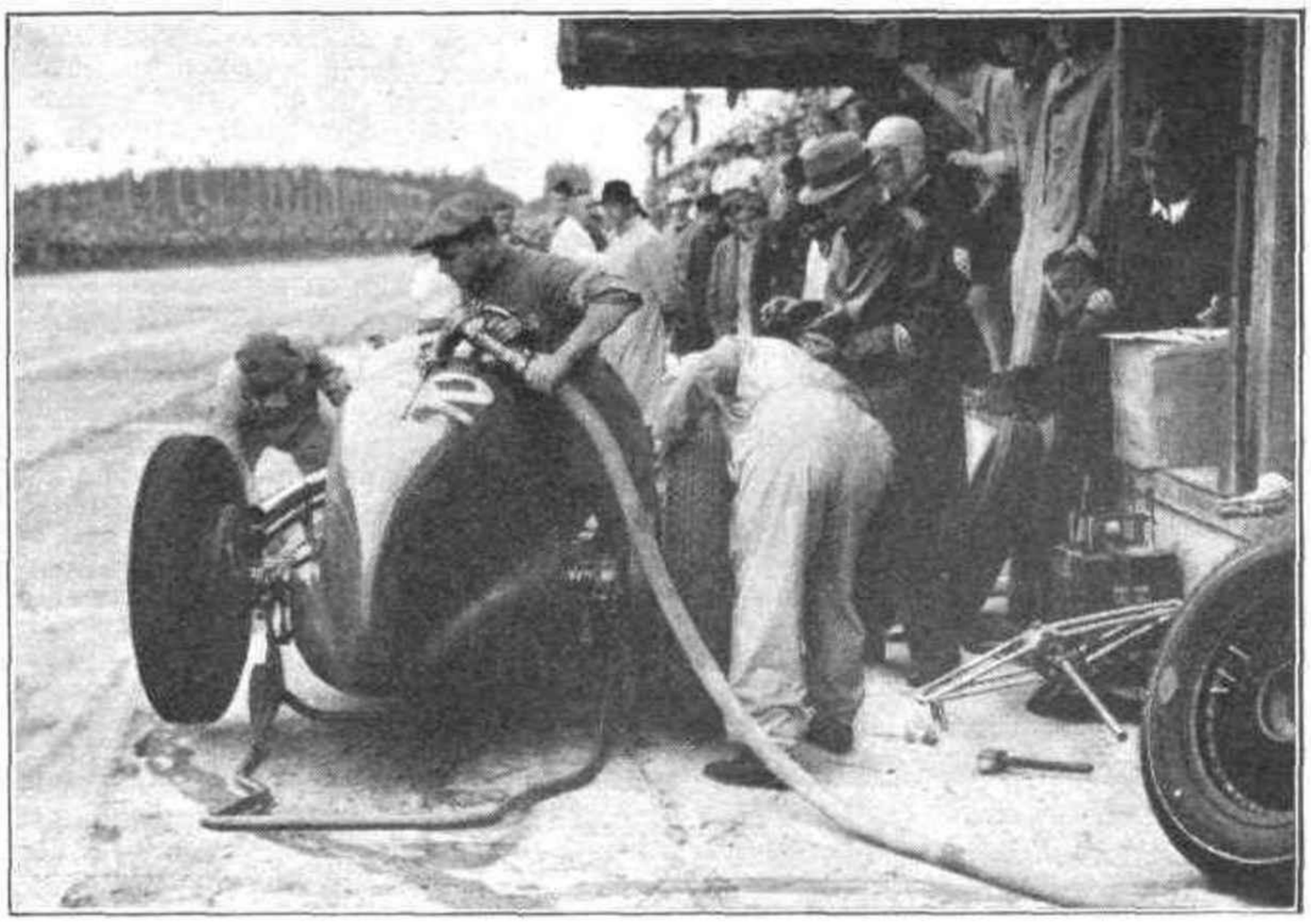
Sir,

With reference to your mystery " Ulster " in the current issue of your excellent monthly, I should say that apart from the blower and the manifold there is nothing odd about the engine.

Our records state that the car was built by the works for the 1935 Mille Miglia and was driven by Eyston and Lurani and secured a third place in its class. It was purchased by Henry Porter Hargreaves in 1936, the Centric blower being fitted some time later. In this state the car lapped the Donington circuit in 1938 at 63.06 m.p.h. It was off the road from 1939 to the spring of this year when it was purchased by our member, F. R. McNab Meredith, who claims that at 5,500 r.p.m. with 6 lb. boost and an axle ratio of 4.25 the speed is 110 m.p.h. The front axle is polished, all nuts are split-pinned and the wiring is in duplicate—otherwise the car is standard " Ulster " specification.

I am, Yours, etc.,

Upper Warlingham. DUDLEY CORAM,
Aston-Martin O.C.



CHAIN CHATTER

by "CARROZZINO"

AT the annual general meeting of the Auto-Cycle Union a new feature of the sport was inaugurated when Gold Stars were presented to P. H. Alves and H. Tozer for putting up the best performances in a number of selected trials during 1950. Alves, riding a trials Triumph Twin, won the A.C.U. Star for the solo championship, and Tozer and his B.S.A. won the sidecar award. I was particularly pleased to see the sidecar award winner, but I did feel that some recognition should have been paid to Jack Wilkes, the passenger. If the A.C.U. intend to extend this idea of national championships to road racing, and I sincerely hope they do, then I would like to see the passenger get some sort of souvenir. There is now ample road racing taking place in this country to draw up a number of events to count for the national Championships and it is to be hoped that the A.C.U. will soon get in line with all the other racing countries who have national champions in every class, in some cases sub-dividing into racing and sports categories.

* * *

It was with great regret that I heard of the death of Monsieur Marcel Haecker, the President of the F.I.M. He had held that office with distinction since 1947, while previously, since 1933, he had been a Vice-President of the F.I.M. My most personal recollection of him was in 1949 at the Paris Congress of the Federation, when he presented World Championship certificates to the collection of winners in that first year of the Championship series.

* * *

The first round of the 1951 World Championships is due to take place in Spain on April 8th and everywhere work is in progress for this meeting. Although, by English standards, the Spanish Grand Prix is rather early in the season, it seems pretty certain that most of the "works" teams will be ready in time, and many of the accessory kings are already preparing for the trip to Barcelona. In some ways it is unfortunate that the Montjuich Park circuit has been chosen for this Grand Prix and I had hoped that when it was lengthened it would also be made faster, but that is not the case. It is certainly longer but contains many more slow and tricky corners. Speed will not win this first classic, it will be "earoling" and brakes that will win. If all the "works" teams of five-hundreds turn up some of the corners are going to get very crowded. With Duke, Dale and Lockett on Nortons, Doran, Featherstone and Sandford on A.J.S., Graham, Bandirola and Bertacchini on M.V. four-cylinders, Pagani, Masetti and Alfredo Milani on the other Italian "four," the Gilera, with perhaps Fergus Anderson and Lorenzetti on twin-cylinder Guzzis, I can hardly wait to get down to Barcelona. Those are only the "works" riders remember; there will be plenty of private entrants bringing up the rear both from this country and all the others. There is no doubt that a really first-class International road race has something that will rouse the most lethargic enthusiast to action. One private entrant I shall watch with interest this year is F. W. Fry, who will be riding 350-c.c. and 500-c.c. versions of a special machine built by Ernie Earles, a Birmingham light alloy "king." While the general principles of design are similar to the Duplex frame "works" Nortons, the Earles specials are completely in light alloy tubing and have a front fork system of suspension that can only be described as a rear-swinging-arm turned round the other way. I know that Nortons are very friendly towards Earles, so it should mean that Frank Fry will have very quick motors fitted in the frames, and I am quite certain that he will make very good use of them.

* * *

The recent trial at the Old Bailey at which three men were convicted of organised motor-cycle stealing in the London area is very disturbing, but it is good to know that the culprits have been caught and suitably punished, even though many motor-cyclists might feel that the punishment was not severe enough. It was most unfortunate that one of the men concerned should have been a member of a respected A.C.U. club, and I sincerely hope that there are no more such miserable specimens amongst our ranks. If there are then it is up to us to weed them out before they spoil the good name of motor-cycle club-life.

* * *

It cannot be very long before the world's maximum record is broken, for the onslaughts are becoming terrifying both in number and ferocity. The latest attempt, by Vic Proctor, of South Africa, was yet another to go awry, Proctor having to step off at nearly 170 m.p.h. Like so many other people who have come off motor-cycles travelling at really high speed, he got away with only a shaking and the bicycle suffered the most. In one unofficial timed run he reached 165 m.p.h. with his Vincent Black Lightning and, bearing in mind that this machine was literally bought over the counter from Stevenage and is used for road racing as well as records, it says much for both the machine and the people who look after it. That is one reason why I like to see world's record machines keep to the generally accepted principle of a racing motor-cycle. In the car world about the only similarity between the "fastest" and other racing cars is the fact that they both run on wheels. It will be a sad day when "freak" machines are used for the two-wheeler ultimate. That is not to say that people do not already think up ideas to attain the record with a "freak," for an Italian firm actually built a device, it certainly was not a motor-cycle, but it was ruled out by the F.I.M. definition of a motor-cycle calling for a single track vehicle, and quite rightly so in my opinion.

* * *

At a recent South Midland Centre Scramble Duke competed with a "works" Norton scramble special consisting of a twin-cylinder Norton Dominator engine in a Duplex racing-type frame and forks. The whole machine was beautifully prepared and a sleeker scramble motor-cycle I have not seen before. Because a motor-cycle is going to spend its life in and out of bogs is no reason why it should look like something dragged from a bog before the event, nor is there any reason why it should look as though it was built in a rather third-rate blacksmith's shop. The Norton certainly showed that mud and water cannot disguise a thoroughbred machine.

* * *

Giving a talk to some members of the non-racing-motor-cycle public, I was surprised to find that they were not aware of world-wide successes that British men and machines have, nor were they conscious of the fact that motor-cycle racing is the one sport in which this country stands supreme. I know that we have the best men and machines in the game and you probably know too, but it is surprising how many people do not know, and it is up to us to tell them at every possible opportunity.

THE NEW J.B.S.

During February we had an opportunity to view the first of the new production J.B.S. 500-c.c. cars in action at Brands Hatch. While embodying many principles tried and proved by Alf Bottoms last year in his successful J.B.S., the new car bears little comparison with the 1950 version. As one of the assembled company put it, "the old one was evolved, this new one was designed," and that is very true, for the whole car has been built with a degree of precision that is very rare among 500 builders.

Weather conditions were very bad so that no high speeds could be indulged in, but all who tried the car were impressed with the controllability on the slippery track. It was driven round by various well-known drivers consistently for three hours and as Alf said "nothing has fallen off, and the only thing to come loose is the gear-lever knob, so I'm satisfied," and well he might be. If the projected dozen cars are completed in time we should see Cooper supremacy seriously contested during the coming season.

We apologise to those readers who have tried to obtain the Shell-Mex and B.P. Ltd., pictorial maps of their home areas, only to be informed that so far only a Vale of Avon map has been produced; our annnoucement took too much for granted.

NEW JAGUAR

We understand that the XK120 will shortly appear in new form and is to be presented to the public for the first time at the Geneva Show on March 8th.

RUMBLINGS

M.G. Enterprise

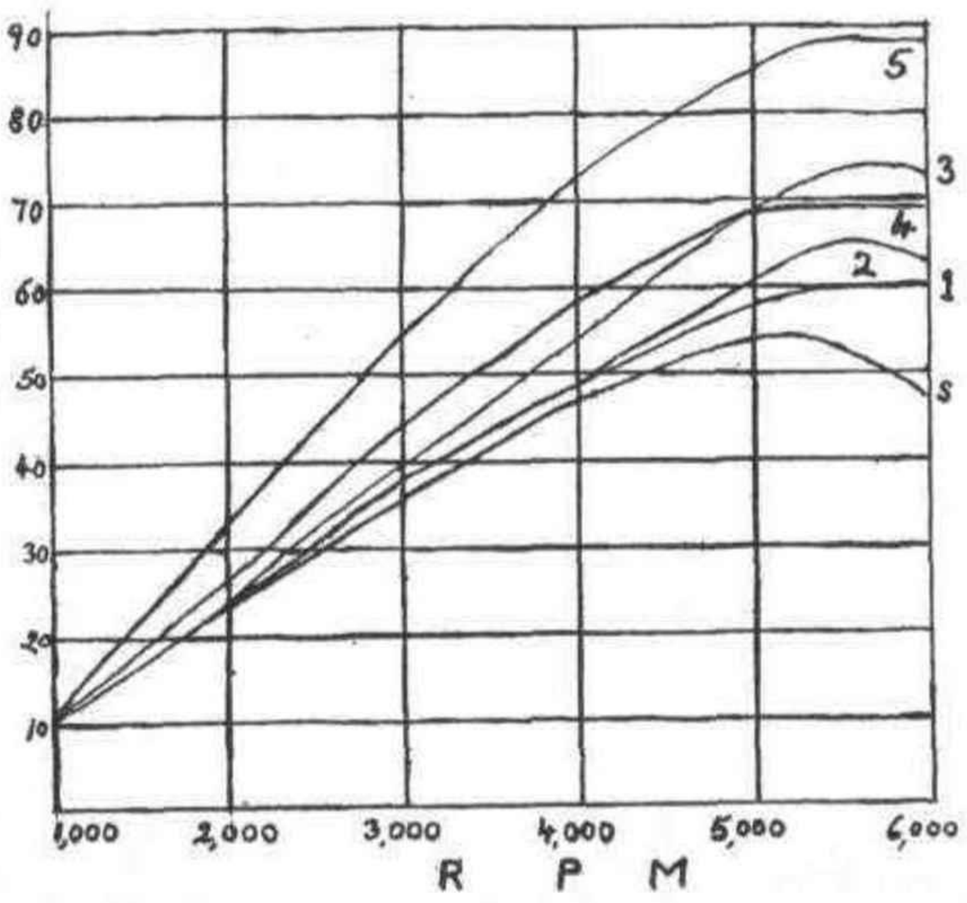
Rather belatedly we have received from the M.G. Car Company a copy of the book they issue detailing how to tune the M.G. Midget engine for competition work. In the States "hot-rodding" is both an intense sport and a lucrative commercial venture, but in England hit-and-miss methods of increasing the power output of production engines have had to be employed by amateur racing men, often with unimpressive, even unfortunate, results, because manufacturers refused to carry out any research as to what their power units would stand in this direction. Indeed, in many cases they all but forbade owners to modify their own engines!

At Abingdon it is different, and we are glad that the great M.G. competition tradition fostered by the late Cecil Kimber, who founded the M.G. Company, is being carried on since his death. The book we refer to is a modest little publication in size, but an enormous amount of careful research and exhaustive bench-testing must have been undertaken before it could be issued. Briefly, it gives details of the standard Type XPAG Midget engine and explains step by step how various increases in performance may be obtained. Five stages of "tune" are recognised, but there are also variants of these, while for stages 2 and 4 power-output figures are quoted for both petrol/benzole and methanol fuels. From which it will be appreciated that almost every degree of specialisation is dealt with, to suit a wide variety of contests and pockets!

It would, perhaps, hardly be fair to divulge details of the tuning methods evolved by M.G., although we understand that these are freely imparted to owners of their cars. But the subject is of enough interest, and reflects sufficient credit on this particular Nuffield Organisation, to warrant publication of the accompanying power-curves. Curve S on our graph is for the standard M.G. Midget engine on 74-82 octane fuel, in which form the safe maximum is 5,700 r.p.m. and the b.m.e.p. is 125 at 2,600 r.p.m. with a compression-ratio of 7.25 to 1. The other curves are numbered to show the outputs available for each of the five basic stages of tune. Without giving away the entire "bag of tricks" these stages can be summarised as under:—

STAGE 1: Compression-ratio increased to 8.6 to 1.
STAGE 2: Compression-ratio increased to 9.3 to 1. Larger inlet and exhaust valves. Stronger valve springs.
STAGE 3: Compression-ratio increased to 12 to 1. Normal size valves.
STAGE 4: Shorrock supercharger fitted, giving 6 lb./sq. in. boost at 5,000 r.p.m.
STAGE 5: Shorrock supercharger fitted, compression-ratio increased to 9.3 to 1, larger inlet and exhaust valves and stronger valve springs.

Petrol/benzole is used, except for Stages 3 and 5, which require methanol mixture, and for Stage 4, which is suitable for 70-octane ("Pool") petrol.



The highest output quoted in the M.G. book is 97.5 b.h.p. at 6,000 r.p.m., when the Shorrock supercharger is employed in conjunction with a large carburetter, 9.3 to 1 compression-ratio, the larger valves and stronger valve springs, using 80 per cent. methanol in the fuel. This figure of 78 b.h.p.-per-litre from a 1,250-c.c., push-rod o.h.v. engine designed for a comparatively inexpensive sports car developing normally a maximum of 54 b.h.p. at 5,000 r.p.m. in standard form, is truly creditable. Study of the subject increases our already warm admiration for the "TD" M.G. (see MOTOR SPORT, August, 1950), and makes M.G. successes in the hands of private owners all over the world easy to understand. Incidentally, special parts for accomplishing these stages of tune are listed, so that tuned M.G. cars are eligible for Production Car Races—witness the winning of the Team Prize in the Dundrod T.T. by Stage 2 "TDs."

We particularly appreciate the sound sense contained in the foreword to this M.G. "Special Tune" book, which includes the following passages: "There is a more or less continuous demand from enthusiasts all over the world for information on methods of improving the performance for competitive purposes. It must clearly be understood, however, that whereas it is a simple matter to increase the power output, this cannot be achieved without the use of fuel having better anti-detonating qualities than ordinary "pump" petrol. In addition, this increase in power must inevitably carry with it a tendency to reduced reliability. This does not mean that tuning will necessarily make the car hopelessly unreliable. In fact, it may be assumed that it will be at least as reliable as other cars of similar performance. The owner should select the simplest tuning method which will give him the performance he requires, remembering all the time that here, as elsewhere, *power costs money*."

* * *

Down Under

As they gnaw at dry crusts until next week's joint comes, and stamp around their Portal homes trying to keep warm until the arrival of the next load of coal and stone, the minds of many Englishmen must legitimately stray to Australia, where emigrants are apparently welcome. On the subject of emigration, we met a young enthusiast recently who was leaving for a new appointment in Cape Town; the only unusual thing about this was that he told us he was driving there in a 1923 Calcott, to which he had hastily fitted Morris-Cowley wheels in order to dispense with some rather faded beaded-edge tyres. The pioneering spirit still lives!

Reverting to Australia, it sounds rather like a land of milk and honey for British emigrants whose tastes lie in the motor-racing direction. Early this year some interesting cars found their way there, including Chiron's Lago-Talbot, the ex-Sommer 4CL Maserati, a Cisitalia, two "2.3" Bugattis, two Type 51A Bugattis, and so on. These are likely to be fielded against such potent vehicles as Cooper 1,000s and 1,100s, one with H.R.D. "Black Lightning" engine, already established there, and one Australian driver is seeking a 4CTL/48 Maserati. It seems that racing cars can be freely imported from France and Italy. Moreover, prices are comparatively reasonable. For example, we hear that the Chiron Talbot in almost new trim, with spare parts and a selection of wheels and tyres, cost £2,500, the ex-Sommer Maserati less than £1,600, and a racing Cisitalia with loads of spares a mere £850. Which makes some of the rather breathless racing and sports cars for sale in England look a bit pricey.

Arthur Wylie, Editor of *Australian Motor Sports*, tells us that even those without much money can race, by building "specials" in which considerably modified stock-car engines give a good account of themselves in extremely light-weight chassis. He practises what he preaches, having on the stocks a racing Jowett Javelin with engine at the back, independent suspension all round, a tubular chassis and a starting-line weight of under 8 cwt. The engine has "solid" tappets, a modified lubrication system, 6 to 1 compression-ratio and a Shorrock supercharger boosting at 15-18 lb./sq. in. The car has been built in something like seven months' spare-time hard labour. Incidentally, Wylie's brother has been racing an interesting car that looks rather like one of the larger American midgets and, it seems, calls for quite a lot of driver-skill when in

action. This is hardly surprising, as it weighs not much more than 9½ cwt. "wet" and achieves 118 m.p.h. The engine is an Austin A40 with 9 to 1 compression-ratio, supercharged to 10 lb./sq. in.; 60 per cent. methanol fuel is used. This car has recently found a new owner in Sydney.

Finally, before returning from Down Under, George Brooks tells us of a distillery adjacent to the Nuriootpa race-course, where wine sampling is combined with prize giving after the racing. We feel we have now ensured an adequate response to the appeal for emigrants to Australian soil.

* * *

The 19th Le Mans 24-Hour Race will be held on June 23rd/24th. Entry is by invitation. Two Aston-Martins, a D.B., Healey, Jupiter, Monopole, Allard and Aero-Minor are eligible for the Final of the 17th Biennial Cup, together with 21 drivers in any cars they care to nominate. The latter include Peter Clark, Norman Culpan, E. R. Hall, H. S. F. Hay, R. Lawrie, N. H. Mann, G. E. Phillips, Mrs. Trevelyan and Peter Walker.

* * *

The International Evian Mont-Blanc Rally will be held on July 27th/29th. Regulations will be ready next month, from the Automobile Club du Mont-Blanc, Rue Camillo-Dunand, Annecy.

* * *

The excellent scheme of the Manx A.C. to run a Production Car Race over the I.O.M. Motor-cycle T.T. circuit has unfortunately had to be abandoned this year. The R.A.C. has expressed alarm about marshalling such a long circuit (but isn't this done satisfactorily for motor-cycle T.T. races?) and has recommended alterations to the proposed course, the total cost involved being £5,350. In addition the I.O.M. Government Committee says inconvenience might be caused by further closing of the roads. We are glad to learn that the Manx A.C. remains firm in its resolve to overcome the suggested difficulties and stage the race on a future occasion.

MATTERS OF MOMENT—continued from page 109

section, the tests and inspection that finally decided the issue could hardly have been better devised to constitute not only an exacting measure of driving skill (in which British trials-exponents seemed nicely at ease) but a searching examination of all those qualities so essential to a car that is to perform equally well in crowded city streets and on long high-speed journeys. The Monte Carlo, with the Swiss Alpine Rally, is the most valuable production-car road contest there is.

For that reason we can be all the more proud that Ford, Jaguar and Jupiter figured so high in the results. Their achievements, particularly that of the Jupiters—which led home the hot-stuff Simcas, whose only consolation was that they were giving away 267 c.c. in the 1½-litre category, and won the *L'Action Automobile* 1½-litre team-prize—will not go unnoticed in dollar markets. In the Comfort Contest, Mike Couper's 4¼-litre Bentley took the Grand Prix, and Jaguar, Daimler, Humber, Hillman and Sunbeam-Talbot shared other honours.

Greatest praise of all, however, goes to the 4,455-c.c. and 3,557-c.c. Delahayes for taking the Charles Fareux Team Trophy, the Equipe Trophy, and to that great racing driver Jean Trevoux for his fourth Monte Carlo Rally victory. Besides the H.S.H. Prince Rainier Cup, Trevoux went home with the A.C. de Portugal Cup, Monaco Cup and Anthony Noghes Challenge Trophy.

CLUB AFFAIRS

The A.C. Owners' Club Night Navigation Trial will be held on March 10th/11th, starting and finishing at Cannons Hotel, Ware, Herts. Invited clubs are: Vintage S.C.C., Hants & Berks M.C., Chiltern C.C., Sporting Owner-Drivers' Club, Berkhamsted M.C. & C.C., North London Enthusiasts' Club, and Herts County A. & A.C., and members of these clubs wishing to compete should apply for regulations, entry forms, etc., to their secretaries or direct to B. H. Martin, 3, Waverley Road, Enfield, Middlesex, who will also be grateful for offers of marshal-aid.

* * *

The Peterborough M.C. held its annual dinner-dance at the Angel Hotel, Peterborough, on February 1st.

The affair was well attended, the toast "The Peterborough Motor Club" being given by the Mayor of Peterborough and responded to by Mr. Raymond Mays, the President of the club.

Arthur Johnson then proposed "The Visitors," and John Bolster replied with a magnificent speech in which he paid tribute to Raymond Mays, the B.R.M. and the B.R.M.A. for, as John Bolster put it, having the guts to risk the criticism resulting from Barcelona in order to gain the information they wanted.

The speeches were followed by the presentation of last year's awards by the Mayor of Peterborough.

* * *

The Nottingham S.C.C. annual dinner and trophy distribution took place at the "George" Hotel, Nottingham, on January 26th.

Several distinguished guests, including Bob and Joan Gerrard and Reg. Parnell were unavoidably unable to attend, but the Club were fortunate in having Geoff. Crossley and his charming wife with them, and it was Mrs. Crossley who kindly consented to present the trophies.

A pair of "Bira Blue" racing overalls, auctioned during the evening, were won by Dennis Richardson and he caused much mirth by parading therein among the dancers.

"VITESSE" TROPHY (Racing):
1st: E. H. Ashton (Ashford); driver Ken Wood.
"VITESSE TROPHY (Sports):
Dennis Richardson (Riley Special).
PERFORMANCE TROPHY:
Mrs. Nancy Binns (Riley Sprite).
"NOTTINGHAM" TROPHY:
David Hampshire (1½-litre Maserati s/c.).
"NOTTINGHAM" TROPHY (Fastest Lap):
Reg. Parnell (1½-litre Maserati s/c.).
"NOTTINGHAM" TROPHY (Sports Cars):
G. Tyrer (B.M.W.).
"HOOLEY" TROPHY:
D. F. Ryder (M.G. "T.C.").
"PILKINGTON" TROPHY:
J. S. Hollings (Morris Eight).
"M.G." TROPHY:
J. F. Dalton ("T.C.").
VINTAGE SPORTS CAR CUP:
J. D. Radford (Riley/Morris).

The "1*st Thursday*" meetings at the "Admiral Rodney" public house are fast becoming the recognised rendezvous for motor enthusiasts of the district. On the last occasion Mrs. Nancy Binns, who was unable to be present at the annual dance, was presented with the Performance Trophy. She arrived in an XK 120, and it would seem that there will be several of these cars racing at Gamston this year.

* * *

The Isle of Wight C.C. has now been in existence for over twelve months, and has a very enthusiastic crowd of members. Of the more interesting cars in the club are three 3-litre Bentleys, one diesel-engined Bentley, three 2-litre Lagondas—one blown—one Brescia Bugatti, one "40/50" Phantom Rolls Royce ex-Betty Carstairs, three "12/50" Big Port Alvis "Beetlebacks," one Alvis Speed Twenty, and two Frazer-Nashes. The club is now affiliated to the R.A.C., and is organising an all-England Rally from April 4th-8th, terminating in the Isle of Wight. It is proposed to use five starting points for the Rally, namely London, Warwick, Taunton, Glasgow and Harrogate. The start will be at 10 a.m. on April 4th over a course of approximately 700 miles with the usual check points *en route* to either Lymington, Southampton or Portsmouth, the three ports of embarkation for the Isle of Wight, where special ferries are laid on to convey competitors to the Island. The cars will be disembarking between 10 a.m. and 3.15 p.m. on Thursday, April 5th, and on landing will be put through numerous special tests before proceeding to their hotels. In the evening the competitors will forgather for a cocktail party welcoming them to the Isle of Wight. On Friday it is hoped to hold a timed hill-climb on a private road in the Island, with the morning set aside for practice, and a dance in the evening. Saturday morning is to be spent in preparation for the Concours d'Elegance in the afternoon, followed by a special variety show at which it is hoped to show a film of the whole Rally, when the competitors will have the dubious pleasure of seeing themselves on the screen!

* * *

After the Sporting O.D.C. Night Navigation Trial of December 16th last, which was won by J. R. Barrett's Jowett Javelin, entry fees were refunded to all finishers.

SIDESLIPS

by

"BALADEUR"

ONE of the chief claims to fame of Albert Guyot, it will be remembered by the connoisseur of motor-racing history—although, indeed, his claims are many—is that he lost the 1913 Grand Prix at Amiens through running over his own mechanic. As a matter of fact, this unfortunate accident was entirely due to excess of zeal on the part of the mechanic who decanted himself from Guyot's Delage when it was still doing thirty miles an hour, which after ninety felt to him like three, with the result that the back wheel went over him; but at first blush it sounds as if it was Guyot who was careless. Such being the case, I was, I remember, greatly intrigued some years ago when I first saw an illustration, in our contemporary *The Autocar*, of the 1908 races at Dieppe, which has for its caption, "Guyot on the Delage, the winner of the Grand Prix des Voiturettes, being overtaken by Giuppone on a Lion-Peugeot, who ran third," and there, sure enough, in the centre of the picture and on the right-hand side of the road, is Guyot's high, somewhat cumbrous-looking Delage, with its number One clearly marked on the side and rather less clearly marked on the radiator; and, at the right of the picture, on the left-hand side of the road, is Giuppone's (or should it not be Guippone's ?) comparatively squat, compact Lion-Peugeot, with its number Ten clearly marked on the radiator and rather less clearly marked on the side.

So far, apparently, so good, but what really intrigued me about the picture was the position of Guyot's mechanic, who is turned towards the centre of the car, with his left arm fully extended for all the world as if he had his hand on the steering wheel and was giving it a shove to the right. From all of which I wove an entirely imaginary and apocryphal picture of Guippone vainly trying to dislodge Guyot from the crown of the road, until at last the latter's mechanic felt constrained to intervene; after which Guyot, having patiently waited until 1913 for a suitable opportunity, decided to teach this back seat driver a sharp lesson.

Of course I never really believed this story, and having seen the Monkhouse film which shows Guyot and his mechanic at the end of the 1908 race, I have learnt that the latter was an extremely youthful enthusiast who looks most unlikely to be officious. So what he was probably really doing on the road was regulating the dripfeeds or something. But for all that I have continued to be very fond of that picture in *The Autocar* and I have even studied it under a magnifying glass in an unsuccessful attempt to discover what the mechanic really was up to.

After a bit, something else struck me about it. Guyot's Delage, as the caption itself remarks, was the winner of the Grand Prix des Voiturettes, and as the picture and the text agree, it carried the number One. Guippone's Lion-Peugeot, on the other hand, which started tenth, finished fifteenth on time. If, therefore, the latter ever passed the winning Delage during the course of the race, there must have been some pretty wild fluctuations in the fortunes of the day. But as a matter of fact, there weren't. Guyot, who, as already mentioned, started first, made the fastest opening lap in 56 minutes 59 seconds, ran non-stop throughout, taking just under the hour for each of his six laps, and never lost the lead. He covered his first five laps of the Dieppe circuit in 4 hours 48 minutes 39 seconds, and as he started at six o'clock in the morning, he must have completed them just after a quarter to eleven. Guippone, on the other hand, took 4 hours 33 minutes 32 seconds for his first *four* laps, and if he started ten minutes after Guyot, he can only have completed them at just before a quarter to eleven. At this point, in fact, Guyot was within about 5 minutes of lapping him; and as Guippone took 1 hour 10 minutes 19 seconds for his fifth lap, and Guyot only 57 minutes 24 seconds for his sixth, the latter, somewhere in the course of it, must have passed the former. In fact the picture isn't of Guippone passing Guyot at all, but of Guyot passing Guippone.

But of course it is quite easy to see what happened; and I trust that our contemporary will not take it amiss if, after an interval of more than forty years, I am impelled by historical accuracy to point out the caption writer's very natural mistake. In the picture the Delage, as already mentioned, is on the right-hand side of the road, the Lion-Peugeot on the left; the scene is laid in France, where one keeps to the right and overtakes on the left; clearly, therefore, or so one would think, the Lion-Peugeot is passing the Delage and not the Delage the Lion-Peugeot. Unfortunately, however, the factor which this argument overlooks is that the races on the Dieppe circuit were run left-handed and that in consequence it was the English and not the French rule of the road that applied to them. Which, of course, makes all the difference to the story which every picture of the racing tells.

The mystery of the photograph is thus cleared up; what remains is the mysterious origin of this leftist tendency in French Edwardian motoring circles. As a matter of fact it all seems to have been started by the Belgians, and they in their turn seem to have been influenced by those complications of the rule of the road on which I have previously animadverted, at probably excessive length, in these columns. At the present juncture I will only repeat that the use of side levers for brakes and particularly the change-speed mechanism seem inevitably to locate the driver on the right; and it is at least arguable that with right-hand drive it is more convenient to keep to the left. The consequent difficulty, in a country such as France with a right-hand rule of the road, had been seen as early as 1900 by the Military Commission which inspected the automobiles at the Paris Exposition. "The opportunity which presents itself," they remarked, "to place the steering and controls either on the right or the left-hand side of the seat was at one time discussed at great length. Custom having now confirmed their installation on the right, it is necessary to conform to this practice in order to avoid confusion, but it may be regretted that it was ever established. Automobiles constantly have to overtake other vehicles by passing them on the left at speed, and the driver while seated on the right cannot assure himself that the road is clear as easily as he could if he was on the other side. This is a constant source of serious accidents."

All the same the risk of these serious accidents had, presumably, just to be faced in the town-to-town races of the early days—after all you could hardly expect the ordinary traffic on the Bordeaux road to accommodate itself, for one day in the year, to the convenience of the racing cars. But when in 1902 the Belgians organised the Circuit des Ardennes, which was the first race over a course which had to be covered more than once, they decided to run it left-handed. At the same time, presumably, they instituted the left-hand rule of the road for the racing cars, an innovation which is not recorded as having caused any trouble, unless, of course, the famous incident in which Léon Théry, in the words of a contemporary report, "*est entré dans une vache et y est resté*," was due to conservatism in the matter on the part of the cow.

In any case the Belgian innovation accustomed the drivers to the left-hand rule of the road before they came to Ireland the next year to take part in the 1903 Gordon Bennett race. The cars kept to the left in the Irish race because it was the normal thing to do in Ireland, but curiously enough this natural advantage was largely thrown away by choosing a figure of eight course, and while the longer circuit was covered left-handed, the shorter, which, as it measured 40 miles in circumference was not by modern standards so very short, was covered right-handed. The use of a right-hand circuit with a left-hand rule of the road was then, and has remained, something of a curiosity; but it was apparently so successful that when in 1904 the Automobile Club authorities mapped out a course in the Isle of Man for the Eliminating Trials for the English Gordon-Bennett team, they chose, presumably, because of the lay of the land, to send the cars on a right-hand circuit of the island; and continued to apply this practice when organising the early Tourist Trophy races over the same circuit.

On the Continent, however, they had other ideas, and when the French Eliminating Race for the 1904 Gordon Bennett team took place on the Argonne Circuit, the race, which was the first in France over a closed circuit, was run left-handed. This time Théry, instead of running into a cow, won the race, and repeated this performance in the Gordon Bennett contest itself in Germany, the Taunus course also being followed anti-clockwise. Then just when the left-hand rule seemed to have become firmly established for circuit racing, the French proceeded to run the 1905 race in the

Auvergne right-handed. This did not make the slightest difference to Théry, who won both the race itself and the eliminating race, and got himself dubbed "the chronometer"; he was, in fact, just as good as a clock as he was as an anticlock.

In view of what had gone before and what was to happen later, however, the decision of the A.C.F. to run this race right-handed, although it seems to have been very little commented on at the time, is decidedly puzzling; and after mature consideration, I have come to the conclusion that, curious as it may seem, it may well have been due to the first attempts to streamline the racing car. In the earliest racing cars, be it noted by the vintage enthusiasts for the bucket seat, it was customary for driver and mechanic to sit side-by-side on a bench-seat; but by about 1898, some of the more enthusiastic drivers, to decrease wind-resistance, were making their mechanics sit on the floor, with their feet on the step. A photograph of Jenatzy on the 1903 Gordon Bennett Mercédès shows that five years later he, at least, still adopted this practice; but, while the outline of the 1903 Mercédès was still that of the classical racing car (except that, be it noted by modern designers, the bench seat had given place to two bucket-seats since about 1899) the contemporary Mors and De Dietrichs had high-sided streamlined bodies, somewhat resembling upturned boats. In these it was impossible for the mechanic to sit with his legs hanging out, and apparently it soon became unsmart for him to do so even when he could. In any case from 1904 onwards it will be noted that even in Mercédès-type racing cars without sides, the mechanic is seated beside the driver and on a level with him. This development, I suggest, must have given the A.C.F. authorities the idea in 1905 that the mechanic, having now as exalted a view as the driver's, and being seated on the left-hand side of the car, could be relied upon to observe the position when overtaking, and thus remove the obstacle to right-hand circuits and the right-hand rule of the road.

At this point in the story the evidence becomes confused in a very curious manner. The first Grand Prix, which in 1906 took the place of the Gordon Bennett race, was run at Le Mans, and the leading motor papers published a map of the circuit, which was reproduced in Mr. Gerald Rose's classic *Record of Motor Racing*. I do not know who prepared this map, but on it are drawn arrows, arranged around the circuit and obviously intended to indicate the direction taken by the cars. These arrows show a clockwise course, and as a result more than one reliable motoring historian has stated that the first Grand Prix was run right-handed. A few pages further on, however, Mr. Rose shows a photograph of Duray at La Fourche, and there can be no doubt about it that he is taking the hairpin bend left-handed. Moreover, the description of the course given in Pierre Souvestre's *Histoire de l'Automobile* makes it pretty clear that the evidence of this photograph is not deceptive and that the course was in fact covered anti-clockwise.

How, then, can one account for the change in practice which took place between 1905 and 1906, and for the evidence of the map which indicates by arrows that in the latter year the cars ran right-handed? The map must, I think, be an official one, as the roads constituting the course are heavily overprinted on the background of what appears to be the French equivalent of an Ordnance Survey map; but there is no indication on it of the wooden by-passes which it was eventually decided to build in order to avoid the bad pieces of road at Vibraye and St. Calais. I suggest, therefore, that this map must have been prepared when the circuit was first decided upon, and before its modifications had been found necessary, and that at that time it was intended to run the race right-handed, in the direction shown by the arrows.

Why, then, was this original intention abandoned? The answer may, I think, be found in the fact that on the Auvergne Circuit of 1905, the cars were "controlled" at several points, and that if two of them arrived in the control close together, the second was held back until the first had got well away, in order to reduce the necessity for passing to a minimum. On the Le Mans Circuit of 1906, on the other hand, although, as Mr. Rose says, "there was trouble at first over the corner at St. Calais . . . and it seemed as if a neutralisation would be necessary," once the wooden by-pass there had been put in hand, it was "decided to make the race a two-days' affair, with no neutralisations or stops of any kind whatever." This meant that there would be much more passing to be done in 1906 than in 1905, and it seems that it must have been this consideration which induced the authorities to revert to the left-hand rule of 1904, and thus relieve the mechanics of an undue measure of responsibility.

The Gordon Bennett race of 1905 was, in fact, the last major French event run with controls, and when in 1907 the Grand Prix moved to Dieppe, the same considerations by which they had been swayed in 1906 doubtless decided the authorities to run the race left-handed. The precedent having thus been established for the Dieppe course, it was very naturally followed for the Grand Prix races of 1908 and 1912 over the same circuit. In the meantime, however, *l'Auto* had been organising its highly successful *Coupe des Voiturettes*, consisting in 1906 and 1907 of a six-day reliability trial followed by a race over the same circuit on the seventh day, to determine the winner. These contests had been run over unclosed roads, with the natural result that the French rule of the road had been adhered to, and the circuit had been covered right-handed. This had proved so successful, in spite of a fairly short course and a very large number of competitors, that no change was made in this respect when the event became a race pure and simple over closed roads; and so powerful was the force of example, that when in 1913 the A.C.F moved its Grand Prix from Dieppe to Amiens, it fell into line and also ran its race right-handed. As far as I know, this practice has been followed in French road races ever since.

During the history of road racing, it may be noted, the onus of passing in safety has been shifted from the driver of the overtaking car to his mechanic, from his mechanic to the mechanic of the car to be overtaken, and, with the coming of the single-seater racing car, from the slower machine's mechanic to its driver. But the rise and fall of the riding mechanic is really a separate story, and not primarily the theme of the present effusion, which, had not Sir Osbert Sitwell forestalled me, I might have called "Left Hand, Right Hand!"

THE SCOTT SOCIABLE

Mr. J. Saner's letter in the January issue, recalling the three-wheeled Scott Sociable, has aroused a lot of interest. Many readers have enquired the whereabouts of the Bradford garage where some of these cars were discovered during the war. Mr. Hurrell of Seven Kings sends further technical details, telling us that these cars had a 76.2 by 63.5 mm. 7.2-h.p. two-stroke engine developing 12 b.h.p., with B.T.H. magneto, horizontal Zenith carburetter and a 2½-gallon petrol tank. The chassis was of triangulated tubular construction with pivoted eye bolt joints, assembled from four standard tube units, wheelbase and track being 8 ft. 9 in. and 5 ft. 0 in., respectively. The turning circle was 6 ft. 4 in., ground clearance 7½ in., and height 4 ft. 2 in., the little vehicle being 8 ft. 9 in. long and 5 ft. wide. The front wheel was sprung on an oscillating bracket pivoted on trunnion bearings, and rear springing was by a system of compound levers with four coil springs in tension to each wheel. Fuel consumption was quoted at between 60 and 70 m.p.g. This tallies with the experience of Mr. J. R. Collinson of Bradford, who ran a 1923 example during the war, getting excellent service and 62 m.p.g. The centre-lock hub was apparently not too sound, the driving-side wheel sometimes flying off, but the engine was delightfully smooth up to 30 m.p.h. Mr. Collinson is now hoping to acquire another of these fascinating little vehicles, having found a good example locally, but he wonders what became of his last, KU 2021. Finally, Mr. B. Deeford, of the rather delightfully-named Uphill School of Motoring, Uphill, writes to say that his father, an enthusiastic motorist from 1906, had a Scott Sociable sent down to his West Country home for a demonstration and was much impressed.

Incidentally, does anyone remember another odd little vehicle of the same period, the Harper Runabout?

The Leicestershire C.C. elected the following officials at its A.G.M.:—

President: H. E. Sawford; *Vice-Presidents:* Mrs. R. A. Webb, Messrs. F. Bowles, H. Browett, W. E. Sturgess, W. A. Tivey and G. Waddington; *Hon. Secretary:* H. H. Mayes ("Willoughby," Leicester Road, Narborough); *Hon. Treasurer:* O. F. Williams; *Hon. Competitions Secretary:* K. M. Towle; *Captain:* W. R. Yates; *Vice-Captain:* S. D. Guttridge; *General Committee:* Messrs. W. H. Green, S. D. Guttridge, P. D. Wing, A. E. Creasey, P. E. Simmonds and W. R. Yates; *Social Committee:* Miss A. Waddington, Miss M. Hill, Mrs. D. J. Herbert, Messrs. D. J. Herbert, W. H. Green and S. D. Guttridge.

Club News

WE HEAR

Howard Venning has acquired two overhead-camshaft Beardmore engines, one a 13.9 h.p., the other an 11.5 h.p., the latter new and unused and with a racing camshaft. If an appropriate chassis should come to light he would be able to build up one of these rare but desirable cars. A Rollo cyclecar is believed to have been put on the road recently, in addition to the Tamplin and Cardens referred to in the last issue. Peter Clark's daily transport is provided by a Standard Vanguard with Wade supercharger installation and overdrive. Ian Palmer is building a "special" with tubular chassis, Vauxhall Dubonnet i.f.s., and a Wade-blown Ford Ten power unit. Various 10-h.p. Clyno spares are available if anyone requires them and another "11.9" Lagonda was for sale in Cardiff recently. Major C. Parmee, Widford, Ware, Herts, has the ex-Dr. Fellows 1929 4½-litre "Le Mans" Bentley, registration no. XY 7418, engine no. UK 3287, chassis no. UK 3290 and seeks its earlier history. Dennis W. Bateman, Wayside Cottage, Lelant, St. Ives, Cornwall, wants servicing data and to contact previous owners of his 1929 1½-litre blown Alfa-Romeo, GU 8733, car no. 0312874. R. Johnston is making an adventurous journey from Johannesburg to Cape Town in a 1921 Rolls-Royce. The Vintage Humber Register has got off to a good start, membership being 27, with 32 cars aged from 1904 to 1930, when we last heard.

Leslie Johnson will again drive his Jaguar in sports-car races this year. As part of his training he rides hard on a B.M.W. motor-cycle. *Top Gear*, official organ of the Scottish Sporting C.C., is to be published bi-monthly instead of quarterly; its new address is: 116, Blythswood Street, Glasgow, C.2. G. T. Gregory writes to say that, following our advice three years ago, he bought a mechanically sound but unkempt 1927 "Red Label" 3-litre Bentley and enjoyed "most pleasurable and almost trouble free motoring, including 3,000 miles in France and Spain in 1949." However, he remarks that in the end considerations of comfort and economy prevailed and he is now contentedly running a Ford Anglia. The Bentley is being rebuilt by an engineering student. A member of the Cornwall V.C.C. is persuading a Ford V8 engine into an M-type M.G. chassis, and another member of this club contemplates a 37.2-h.p. Hispano-Suiza with duplicate instruments in the rear compartment.

P. A. Hodson, 523, Scott Hall Road, Leeds, 7, wonders who formerly owned his special 1935 Austin Seven, CGH 532.

★

B.A.R.C.

The annual general meeting of the British Automobile Racing Club took place at the R.A.C. on January 25th, 1951. The general secretary was able to state that membership stood at 3,707, the highest figure ever recorded in the Club's history, and that the Club's very heavy 1950 programme had been one of its most successful ever. During the course of the meeting, His Grace the Duke of Richmond and Gordon was unanimously re-elected President of the Club. For the Club Council, there were 22 nominations and 18 vacancies, and as a result of a ballot the 18 members of the 1950 Council were re-elected. They were: Messrs. B. H. Austin, A. G. Benstead, L. F. Dyer, E. C. Gordon England, H. B. Everard, C. B. Follett, A. Frazer-Nash, H. R. Godfrey, A. Logette, Prof. A. M. Low, P. B. Mayne, J. Gordon Offord, G. Roberts, R. G. Sutherland, E. H. Tustain, W. Urquhart-Dykes, C. S. Watkinson and L. H. White. Major F. H. Bale was re-elected Hon. General Treasurer and Mr. A. Logette Hon. Legal Adviser.

The second Midnight Matinée was held at the Curzon Cinema on February 2nd, with a repeat show on February 9th—sufficient indication of the attraction of this show, which is one of motoring's social highlights. The Shell film of last year's Royal Silverstone Meeting was shown: it proved even better than the same Film Unit's presentation of the 1949 Silverstone race, which is praise indeed! Movietone and G.B. newsreels covered almost every aspect of speed and daring on wheels and also a breathless Grand National! The Fangio film reminded us that motor-racing still has a big propaganda value, in this instance for the Argentine, and a film of the 1933 Monaco G.P., won by Varzi in a Bugatti, was

FIXTURES FOR MARCH

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

3rd.—Lancashire A.C. Trial, Lancashire. *C.*
C.S.M.A. Trial, Kent/Surrey. *C.*
3rd/4th.—N. Staffs M.C. Rally. *C.I.*
N. Devon M.C. Trial, Devon. *C.*
4th.—Cambridge Univ. A.C. Rally and Speed Trial, Bedwell Hey. *C.I.*
Liverpool M.C. Trial, N. Wales. *C.I.*
Chilterns C.C. Trial, Chilterns. *C.*
Sunbeam-Talbot O.C. Trial, Cotswolds. *C.*
Shenstone & Dist. M.C. Trial. *C.*
Birmingham Univ. M.C. Trial, Bridgnorth. *C.*
Hants & Berks M.C. Trial, Eversley. *C.*
Harrow C.C. Trial. *C.*
10th.—Sporting O.D.C. Trial, Chilterns. *C.I.*
Bristol M.C. & L.C.C. Trial, S. Glos. *C.*
Omagh M.C. Trial, Omagh. *C.*
10th/11th.—A.C. Owners' Club. Night Trial, Herts. *C.I.*
Maidstone & M. Kent M.C. Night Trial, Charing. *C.*
11th—W. of E. M.C. Spring Trial, Bickley Bridge, 11 a.m. *C.I.*
11th.—Yorkshire S.C.C. Trial, Blubberhouses. *C.I.*
Lancia M.C. Driving Tests, Bramley. *C.I.*
N.W. London M.C. Trial, Hindhead. *C.*
Loughborough College M.C. Night Rally, Leics. *C.*
M.G. Car Club (N.W.). Trial, Lake District. *C.*
17th.—S.U.N.B.A.C. Trial, Cotswolds. *C.I.*
500 M.R.C. of Ireland. Speed Trial, Ards Airfield. *C.I.*
Grimsby M.C. Night Trial, Grimsby. *C.*
M.G. C.C. (S.W.). Trial, Bristol. *C.*
17th/18th.—Lagonda C.C. Night Rally, Oxford. *C.I.*
18th—Huddersfield M.C. Trial, Huddersfield. *C.I.*
M.G. C.C. (Scottish). Driving Tests, Fernhouse. *C.I.*
Kentish Border C.C. Trial, Kent, *C.*
Weybridge M.C. Trial, Weybridge. *C.*
Sunbeam-Talbot O.C. Trial, Yorkshire. *C.*
Mid. Derbyshire M.C. Trial, Derbyshire. *C.*
18th.—Furness Dist. M.C. Trial, Furness. *C.*
Brighton & Hove M.C. Trial, Sussex. *C.*
23rd/24th.—M. C. C. Trial, Land's End. *C.*
24th.—Tenby M.C. Hill-Climb, Lydstep. *C.I.*
24th/26th.—SCOTTISH S.C.C. HIGHLAND 3 DAYS. *N.*
24th/27th.—ULSTER A.C. CIRCUIT OF IRELAND TRIAL, IRELAND & EIRE. *N.*
25th.—Berkhamsted M.C. & L.C.C. Trial, Chilterns. *C.*
N. Devon M.C. Trial, Devon. *C.*
26th.—B.A.R.C. RACE MEETING, GOODWOOD. *I.*
Nottingham S.C.C. Race Meeting, Gamston. *C.I.*
W. Cornwall M.C. Hill-Climb, Trengwainton. *C.I.*
30th/April 1st.—Bentley D.C. Rally, Eastbourne. *C.I.*
31st.—Bristol M.C. & L.C.C. Race Meeting, Castle Combe. *C.I.*
N. Midland M.C. Speed Trial, Chatsworth. *C.*
Newry & Dist. M.C. Trial, Newry. *C.*

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refreshing. So were shots of the 1931 Monte Carlo Rally, which brought claps for Donald Healey's Invicta and Leveret's Riley Nine—and what a long way it must have seemed to Monte Carlo in the cars of those times. An excellent M.G.M. cartoon that had nothing to do with motoring, the Dunlop film of those (mostly) Persil-white Jaguarists at Le Mans and, of course, those newsreels of almost unbelievably beautiful girls in bathing attire completed a first-class entertainment for which some 1,000 enthusiasts thought it worth while losing their beauty-sleep. A distinguished visitor was Earl Howe.

★

B.O.C.

The Bugatti Owners' Club presented its 1950 awards at a pleasant party at Chipperfield, as follows :—

VICTOR LUDORUM TROPHY : S. H. Allard.
JEAN BUGATTI TROPHY : P. J. Stubberfield.
PERCY FAWCETT CHALLENGE CUP : P. J. Stubberfield.
KENNETH BEAR MEMORIAL TROPHY : P. J. Stubberfield.
STANILAND MEMORIAL TROPHY : R. D. Poore.
GEORGE HARRIS CHALLENGE CUP : A. Michaels.
BACHELIER CHALLENGE CUP : T. M. Walters.
BRESCIA CHALLENGE CUP : J. R. Knight.
WELSH TRIAL CHALLENGE CUP : W. A. L. Cook.
JOHN BOWEN CHALLENGE CUP : C. Clutton.
MONRO MARSHALL'S TROPHY : J. M. Burn.
JACQUES CHALLENGE CUP : Sir David Gambie.
INVICTA CHALLENGE CUP : J. M. Kay.
BAINES TROPHY : C. W. A. Heyward.
OTHER-MAKES CHALLENGE CUP : S. H. Allard.
TAYLOR TROPHY : E. R. Jay.
MILLER TROPHY : P. Mould.
WINDRUM TROPHY : Miss Betty Haig.
SCUDERIA CUP : G. Tyrer.

Club Pennants for meritorious performances or service were presented in respect of 1950 to J. Boulton, J. B. Emmott, A. J. Franklin, K. Hutchison, K. Nightingale and P. J. Stubberfield. The club has a busy season ahead of it, with the following fixtures :—

March 31st/April 1st.—Northern Rally and Trial.
April 6th.—A.G.M. at R.A.C.
April 21st/22nd.—Testing week-end, Prescott.
April 22nd.—Opening Rally, Prescott.
May 19th.—National Speed Hill-Climb, Prescott.
June 16th.—Silverstone Race Meeting.
June 24th.—Members' Hill-Climb, Prescott.
Sept. 9th.—International Speed Hill-Climb, Prescott.
Oct. 26th.—Dinner and Dance.
Dec. 7th/8th.—Welsh Rally.

Secretary : Major Dixon-Spain, O.B.E., M.C., Prescott House, near Cheltenham, Glos.

★

S.C.C. OF AMERICA

The Sports Car Club of America, an organisation of 1,200 amateur lovers of fast thoroughbred automobiles, held their annual meeting at the Henry Hudson Hotel in New York City on January 20th. The business meeting in the afternoon was attended by well over 200 members, representing all parts of the United States. The following officers were elected :—

President : D. Cameron Peck ; *Vice-President :* Frederick G. Wacker, Jr. ; *Secretary :* Phillip J. Cade ; *Treasurer :* Dr. Henry R. W. Finn ; *Editor :* Karl F. Kneker.

Two hundred and seventy-five members and their wives attended the dinner and witnessed the award of two major trophies. The Thomas McKean Memorial Trophy, presented annually to the Club member performing an outstanding act of good sportsmanship during the year, was awarded to George G. Huntoon, in recognition of his action in voluntarily surrendering his own chances in the Seneca Cup Race at the Watkin's Glen New York Grand Prix, when he stopped to render aid to a competitor who had gone off the road. The Woolf Barnato Trophy, donated to the Sports Car Club of America by Jack and Helen Stack of New York City in memory of the great English sportsman and Bentley driver, which is awarded annually to the member contributing the most to the Club during the year, was given to Briggs S. Cunningham, who carried the American colours at the 24-hour Le Mans race after a lapse of many years without an American entrant.

★

B.T.D.A.

Subject to each Club agreeing to carry out the R.A.C. test for differentials as laid down, the events to be used in the B.T.D.A. Gold Star Competition for 1951 are :—

Promoting Club	*Title of Competition*
Hagley & District Light Car Club	Clee Hill Trial
Southsea Motor Club...	President's Trophy Trial
Sunbac	Colmore Trophy Trial
Yorkshire S.C.C. ...	4/44 Trophy Trial
M.G. C.C. North West Centre	Cockshoot Trial
L. & C. C.C.	Derbyshire Sporting Trial
Plymouth M.C. ...	200 Challenge Trophy Trial
L. & C. C.C.	Davis Trophy Trial
Taunton M.C. ...	Allen Trophy Trial
West Hants & Dorset	Knott Cup Trial
Cheltenham M.C. ...	Cheltenham
M.C.C.	Sporting Trial
Sheffield & Hallamshire M.C.	High Peak Trial
Maidstone & Mid-Kent	Bossom Trophy Trial
Harrow Car Club ...	Cottingham Memorial Trial
Kentish Border C.C. ...	Trial
North West London M.C.	Gloucester Trial
Bristol M.C.	Roy Fedden Trial

The Committee at their recent meeting considered the question of the Rally Star and decided to offer a suitable Trophy and Souvenir Award for the winner and runner up in a Competition to include one British International and three National Rallies run during 1951. These are :—

M.C.C. 1,000 Mile Rally ...	?
R.S.A.C. Scottish Rally ...	May 14th to 18th
Lancashire Automobile Club Rally—Morecambe ...	May 25th to 27th
Rally of Great Britain ...	June 4th to 9th

Marking will be similar to that used in the Gold "Star" Competition, which is the allotment of marks up to a maximum, according to the position of the member in the final results ; the best three events to count towards these marks. It will, however, be a condition that the same car is to be used in each of the Rallies and that it must be the bona fide property of the driver. It is further regretted that the B.T.D.A. cannot assist prospective members to obtain entry into the above Rallies.

Full details may be obtained next month from the Hon. Secretary : D. G. Flather, Standard Steel Works, Tinsley, Sheffield.

★

WELSH COUNTIES C.C.

This Club was formed in May, 1949, and now has 111 members.

It has already put on a speed hill-climb, two rallies, a trial, a gymkhana and a Concours d'Elegance, and has a thriving social side. The highlight of the latter for 1950 was a talk by John Wyer, Competitions Manager of Aston Martin, Ltd.

The new Hon Secretary is : G. N. Loveridge, "Dringarth," Lavernock Road, Penarth, Glamorganshire.

★

LAGONDA C.C.

As from this month the *Lagonda Record* combines with the Lagonda Register's magazine and will appear in printed form, under the editorship of Dennis King, an undeniably sensible move. The club's next fixture is a Night Trial on March 17th/18th, starting from the "King's Arms," Stokenchurch, embracing a route of at least 100 miles and finishing for breakfast at the "Lambert Arms," Aston Rowant. Rumour has it that George Abecassis intends to compete. The club announces that it may hold a Prescott meeting this year. B. A. Henry is no longer a member. Hon. Sec. : L. Leo, 58, Holtspur Top Lane, Beaconsfield, Bucks.

★

BOLSTERING IT UP !

The Monte Carlo Rally produced the usual entertaining comments by daily Press writers, including a pre-Rally story headed "Hard Way to Monte Carlo," in which it was stated that Messrs. Waring, Wadham and Sharp had fitted their Jaguar "with all sorts of equipment and accessories to enable us to do the 2,000 miles non-stop." Including, one presumes, cross-Channel floats and buoyancy bags.

★

A.C. OWNERS CLUB

A Night Navigation Trial will be held on March 10th/11th, in the South Herts area. Invited clubs : Vintage S.C.C., Sporting Owner-Drivers' Club, Hants and Berks, Chiltern C.C., North London Enthusiasts' Club and Herts County A. and A.C. Members of these clubs may apply for regulations, entry forms, etc., to their secretaries, or direct to Basil Martin, 3, Waverley Road, Enfield, Middlesex.

★

THANK YOU !

Road and Track for January describes MOTOR SPORT as "one of the best automobile magazine buys in the world."

★

CEMIAN MOTOR CLUB

Sixty members and their guests and friends attended a very convivial dinner and dance at the Rembrandt Hotel on January 6th, at which the guest of honour was Col. S. J. Worsley, D.S.O., M.C., M.A., the Principal of the College of Estate Management, to which the club is affiliated.

The annual general meeting was held at the Lotus Restaurant, Haymarket, on January 25th, attended by about 35 members, at which those responsible for the club's activities in the past year were congratulated by all present. New officers and committee were elected for the ensuing year and the club's programme of four trials, a rally, a

possible sprint and driving tests and, of course, continuous association with the Eight Clubs, together with the usual social events, was endorsed.

★

ALVIS O.C.

Some 52 Alvis enthusiasts attended the inaugural meeting of the Alvis Owner Club, held at the Swan Hotel, Tenbury Wells, on January 14th, there being about 20 Alvis cars there, ranging from a 1924 "12/50" to a 1950 "14 Sports."

The business of founding the Club was carried through successfully, L. T. C. Rolt agreeing to act as Chairman for the time being. R. P. Birks was elected Hon. Secretary (his address is 201, Yew Lane, Ecclesfield, Sheffield, 5), and N. S. Hyslop, Hon. Treasurer.

The A.G.M. is planned for April. There will be a social event on the same day.

★

FEBRUARY QUIZ

The more modern car which figured in last month's quiz proved easy for a big percentage of those who sent in solutions. The first correct answer came from D. Phillips, of Fulbrook, who simply specified 16-cylinder Maserati. This was quite correct, for the car was none other than that fabulous sports job with two straight-eight engines side by side, driving to a common transmission, and a two-seater Zagato body, which was brought to this country in 1946 by Eric Verkade—not by Eric Vereker as one reader had it! J. H. Thomas, who took the photograph, plumps for two 2.9-litre engines, but in fact the car had two supercharged, straight-eight, 2-litre engines, a total of 4 litres. Peter Hampton says the car was built for sports-car racing, on the lines of the similar G.P. car, and S/Ldr. Crampton volunteers the information that Charles Lewis now has the car. An interesting letter came from Piet Olyslager, of Holland, as follows :—

"This car I know so well and drove once for long trips, is a real piece of machinery but has a difficult handling and dangerous to drive at maximum revolutions.

"The car is now not longer in possession of Verkade and is disappeared anywhere in Europe.

"Probably is the car one of the Maserati's which was imported in Belgium without the right papers for a race in Spa, in pre-war days by some Italians, and perhaps you remember that the Belgium Government seized the cars after a trial.

"The Maserati was not easy to adjust in the right manner, even the factory couldn't, after many visits, and it was never "hitting on all sixteen."

Others who gave the correct solution were: C. K. Blake, of Felixstowe; P. L. K. Bird, of London, N.W.3; I. J. G. Berry, of Ealing; S/Ldr. Crampton, of Scrampton; Dr. J. D. F. Thornton; Dr. D. F. Rees, of Dewsbury; C. W. P. Hampton, of Bolney; G. Smith, of Worcester; P. Richardson, of Cottered; Sir Anthony Stamer, of Clymping; A. W. E. Hensham, of Thornton Heath; W. B. Hatfield, of Chingford; G. F. Humphreys, of Derby; J. Gott, of St. Albans; B. Murphy, of Carnforth; J. Rance, of Radlett; J. Alan Hill, of Cardiff; L. J. Selright, of London, N.13; D. B. R. Grist, of Southampton; M. P. Staub, of Zurich; Paul Frere, of Brussels; C. K. Wetton, of Southgate; J. W. Colencrander, of Holland; H. A. O'Brien, of Eire; N. Woodward, of Exeter; W. A. Crabb, of Bagshot; P. M. Stevens, of Chingford; A. J. Sargent, of Eire; H. Braher, of Sweden; R. Winby, of West Malling; A. Hill, of London, S.W.5; A. H. S. Fountain, of Caversham; F. H. Caunera, of London, W.11; A. Tringham, of Woldingham; G. Spink, of Surbiton; Flt. Lt. Brown, of Bollington; and V. Barlow, of Elmdon.

Some people were a bit vague as to *type*, but 16-cylinder Maserati was all we wanted, although we could hardly accept "V16 racing car" as correct. Other incorrect attempts stated "2.9" Maserati, 2½-litre Maserati, Triumph Dolomite, Alfa-Romeo, Leyland-Thomas, Delage, Alfa-engined H.S.M. Triumph, Salmson, O.M., Atalanta, Derby, Vale Special, FIAT, F.W.D. Alvis, Singer and, search us, Victor and Alzoda.

THE R.A.C. RALLY

The Royal Automobile Club will organise the first International Rally of Great Britain from the dates of June 4th to 9th, 1951. This will be an event of primarily a touring nature, but it is intended that it shall be a serious competition of as severe a character as is practicable considering the road conditions of Great Britain.

The route will cover approximately 1,800 miles and will include a high-speed test, a hill-climbing test, a regularity test, and various other tests designed to discover the suitability of competitors and cars.

Competitors will depart from four starting controls, all in England, on the morning of June 4th and all routes will converge at the R.A.C. Silverstone circuit on the afternoon of that day where a high-speed test will be conducted. Thereafter all competitors will be required to pass through the same control points and this will involve their passage through Scotland and Wales and return to England. Competitors will be allowed night stops for the nights of June 5th, 6th and 7th.

The finishing point of the Rally will be at Bournemouth, where competitors will arrive during the afternoon of Friday, June 8th. On Saturday, June 9th, final tests will be conducted at Bournemouth.

The Rally will be open only to production type cars of which at least 50 have been sold to the public prior to April 1st, 1951. Competitors on making an entry will be required to furnish a catalogue and full specification of the car being entered and no change from the manufacturer's specification will be allowed, except in respect of :—

1. Compression ratio.
2. Electrical equipment.
3. The fitting of additional equipment for the comfort of the crew.

During the Rally it will not be permissible to change any major component of the car and penalties will be imposed for any damage sustained by the car or any failure of specified items of equipment. No organised outside assistance will be permitted during the Rally.

Competing cars will be divided into four general classifications of equal status. These will be :—Open cars with an engine capacity exceeding 1,500 c.c., open cars with an engine capacity of less than 1,500 c.c., closed cars with an engine capacity exceeding 1,500 c.c., and closed cars with an engine capacity of less than 1,500 c.c.

Awards will total £1,500 in value in addition to trophies, and there will be a special Ladies' Award, and Team Award for three cars of the same make.

Entries will be limited to a total of 300 and not more than 100 competitors may depart from any one starting control. Entries will be admitted in the following manner :—100 British entrants will be given preferential selection by the Royal Automobile Club; other National Automobile Clubs will be asked to give preferential selection to a total of 100 foreign competitors to the following numbers :—France 25, Holland 15, Sweden 10, Italy 5, Denmark 5, Norway 5, Portugal 5, Belgium 5, Switzerland 5. Other nationalities 20. The remaining 100 competitors will be selected by a ballot among all remaining entries of any nationality.

The Entry Fee will be £15, which fee will include insurance as required by the laws of Great Britain, and specified personal accident insurance up to a limit of £2,000 for the occupants of each competing car.

Entries will close on April 30th, 1951. Full regulations for this competition will be published on March 19th, 1951, and may be obtained by intending competitors by applying to the Royal Automobile Club, Pall Mall, London, S.W.1.

★ BOOK REVIEWS

"500-c.c. Racing," by Gregor Grant. (*Foulis, 7, Milford Lane, W.C.2. 178 pp., 10s.*)

Five-hundred-c.c. racing is becoming so complicated that this book has come at a most opportune time. It certainly sorts out this increasingly popular branch of the Sport—the beginning, early history, the drivers and, of course, the cars, amateur-built and factory-built, in this country, Belgium, France, Germany, Italy, Scandinavia, Switzerland, Holland and Czechoslovakia. Engines also come in for attention, the famous "dirt" J.A.P. getting a chapter to itself. The illustrations are in keeping and the book a useful reference work.

There is some evidence of casual proof reading, such as a line too many in the first paragraph of Chapter 8 and attributing the West Court Speed Trials to the W. Hants and D.C.C. on page 70, but correctly to the Hants and Berks M.C. on page 77. On page 173 the Renault 5CV is referred to as of 2CV. In giving the origin of 500-c.c. racing the author overlooks the war-time letters of Lowrey and Neve which we published in Motor Sport and from which so much was to spring. Steve Lancefield is credited with preparing Curly Dryden's Norton engines, whereas the honour, in fact, falls to Francis Beart. Providing such errors have not intruded into the technical descriptions, however, "Gee Gee's" new book is assured of a warm reception, not only amongst the Brands Hatch spectators but by the boys who do the driving.

W. B.

* * *

Two more Clymer publications reached us recently. "The Treasury of Early American Automobiles" (213 pages, five dollars) is a large, attractively-produced book containing reproductions of advertisements, photographs, cartoons, poems, etc., depicting the American automobile scene from 1877 to 1925. Some of the grander advertising layouts of the twenties will repay study by today's publicity men. The book is indexed and has a list of most of the 2,200 cars made in the States. The other "Clymer" is a two dollar report on last year's 2,135-mile Mexican Stock Car Race, won by Oldsmobile. Running to 148 vast pages and 300 photographs, it certainly "covers" the event! Indeed, had Clymer thought of doing this kind of thing when competition motoring began, motoring historians would be out of business and you'd need a library as big as your garage. Both these books are available from Floyd Clymer, 1268 S. Alvarado Street, Los Angeles, 6, or from certain enterprising sources in this country.—W. B.

The Cornwall Vintage C.C. has three fixtures approved by the R.A.C.—a c.i. rally on May 20th, closed speed trials on July 8th and another c.i. rally on September 2nd.

PICTORIAL REVIEW

THE SOUTHSEA M.C. and KENTISH BORDER C.C. TRIALS – V.S.C.C. BISLEY MEETING
ONSLOW-BARTLETT'S LATEST TRIALS SPECIAL (including first full description)
THE MONTE CARLO RALLY, CLASS-WINNING JUPITER.

LEFT : POINTING THE RIGHT WAY.—L. J. Onslow-Bartlett's latest air-cooled trials-special, with rear-placed J.A.P. 1,100 c.c. engine, tackling a choice section in the recent Southsea M.C. President's Trophy Trial. Note the modified Ford Ten suspension.

RIGHT : REAR VIEW of the Bartlett-Special. The detuned racing J.A.P. is under the cowling and each exhaust-pipe is of approximately equal length to ensure full efficiency. The engine is purposely set high up to keep its oil-pump clear of rocks and gulleys. Even so, the lower Burgess silencer has been dented on the more severe " sections."

BOTTOM.—ANOTHER VIEW of Onslow's successful trials-car. The passenger is able to duck out of the way of flying clods, but the intrepid driver already wears a neat mud-mole. Note the single, central headlamp and the filler, which is for the front-mounted petrol tank—there is, of course, no radiator !









ROUND WE GO!—Even trials cars roll, but this did not prevent Gerry Pentony's Cyclops from making best performance by an invited member in the Southsea M.C.'s President's Trophy Trial



EXPECTING RAIN?—B. H. Dees has the hood of his supercharged Dellow partly erected during the Kentish Border C.C. Best Cup Trial, in which he gained a First-class Award.



A FIRST-CLASS AWARD was won by H. Clayton, here seen showing contempt for the worst the Southsea M.C. could find, in his M.G.



BAD LUCK followed R. W. Faulkner round the Southsea M.C. Trial. His new Ford Ten-engined car had plenty of power but transmission trouble intervened. It also shed its front wings, but finished the course.



TRYING SOMETHING SMALLER than his old Allard these days, A. E. Rumfitt won Class B in the Southsea M.C. Trial. His passenger assists with some concentrated, controlled bouncing.

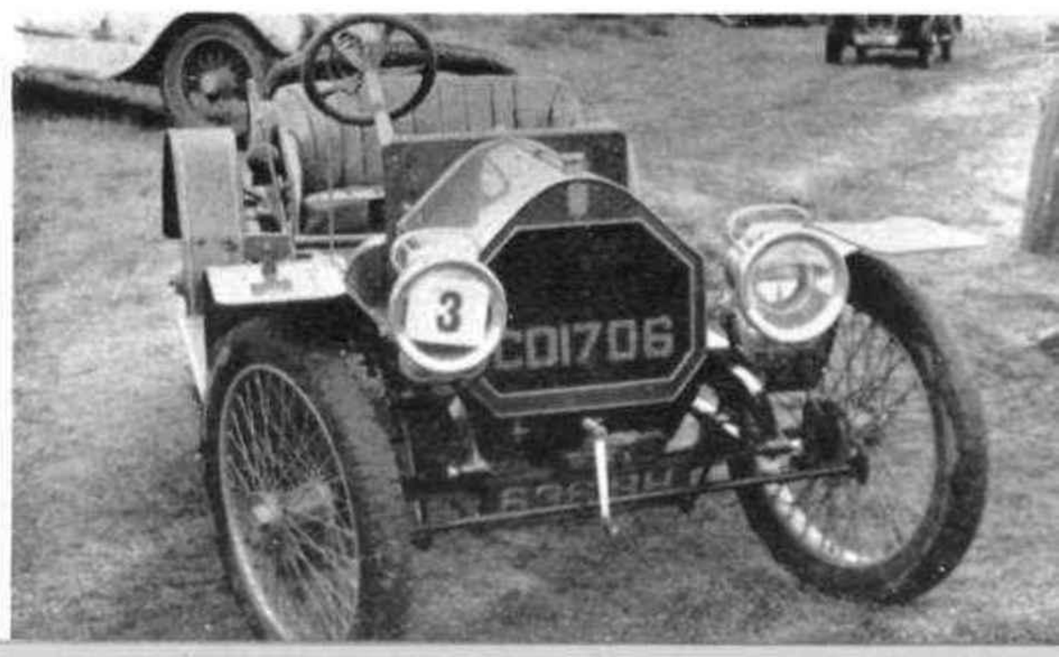


LAURELS FOR BRITAIN.—R. F. Ellison (right) and 1½-litre class of the Monte Carlo Rally. The Jupiters were sixth place in the general classification, and won the "L" Amongst other prizes gained were the Cibie Trophy, seen in the bonnet.

STARK BUT BEAUTIFUL.—D. Denne's 1912 1½-litre Humber was one of the more "racy" cars at Bisley—see letter on page 82 of February issue.



ANOTHER CLASS WINNER in the Southsea M.C. Trial was A. G. Imhof, whose mid-engined special, here in spirited action on Cow Track, was winner of the class for large blown and small unblown cars.





WIDE AWAKE.—D. M. Sleep wins a Second-class Award in the Best Cup Trial in his Dellow, which, like Dees', is supercharged, and lost one more mark than its rival.



AUSTIN SEVEN SUCCESS.—E. C. Davies' 1929 Austin Seven with the "Swallow" coach-work that made William Lyons of Jaguar famous, won the up-to-1½-litre vintage-cars class at Bisley.



W. A. HILL cranks the 3.6-litre T-head engine of his 1912 "Alfonso" Hispano-Suiza at the commencement of the start-go-fast-go-slow test during the Vintage S.C.C.'s Bisley frolics.

W. H. Robinson with the Jowett Jupiter in which they won the second and fourth, also tied with Ken Wharton's Ford Pilot for Action Automobile" Cup for the best one-make (any three) team. front of the car, and the Riviera Cup for the 1½-litre victory, seen on ice motoring!



CONTRASTING TYPES.—The moderns were permitted to fraternise with the vintage cars at Bisley, and in this and the following picture we see that this was so.

T. W. M. Steele's 1925 3-litre Bentley is seen in action over the same course as H. Kemp-Place's Healey "Silverstone."

TWO MEN IN A PEUGEOT.—Non-competing cars are always an interesting aspect of the Bisley parade, and at the February session we turned the camera loose on this diminutive 7-h.p. Peugeot, of circa 1922 vintage.

GETTING SET.—P. Hennessy prepares to try his skill and the prowess of his 1927 4½-litre Invicta in one of the Vintage S.C.C. Bisley tests.

Onslow-Bartlett's V-twin, Rear-engined Air-Cooled Trials Special

First Published Description of a Daring but Successful Experiment

BEFORE the war that colourful personality, L. J. Onslow-Bartlett, started his trials' driving career with a modified, golden-hued, M-type M.G. Midget known as "The Nugget." From this he graduated to other M.G.s and after the war resumed competition motoring with the V8 Mercury Special, with which he swerved the curves with astonishing rapidity and brought home much silverware; his wife also drove the Mercury effectively. Perhaps sensing the negative future for big trials cars, Bartlett then built his mid-engined Ford Ten Special, driven today by J. C. Smith, and from this it was but a step, albeit a big and ambitious one, to putting the engine at the extreme back of his next trials car. However, the man in the vivid open-necked shirt did not stop there—he decided to get *real* power by using an air-cooled V-twin J.A.P. engine. His car is not the first air-cooled trials car—I recall an A.B.C.-engined Austin Seven in a Bristol trial a few years ago—but it is surely the first successful one.

The resulting highly-ingenious vehicle made its debut in the Cheltenham M.C. Trial last November, and at once made a profound impression, by reason of its sound appearance, obvious urge and equally obvious weight where weight should be. Bartlett could, indeed, lift the front of his latest special clear of the ground without straining his biceps.

In the Cheltenham Trial the Bartlett-J.A.P. looked like winning its class but the scrutineers, admiring the ingenious engine installation, also pointed out the absence of a fireproof bulkhead and disqualified the car. Bartlett's next onslaught was the Roy Fedden Trial, and in this his reasons for departing radically from the orthodox were proved sound, for he took home the Daphne Cup for best 1,100-c.c. performance. As a matter of fact, he was using a 996-c.c. racing J.A.P. at the time.

Confident that the machine worked, Bartlett entered for the R.A.C. Championship Trial, but the bugs were still breeding—they thrive on experimental projects of this sort—and when he was level with Champion Ken Wharton or thereabouts, the engine seized. The same thing happened in the M.G. C.C. Boxing Day Trial, this time within 100 yards of the finish after a successful day's slime-storming. Alas, the special test was yet to come and, naturally, the time was bad, Onslow pushing over the final line. Even so, he got a first-class award. In the Clee Hills Trial engine trouble intervened halfway round, but in the Southsea Trial on February 11th this air-cooled special again proved its merit by winning the 1,100-c.c. Cup—it might have won outright had not the front-axle radius arms sheared, resulting in a sudden swerve into the bank on Wheatham, a comparatively easy "section."

After these performances, convinced that Bartlett "has something," and believing that readers will be interested to know what is "under the cowlings" of this fearsome-looking and Shelsley-sounding little car built essentially for trials, I drove down to Bournemouth on a wild, wet day last month to enjoy Onslow's hospitality and to glean an account, in his own enthusiastic words, of this latest of his many brain-children.

The chassis of this remarkable special consists of a Ford V8 propeller-shaft tube used as a central backbone. This is forked at the back to accommodate engine, gearbox and differential housing, and to it are attached cross-members uniting with small tubular side-members. The two seats are set well apart, providing plenty of elbow-room as well as enhancing stability, the latter improved because these seats are less than 14 in. from the ground, actually below the level of the backbone-tube. Like the engine, the seats are at the back, the only weight forward being that provided by a 12-volt battery and a 4½-gallon fuel tank in the nose. That the car is compact is evident from its wheelbase and track dimensions, the former 5 ft. 11½ in., the front track 3 ft. 9 in. and the rear wheels crab-tracked about 3 inches.

The front axle is a Ford Ten beam upside down and drilled for lightness. Naturally, the castor angle and steering geometry have been adjusted to this new arrangement of axle. Suspension is by a six-leaf transverse spring spaced from the front of the chassis by a distance-piece in order to prevent the traversing arms of the rack-and-pinion steering gear fouling the radius arms at full bump. These radius arms are Ford, adapted to the job and centrally mounted on the chassis, and the steering is B.M.W., chosen on account of the light weight of its alloy casing. It provides a steering ratio of 1½ turns, lock-to-lock. Motor-cycle-size Hartford shock-absorbers, mounted transversely, complete the front suspension assembly.

Going to the back of the car we find the 60-deg. V-twin, air-cooled, o.h.v. J.A.P. engine mounted high-up. Its "ceiling" is deliberate, because its oil-pump is located low down and trials "sections" are unsympathetic to vulnerable things set underneath a car! At first Bartlett used a 1950 996-c.c. racing J.A.P., the one from George Hartwell's Cooper 1,000. Next he tried a modern 1,100-c.c. racing J.A.P., and his latest is a prototype 1,100-c.c. engine of this kind. The use of an air-cooled twin does not save weight as you might expect. Indeed, the present engine is 22 lb. *heavier* than a Ford Ten engine. Its alloy cylinder barrels, for instance, are 2½ lb. heavier than J.A.P.'s former steel barrels, because they are very substantial. But there is no doubt about the gain in respect of power/weight ratio, for the new J.A.P., on Pool petrol and 7.2 to 1 compression ratio, develops 27 b.h.p. at 2,500 r.p.m., 50 at 4,000 and 58 at 4,800 r.p.m., while the torque figures are 55 ft./lb. at 2,500 r.p.m., 67 ft./lb. between 3,500 and 4,200 r.p.m., falling to 60 ft./lb. at 5,000 r.p.m.

Naturally, the engine vibrates, so that its vitals are wired-up, and much experimentation had to be conducted on carburation—from no-needle track carburetters Onslow went to the remote-needle type, then to remote float-chambers, and has now finalised on one normal Amal per cylinder, each with twin track-type float chambers, standard bodies and track-type intakes. Dual hairpin valve springs are used because coil springs just died of heat-exhaustion. The exhaust pipes curve over to the off side and each doubles back into its own compact, laterally-placed Burgess silencer, one above t'other. Onslow points ruefully to dents in the bottom one—and it must be two feet from Mother Earth! Luckily, the aforementioned oil-pump is a trifle higher! The exhausts are between 42 in. and 43 in. long, as preferred by this engine. At first a 7.5 to 1 compression-ratio was used and Bartlett says the magnetos were then merely ornaments, complementary instruments, as it were, to the dieselling within! A reduction has been made to a 7 to 1 ratio. The compression plates under the barrels are mighty thick, but a further reduction, to 6 to 1, is contemplated in the interests of smoother functioning. About one-third benzole is added to the Pool petrol but does not seem greatly to alleviate pinking.

While on the subject of the J.A.P., it may be said that it has its own mechanical fuel pump on the off side, driven from the timing gears, this being supplemented by an electric pump mounted on the near side. Oil (Bartlett uses Notwen castor oil) is carried in a one-gallon tank on the near side of the engine and circulates on the dry-sump system, with a double-capacity scavenge pump. Bartlett has added his own oil-leads to the pots, conscious that Mr. Prestwich might be a bit troubled about the lack of air playing round them. Two B.T.H. magnetos supply the sparks and K.L.G. plugs are used, at first waterproofed pattern, then progressively through F.50 and F.60 to F.70.

Continued on page 141

THE

JUPITER

does it again!

Victory in the MONTE CARLO RALLY

1st in the 1½ Litre Class

a Jowett Jupiter driven by R. F. ELLISON and W. H. ROBINSON

2nd in the 1½ Litre Class

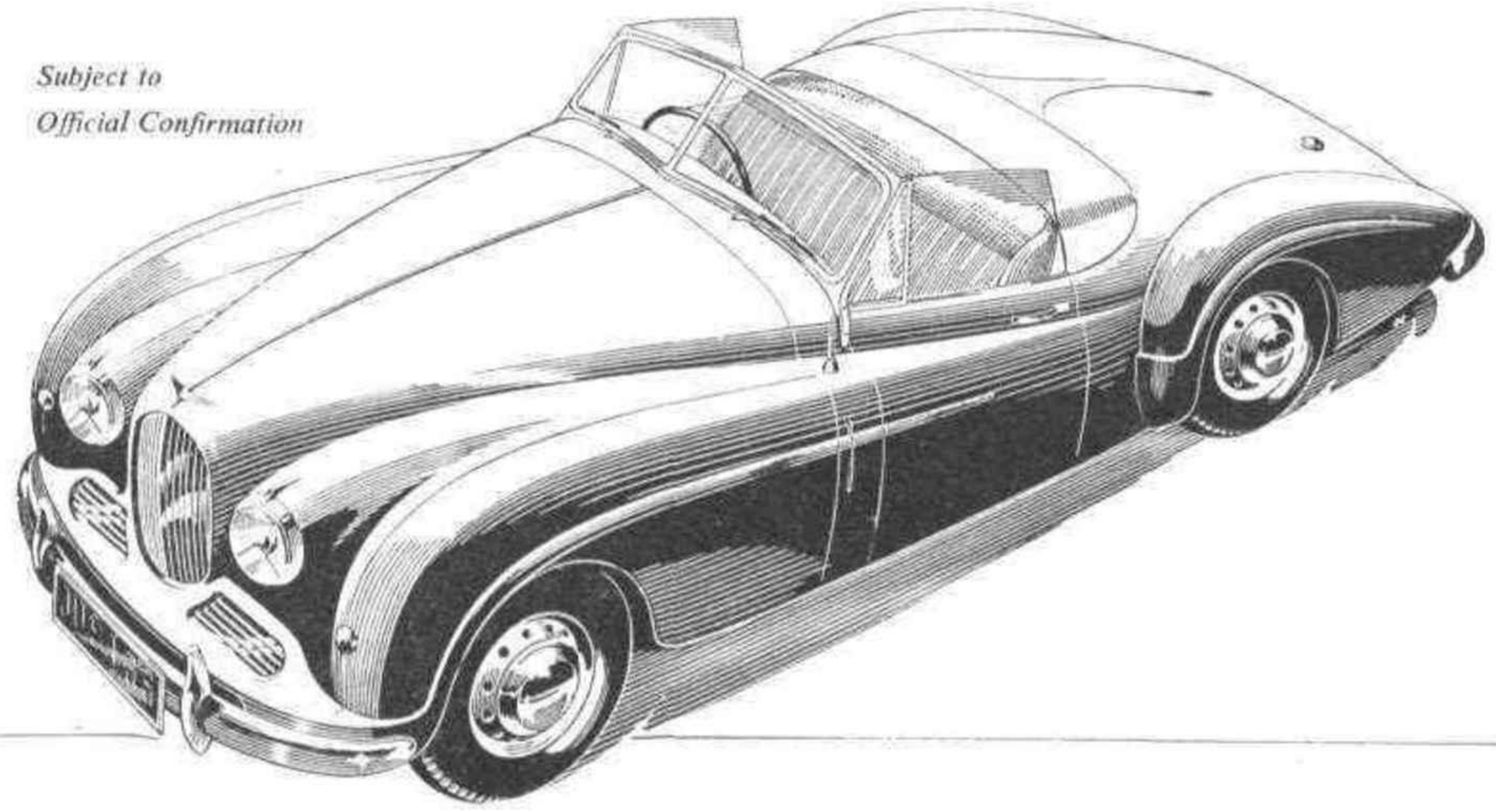
a Jowett Jupiter driven by GORDON WILKINS and RAYMOND BAXTER

4th in the 1½ Litre Class

a Jowett Javelin driven by L. ODELL and R. J. C. MARSHALL

1½ litre Class Manufacturers' Team Prize

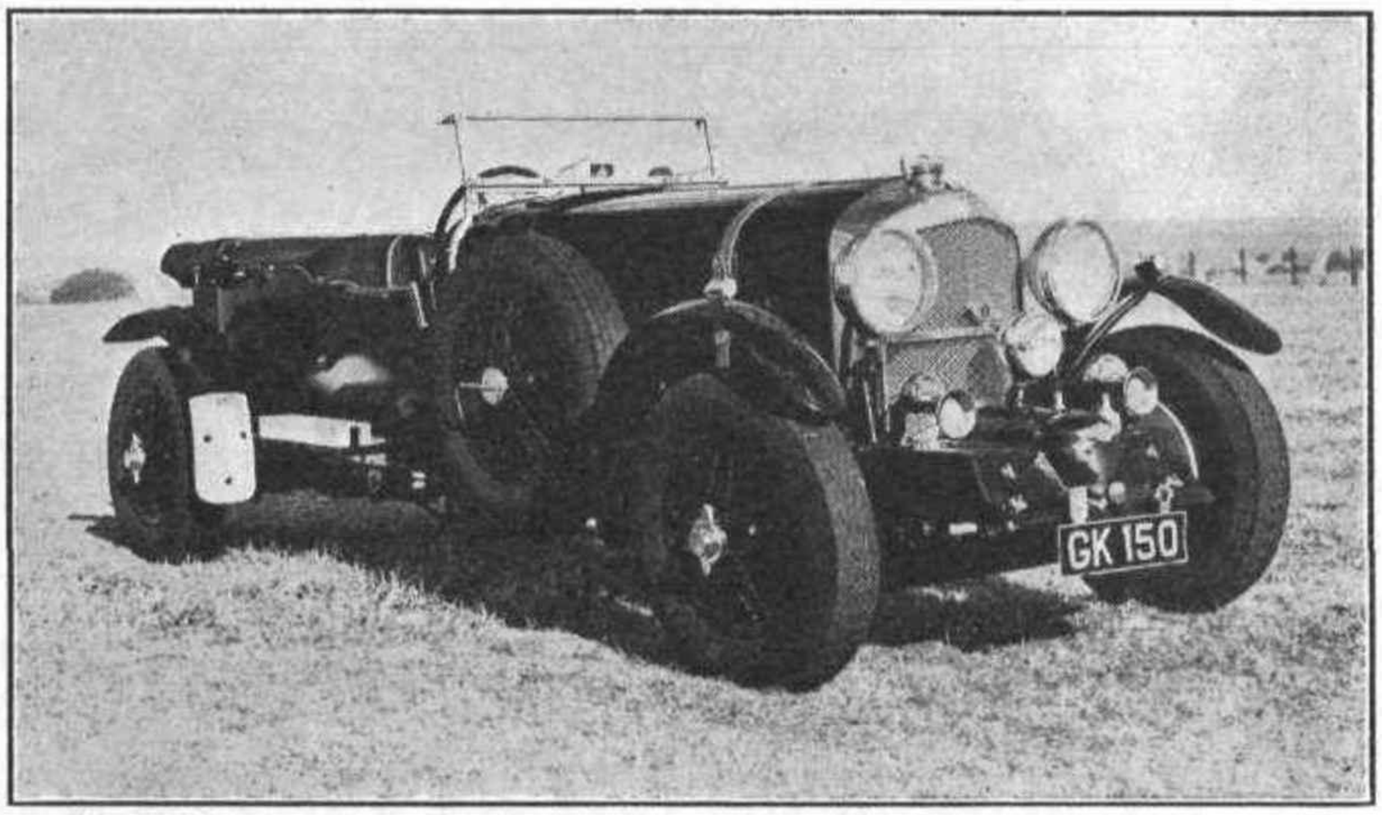
Subject to Official Confirmation



The 1½ Litre Jowett *JUPITER*

MADE BY JOWETT CARS LIMITED, BRADFORD AND LONDON

VINTAGE VEERINGS



BLOWER 4½.—This fine Bentley is owned by Charles A. Wood of Bridlington.

NATURALLY, with the vintage cult at its present high level, as evidenced by the vast vintage mail MOTOR SPORT receives and by the still-increasing membership of the Vintage S.C.C., quite a lot of "vintage" gatherings take place. One of these was a Brains Trust held by the V.S.C.C. in the wilds of Enfield on January 25th. Some happy memories of this gathering remain freshly with us. The "brains" comprised Laurence Pomeroy, Kent Karslake, George Monkhouse and John Wyer, and the question master was Anthony Heal. Many of the questions had little or nothing to do with vintage cars, but there was one that we cannot ignore: "Why do members of the Brains Trust drive vintage cars?" To this Wyer said he didn't (there was a sleek DB II Aston-Martin outside), Pomeroy quoted the pleasure a good driver gets from handling a vintage car and the sympathy such cars have for less-skilled conductors, Monkhouse remarked that he had had only two cars, a 3-litre Sunbeam and his present 4½-litre Bentley. He went on to say that he had had the latter car for eighteen years and hoped to have it for another eighteen and then hand it over to his son to drive. It is reliable, accessible, safe, fast on long runs and gives him deep pleasure in the owning of it. Then it was Karslake's turn to tackle this question of a preference for vintage cars. Said he: "I have two reasons for owning a vintage car, one that is the true reason, and the other, to which I normally confess. The first arose from reading a novel about the white slave traffic at an impressionable age. The purveyor of slaves transported delectable girls about in an aged Hispano-Suiza. From that time on, I decided this was the car for me! The safe answer why I own a vintage car is that the only handbook I can afford is an *Autocar* Handbook of 1913. When I borrow a modern car and look under the bonnet I cannot name a single component that confronts me or understand what anything is about, whereas the book explains my vintage car perfectly."

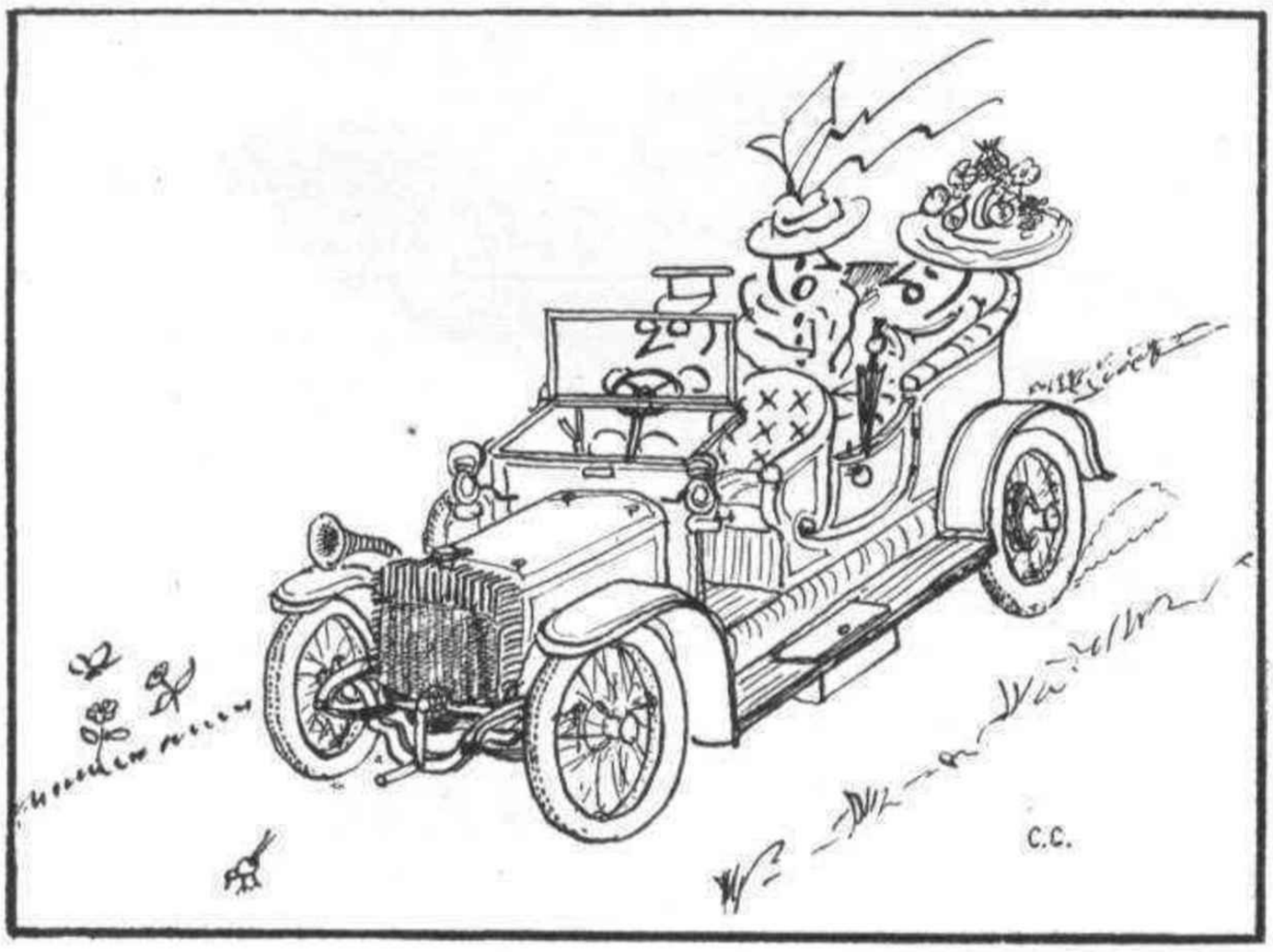
There were other highlights of the evening, notably when Pomeroy, explaining how high horse-powers are obtained from racing engines, said that God was responsible for filling the cylinders of unsupercharged engines but failed rather miserably as engine speed rose, so that man was forced to come to His aid and add a supercharger. This gives rise to a pious hope that future advertisements of secondhand vendors will not read: "Warbler 'Le Mans,' big sump, overhead camshaft, twin God-holes . . . ." Another high-light was a Pomeroynian expression, "Lots of torque at low speeds." He was referring to two-stroke engines, but suggested to your Editor the accompanying cartoon drawn for him by Cecil Clutton.

* * *

"In the early days, pre-1914, no sporting motorist ever thought of paying a car tax"—G. R. N. Minchin, in his recently published book "Under My Bonnet." Makes you think in these days of 25s. per h.p., doesn't it?

* * *

The Vintage Light Car Section of the V.S.C.C. is now firmly established, under a separate Committee consisting of W. Boddy (Chairman), A. J. Fisher (Hon. Sec.), J. Wrigley and H Moffatt. Cars of up to 1,500 c.c., built before 1931, not over 30 b.h.p. and not sports models, are eligible, this definition being deemed by the main V.S.C.C. Committee to embrace effectively cars of the "New Motoring" (pioneer economy-car) tradition. However, two extensions have been sanctioned—pre-1926 sports versions of the above-defined light cars and certain cars which, although over 1,500 c.c., are rated at under 12 h.p. (R.A.C.); acceptance is at the discretion of the Committee. Both extensions are logical. Up to 1925 a number of so-called sports light cars existed which were "sports" in name only (Jowett, Jackson Jowett, A.B.C., Gwynne, Rhode, Austin Seven, etc.), and it would be sad to exclude any examples that come to light. In the later 'twenties, however, the efficiency of small sports cars increased and they could usually appreciably outperform their more sober counterparts. The acceptance, subject to approval, of non-sporting up-to-12-h.p. cars with "outsize" engines, such as the "11.4" Humber, etc., is justified because such cars, like those covered by the main definition, have no other opportunity of competing with cars of similar age and performance; incidentally, a capacity-



Lots of Talk at Low Speeds.

limit of 1,600 c.c. was used for the 1924 R.A.C. Small Car Trials, enabling two 1,528-c.c. Galloways to compete. This new Section of the V.S.C.C. seeks "to recapture the atmosphere of the New Motoring era, together with its ideal of informal comradeship and economical motoring." Its full aims are neatly expressed in a special circular, obtainable from A. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxon. Membership is open to full members of the V.S.C.C. who register suitable cars with the Light Car Section. Such membership, at £1 per annum, embracing as it does many invitations to other clubs' fixtures, is a very good investment. A representative number of early small cars has already been registered and a most interesting gathering of these little vehicles, which strove so gallantly amongst themselves to capture the "people's car" market over twenty years ago, can be anticipated at the first meeting, scheduled for the middle of next month.

* * *

As we observed some time ago, we are flattered to note how many magazines emulate this "vintage" feature. Last month one of our contemporaries even adopted our suggestion that all vintage-car owners (and all who run pre-1936 cars) should demand fair premiums from insurance companies and insist on them, with threats of transferring all insurance business elsewhere if common-sense fials to prevail. Incidentally, we wonder if those who live by the sale of used cars ever reflect how much business is lost to them because insurance brokers dislike the older automobiles?

* * *

And so to more correspondence which reflects Vintage enthusiasm.

Sir,

I have recently acquired a Type 501 FIAT tourer, 1924, with a believed genuine mileage of 52,000. This delightful car has a quite surprising performance allied with good roadholding, and is my second experience of real vintage as opposed to near-vintage motoring.

I would like very much to hear from past or present owners of these cars which I believe are fairly rare.

I am, Yours, etc.,

Alverstoke. ANTHONY DUNHILL,
Commander (L), R.N.

* * *

Sir,

I thought you would be interested to know that the 10–23-h.p. Z10 Talbot two-seater, 1926 model, I bought in Dublin twelve months ago is back on the road again. This car was in a bad state of repair and it meant a complete strip and rebuild, but I feel it has been worth while as she looks really well now; body painted grey with black wings and red upholstery.

This is my fifth Z10 Talbot and I was pleasantly surprised at the way she ran when I took her out for a test run; fortunately I have found a general engineer of the old school who has made several parts for me at a very reasonable charge and I would be pleased to recommend him to any of your readers should they require his services.

I am, Yours, etc.,

50, Cathcart Road, LESLIE HOWARD.
London, S.W.10.

* * *

Sir,

I have a 1925 Lea-Francis "12/22" Type J two-seater coupé, with dickey.

The car was purchased by myself in April, 1949, for the low sum of £25. Since then it has been in daily use with no trouble other than occasional petrol stoppage. The oil has been changed regularly and most of the wiring has been renewed; other than this I have left well alone. Oil consumption is very low, one pint per 750 miles, and petrol consumption 25–30 m.p.g.

In early November last I journeyed from Taunton to N.W. London well laden with luggage (pram, etc.) and covered the 141 miles in 5¼ hours. On the return journey the distance was covered in 4¼ hours—an average of 29.7 m.p.h.

After this I am a confirmed vintage enthusiast and wish all other enthusiasts all the joys of real motoring.

I am, Yours, etc.,

Taunton F. A. ROWE.

* * *

Sir

I used to think it was unpatriotic and selfish of people to buy new cars—for, after all, one for home consumption means one less for the export market—but I see now that my logic has been at fault.

If I, an old car, am kept, my owner is heavily penalised by 25s. per h.p., whereas if he buys a new one he is rewarded with having to pay a flat rate of £10 p.a. only. More, if he sells it after expiry of the covenant he makes a nice fat little profit.

It's obviously a new game, designed to kick the impecunious in the teeth. Ha! Ha! *They* can't afford new cars.

It's nice of the motoring Press to worry about my welfare, but a fat lot of good writing to one's M.P. is likely to do. Churchill, with his thoroughly mischievous speeches, seems about the only person capable of goading the Government into action—and even Churchill couldn't save poor old Jones over the freeing of petrol. He, poor fellow, couldn't afford an annual licence so, when petrol was taken off ration, he had to pay full rate for the remainder of the year. Oh, yes, it's definitely a new game and my master, being a rich man, must get into it. What a pity I must be consigned to the breakers for I can still eat most of the moderns. What a pity I must sign myself,

Yours sorrowfully,
"OLD LAG."

Sir,

I was very interested to read Mr. March's letter in your January issue.

I also have a 1926 (10.8 h.p.) two-seater Clyno (de luxe model), which I bought new in March of that year. The car has been continuously in commission except for the years 1942–46 when we were laid up *en cause de guerre*.

According to my log book 70,000 miles have been reached, and to date the big-ends, gearbox, etc., have not been opened up for any adjustment.

During her life the car has been owner-driven, except during my service abroad which finished in 1933. While away a careful farm lad drove as required.

At the moment I can get 35 m.p.g. with the present issue of petrol, but before its deterioration on long runs did 40.

I change the oil in the sump every 800 miles, and between the changes very little addition is necessary, and the car is running as sweetly as when new.

Incidentally I still have two semi-balloon "Englebert" tyres on the back wheels which I bought with a secondhand model in running order in 1932 for £5! Plenty of spares, as the company went into liquidation in 1929.

I am, Yours, etc.,

Co. Cork. J. H. DE HEREZ SMYTH.
Capt. (retired)

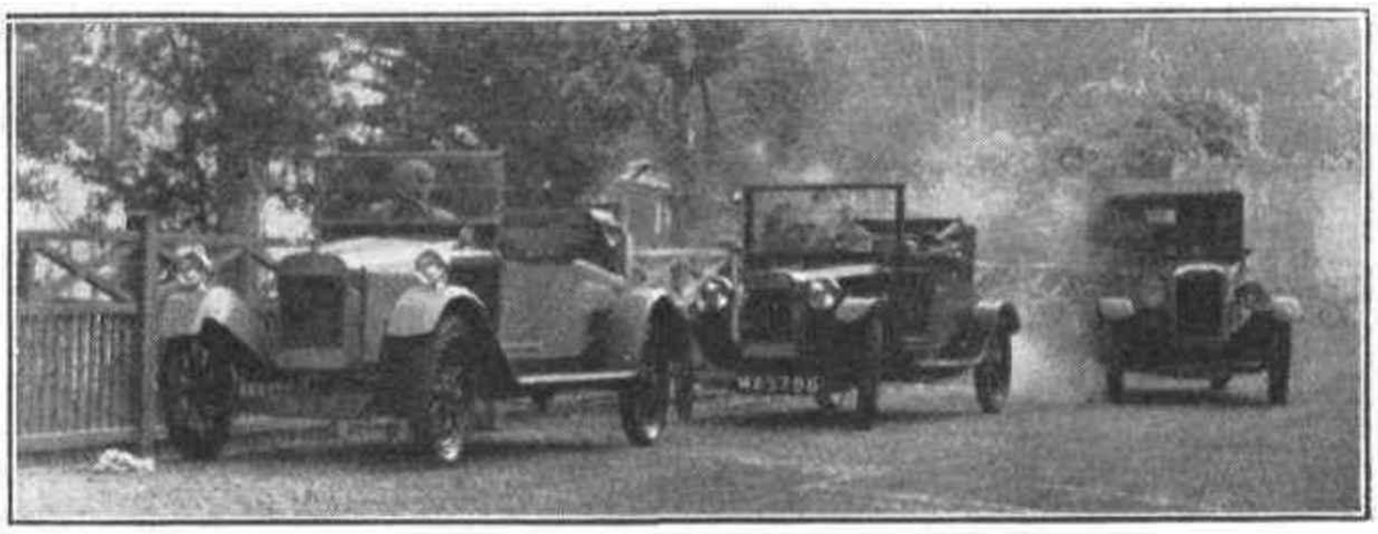
Sir,

I was most interested to see one of your readers suggesting the formation of a Crossley club in last month's issue.

I own a 2-litre Silver Crossley saloon which is just twenty-one this year. Its arrogant jutting radiator and uncompromising body lines represent the very cream of classic vintage design, and as for comfort and performance—

Three little Lags from Staines are we,
Off to join the Vintage S.C.C.
Pert as a Light Car well can be,
Three little Lags from Staines.

Three little Lags who all unwary
Came from a breaker's seminary,
Fit once again for the bright and airy.
Three little Lags from Staines.



well I think the facts that these cars were supplied to H.M. King George V and to H.R.H. the Prince of Wales, and Lagondas fitted the engine in their 2-litre models speak for themselves.

I am, Yours, etc.,

B. E. K. PEMBERTON-PIGOTT (Sq.-Ldr.)

Reading.

[Without our correspondent's car the Crossley Register (Registrar: J. L. French, 149, Harris Road, Ilford) has seven cars on its books at time of writing. We hope the imposing polished aluminium "19.6" tourer we saw at Silverstone last year is enrolled.—ED.]

* * *

Sir,

Recently you have noted in MOTOR SPORT that several people have started one-make Registers.

While in Australia I started a Vintage Vauxhall Register (which, incidentally, is being continued there by a friend of mine). I am hoping to continue it in this country as soon as possible. I see that some of these Registers are fast developing into Clubs. At the moment I have not the least intention of forming any sort of Club unless support is overwhelming—which is most unlikely. If anyone else cares to take on such a task I would be very pleased to turn over my records, for I am forming the Register principally for my own amusement. Still, I hope to have good support. The results to date include complete details of the following cars in Australia:—

Prince Henry type: D273C.
"D"-type: None.
"14/40": None.
"23/60": OD1026, OD593.
"E"-type "30/98": E366, E370, E.273.
"OE"-type: OE1078, OE30, OE73, OE102, OE122, OE124, OE142, OE166, OE197, OE215, OE239, OE285.

Also the immortal "Fifty Bob" A210, and the "Blue Lake" Vauxhall OE297.

I know the engine numbers of another 20 to 30 cars.

I am, Yours, etc.,

W. A. WISEMAN.

London, S.W.7.

[Letters will be forwarded.—ED.]

* * *

Sir,

I write to correct the reference in "Vintage Veerings" for January, 1951, to the Lorraine-Dietrich which made its first recent public appearance at the V.S.C.C. Bisley Rally in November last.

Without knowing Sturgeon personally, I imagine that he must have been quite as astonished as I was to find himself credited with the ownership of that unique vehicle. In actual fact, the Lorraine is registered in my name and is owned jointly by myself and Jack Wadsworth, who took it to Bisley.

It was first registered in 1922 (not 1924) and, though it was indeed discovered under a dust sheet, the discovery was made, not at Isleworth, but at Longstanton, near Cambridge. Actually, in so far as the word "discovery" usually denotes knowledge recently acquired, it is not strictly accurate to describe the Lorraine as having been "discovered" at all, since, though I bought it as recently as October last year, I had in fact been aware of its existence since 1940, when it was offered to me at a price which I then regarded as fantastic, but which I have now paid rather more than willingly!

The "old gentleman" to whom it belonged is a University professor who would be most indignant were he ever to read the allegation that he is only 93, since he is in fact 96 and very proud of it! He bought the Lorraine secondhand in 1925 for £500 when it had covered only 7,000 miles and he himself was a mere stripling of some 71 summers. Finding it rather heavy for his own use, he drove it only 500 miles before laying it up in his garage and succumbing to the blandishments of a small Wolseley. When one relates the mileage that he covered to the capital cost of his vehicle, his motoring appears to have been a little on the expensive side, even by comparison with British Railways' present-day charges for transport over a similar distance!

The Lorraine was last taxed in 1925 and had remained in the professor's garage under the aforementioned dust cover, snug but idle for a quarter of a century, *until October last* when the Wadsworths and I descended on the professor in order to buy it. On the professor's instructions, however, the engine of the car had been started and run at regular intervals during that period by Bert Wright, the proprietor of the local garage.

So far as I am aware, there is only one other example of this rare *marque* still on active service *in this country—but* perhaps some of your many readers will be able to extend my knowledge in this respect.

I am, Yours, etc.,

HUMPHREY OLIVER.

Richmond, Surrey.

* * *

Sir,

As a regular reader of MOTOR SPORT I am always particularly interested in the appreciations of vintage cars in the correspondence columns.

I run two Austin Twenty four-cylinder models as everyday means of transport. The one is a 1927 Austin Twenty Mayfair limousine, and having bought it recently and done it up I intend to use it as an everyday car. The second one, PN 22, which really forms the subject of this letter, is a 1928 *Austin Ranelagh* long-wheelbase model. I have had this car since 1936 and have done many thousands of miles in it.

The charm of the car as far as I am concerned is that it combines all the luxury of a modern limousine with the feel of a vintage car, together with the ability to cruise effortlessly from London to Edinburgh at 50–55 m.p.h. (maximum speed is about 65 m.p.h.) and to do it day after day without tuning, etc.; petrol consumption is 16–18 m.p.g.

The engines and chassis are identical on the two cars except the Mayfair is 10 ft. 10 in. standard wheelbase, and the Ranelagh is 11 ft. 4 in. The car is propelled by a four-cylinder side-valve engine of 95 by 127 mm. (3,610 c.c.) rated at 22.4 h.p., giving 45 b.h.p. at 2,000 r.p.m. It has a five-bearing crankshaft and four-speed, central gate change. Top gear ratio is 3.9 to 1.

I had the Ranelagh PN 22 completely restored to Concours d'Elegance condition in 1948. Instead of buying a new car the engine was rebored and sleeved and chromed liners fitted. Maintenance is particularly easy, which is another thing that appeals.

All Devon, Cornwall, Yorkshire and Scottish hills have been climbed easily, some of them with seven people on board and two heavy trunks on the luggage carrier, and there was never any sign of boiling. The cornering is quite extraordinary for a large limousine having an overall height of 6 ft. 6 in. Ordinary bends can be taken at between 40 and 50 m.p.h. even on a wet road, and I find many are the times on a winding road when I pass and leave modern cars behind because of their inability to corner; in fact, short of playing the fool the car does not skid at all but sits down on the road very firmly. The original André shock-absorbers are fitted all round and I have them fairly tight.

The Austin Twenty four-cylinder was made from 1919 to 1929 and only slight changes took place during that time (it was superseded by the six-cylinder). Felix Scriven raced one with great success about 1921–25 on Brooklands and lapped at 94 m.p.h. Sports models were made but not in great numbers, and the identical engine was fitted into the Austin farm tractor!

I have only two faults to find with the car, the maximum speed is not enough, and the acceleration is spoilt by the gear-change which is very slow. The braking is by cable and large drums, and is very good even by modern standards. The other fault is that with only one or two persons in the back and travelling fast they do get bumped on some roads. Fully laden the car rides beautifully.

I think, and no doubt some of your readers will raise their hands in horror at my suggestion, that the model was one of the finest cars ever made from the point of view of first cost (£650 in 1928), and reliability, accessibility and the very thorough workmanship. The Austin Twelve Heavy was designed from it, but to me it is a very poor second, as the performance of the Twelve is absolutely nil, although I see several of your readers have them. I had one myself, but sold it owing to the appalling performance and low top gear of 5.15 to 1.

I am, Yours, etc.,

W. J. OLDHAM.

Piltdown.

CASTLE COMBE

Regulations are available for the Bristol M.C. and L.C.C. Closed Invitation Race Meeting at Castle Combe on March 31st. Invited clubs are B.A.R.C., B.R.D.C., Bentley D.C., Midland A.C., 500 Club, Vintage S.C.G. and West Hants and Dorset C.C.

There will be sports car, vintage and 500-c.c. races and provision is being made for the admittance of the general public. On April 21st the Club is organising the "Versatility Trial" jointly with the Hants and Berks M.C. The main idea is to combine a normally constituted trial with a certain amount of "lappery" at Castle Combe. The road-worthiness or not of the trials special should be borne out by the combined results.

LETTERS *from* READERS

JAGUAR *versus* ALLARD

Sir,

I emphatically believe that A. E. Goldschmidt (sharing with Tommy Cole and Briggs Cunningham top-ace position in American sports-car racing) is definitely all-wet in his recent letter to MOTOR SPORT stating, "The Jaguar XK120 has little purpose in America."

Goldschmidt, Tommy Cole, Briggs Cunningham and Roy Richter have all made the Jaguar XK120 look quite badly in road races with their hotted Cadillac- and Ford-motored Allards and a Cadillac-Healey.

But the Jaguar XK120 easily remains the ace high-speed touring roadster of the world. The above Allards and Healey are starkly-racer and good for little else. No luggage space whatsoever.

Goldschmidt's fallacy regarding "No place in America for the Jaguar" is *because he lives in the densest-populated* section of the United States—New York State near New York City. Even here, the Jaguar's acceleration is an asset. A Bostonian, knowing personally many New York City citizens, I must assume that our racing-ace is like other New Yorkers, sleepy-head after a night out and not getting up to be on locale at dawn for a brisk caper! I know of two proper locales within 70 miles of Boston (another densely-inhabited area) where one can caper to 130 m.p.h. on lengthy straights, if one has the proper car—*at dawn*. The only danger—enough to make it interesting—a deer could bound across your path.

Outside the closely-inhabited North-Eastern section we are discussing—the remaining immense U.S. area is the Jaguar oyster at any hour! For example, in our January *Road and Track* magazine, XK120 owner J. W. Joynt, of Arizona, writes enthusiastically of 15,000 miles travel at speeds usually 80-110 m.p.h., with many wide-open Jaguar miles; and J. F. Furst, of Illinois, habitually averages 75 m.p.h. for the 160 miles between Peoria and Chicago. Like most Jaguar owners, these men are enthusiastic, except for the XK120's mediocre weather-hood.

All American motor-editors and writers have been strong enthusiasts for the XK120 with the exception of Ralph Stein, of *Argosy* magazine. It may be significant, also, that Ralph has at least an acquaintanceship with Goldschmidt, and sought his criticism regarding a sports-car design in his last magazine article for *Argosy*; and we wonder if this has any connection with Stein's unusual luke-warmness towards the XK120.

Stein,—individualist, brilliant humorist and cartoonist, and, so far as many of us are concerned, giving with the most vivid writing-style on sports-cars today—is a die-hard admirer of vintage Alfa-Romeos. But, with his last article, he *tentatively* gave honourable mention to the Ferrari, Talbot, Cadillac-Allard and Aston-Martin. This gives us hope that he may decide that such moderns are worth while, after all!

I am, Yours, etc.,

Boston, Mass. SEAN O'GORMAN.

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

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Sir,

I would like to mention a few facts overlooked (intentionally or otherwise) by Mr. Goldschmidt.

At the Santa Ana race, the "entire contingent of XK120s" mentioned by Goldschmidt *actually consisted of two* cars which finished in second and third positions. The XK120 driven by Phil Hill to second place spun out on the first turn *while leading the Allard* and was passed by the entire field. Hill then overtook and passed the field (including two Allards) and finished within a few seconds of the winning "J2." This was a short race (40 miles). The fact that the XK120 gained approximately one-third of a lap (¾ mile) on the winning Allard during the race rather disproves Mr. Goldschmidt's statement that Richter won without fuss or bother. Also the only other Jaguar entered finished ahead of the two other Allards.

Goldschmidt strangely fails to mention the Pebble Beach, California, road race, where the Allards were soundly trounced by the Jaguars. The Cadillac-Allard finished no better than fourth, while Jaguar took first and second positions.

I am, Yours, etc.,

ROLAND T. HOLMS.

Hollywood, California.

Sir,

It is with some surprise that I read in your columns the criticisms levelled by your American correspondent at the marques Ferrari and Jaguar.

I have had the good fortune to witness Cadillac-Allard, Jaguar and Ferrari cars compete both in Europe and the U.S.A., and the performances witnessed in the latter country have in no way changed my view that their performances are in inverse proportion to their swept volumes.

It is a remarkable thing that your correspondent concerns himself solely *with the results of events where*, with one exception, the Jaguars were running practically "standard" against "competition J2s," with decidedly warm "mills," choosing to ignore Pebble Beach, where an XK120 in similar tune decisively beat its opposition, which included a car of the marque favoured by him.

It is far from my wish to detract in any way from the performance of the Cadillac-Allards, or the courage of Mr. Goldschmidt, for I observed him recently at Watkin's Glen, but I merely wish to illustrate a point which may not have come to his notice.

With the exception of your correspondent, who naturally experiences pride of ownership, there must be but few who do not doubt the superiority of the Ferrari; and without reflecting on the abilities of the owners of examples of this marque in the U.S.A., I feel that had not his untimely death taken him from us Sam Collier would have given Mr. Goldschmidt proof of this.

The XK120, to which I have earlier referred, is of course Phil Hill's, of Los Angeles, and should Mr. Goldschmidt have an opportunity of meeting him in competition I assure him that he will meet a worthy challenger in a worthy car.

I am, Yours, etc.,

JOHN R. D. BEAZLEY.

Sutton Coldfield.

Sir,

I have followed with interest the letters in your columns about the sports car races in the U.S., and the relative merits of the Jaguar XK 120 and the Cadillac-Allard.

In his survey of 1950 American sports car races, Mr. Goldschmidt did not mention that the fastest lap at Palm Beach was made (in practice) by Kimberley's XK which did not run in the race; that Richter's Allard at Santa Anna had a bored, stroked, *supercharged* Mercury engine; that Jaguars defeated Allards at the Sand Burgh hill-climb on April 12th, at Langhorne on June 25th, at Elkhart Lake on July 23rd and that at the Chicago and Districts Meet at the Studebaker proving ground on June 17th the only cars to stand up to eighteen miles of full throttle driving, out of a field in which the Allard J2 was represented, were three XKs and a Ferrari. Moreover, his contention that the Jaguar is unsaleable in the U.S. because of the speed limits that prevail in the majority of states is surely a little far-fetched. We are concerned in these columns only indirectly with economics, but it is worth noting in passing that Jaguars outsell Allards in America by a proportion of 400 to 1 (*vide* published accounts of the U.S. Customs showing number and make of imported cars, March, 1949–March, 1950).

However, the events listed above were of relatively minor importance, and the basic fact remains that although the XK 120 as it emerges from Coventry is a fast, good-looking vehicle which will see off any production car on the roads, it is very severely handicapped in sports car racing by a beautiful body and the luxuries that go with it. To deny this and to maintain that Americans in general, and Mr. Goldschmidt in particular, cannot drive, is complacent and ill-mannered. It denotes an attitude which could, in the long run, have a disastrous effect on the sales of all British specialised cars in North America.

The danger as I see it is this: the Cadillac-Allard is a fluke car, in which the two most important components—the engine and rear axle—were designed by greater brains than Mr. Allard, but it is a sports car in the American national tradition, i.e., a roadworthy hot-rod, and may easily become the prototype for a number of genuinely national products which, with improved weight distribution and front suspension, would drive British sports cars off the market. I do feel that if Jaguars are to maintain their sales in the U.S. a special XK (possibly a "150"?) should be developed purely for racing, with bodywork on the lines of the "Le Mans" Frazer-Nash, harder springs, wire wheels, optional close-ratio gears and so forth. It does not matter that the racing vehicles should bear little resemblance to the standard version. If the *name* wins the race, the product is sold—one can think of few more different cars *than* the types 163 and 170 Mercédès-Benz.

The axiom that sales are influenced by the results of competition has never impressed me as being of universal application; but in North and South America the number of road races increases by leaps and bounds every year, and there exist one of the most favourable actual and potential markets for British high-performance cars. It is a clear case of a field where factory-sponsored participation is, and must become increasingly, vital to sales and thus to an important facet of the national economy.

I am, Yours, etc.,

London. ALAN K. CLARK.

* * *

MOTOR-CYCLE OUTPUT

Sir,

Apropos your article "FIAT Racing Engines 1922-27," it may interest readers to know that the 1950 G.P. Triumph motor-cycle has a claimed output of 45 b.h.p. on Pool, with a c.r. of 8½ : 1, and presumably at around 7,200 r.p.m. This would be an efficiency of 12½ h.p. per litre per 1,000 r.p.m., not 11.11 as stated in *Motor Italia*.

I am, Yours, etc.,

J. A. EVANS.

Shirley.

SPEED OF THE 4¼-LITRE BENTLEY

Sir,

Like your correspondent, Mr. W. Stuart Best, I was also interested in Mr. Raymond Mays' assertion that " . . . with a 4¼-litre Bentley under you you can have a quickly reached century anyway . . ."

Personally, I never reached 100 m.p.h. with my 1939 overdrive Bentley during the 115,000 miles I drove her in eleven years—about 94 m.p.h. was the outside genuine maximum on Pool petrol. There is of course no doubt that some very elementary work on the engine plus a little special fuel would easily produce the genuine 100, and quite possibly Mr. Mays could not resist the temptation.

Indeed, I seem to remember that a prototype of the Mark V Bentley, with special streamlined coachwork, lapped Brooklands at something over 114 m.p.h. just before or just after the beginning of the war.

It is of interest to note that the test and service staff of Messrs. Rolls-Royce at Willesden are generally agreed that the top speed of the Mark VI Bentley is some 94 m.p.h., and that of the Silver Wraith Rolls-Royce 87 m.p.h., with the Silver Wraith slightly superior in acceleration at low speeds. My personal experience confirms that this view is correct so far as the Silver Wraith is concerned.

I am, Yours, etc.,

Stalham. G. E. MILLIGEN.

Sir,

I read with interest the letter from Mr. R. Bailey in your January correspondence column and his suggestion that a pre-war Rolls-Bentley (presumably the 4½-litre model) would suit my ideal specification for high-speed Continental touring. I have owned, driven and been driven in pre-war Rolls-Bentleys and can assure your correspondent that they fall very far short of the sort of car I require, especially as regards road-holding and suspension.

As regards the Mark VI Bentley, I think this car may approach nearer to the ideal, but from my experience of this car so far it will not completely attain it. It is probably the best available to English buyers at the moment and I am awaiting delivery of my new Mark VI with interest.

My impression is that the Mark VI suffers from rather a false glamour, and most people make the mistake of regarding it as a sports car, which it most certainly is *not*. If it were viewed in its true light as a very refined touring car of rather mediocre performance as regards acceleration, a normal maximum of a little over 90 m.p.h. (statements or claims of genuine 100 m.p.h. in standard form are not borne out in practice) and distinctly inferior suspension, then fewer owners and would-be owners would be disillusioned on delivery—unless of course snob-appeal is at a premium!

The perfection with which the controls operate and the general smoothness, silence and silkiness go a long way towards making for untiring travel, but for a fast passage of the Alps, especially in bad weather conditions, I contend that a good Lancia "Aprilia" could leave a Mark VI stone cold.

I am, Yours, etc.,

Epsom. K. N. HUTCHISON.

AN INTERESTING M.G.

Sir,

I am enclosing a photograph of my rather hybrid M.G. Midget, which has a C-type engine in an M-chassis of 1930 vintage.

I am wondering if there are any other C-type Midgets still running, as they were never, presumably, very plentiful.

This car, which I purchased last August, purported to be an M-type with coachwork modifications, as can be seen (the rear luggage locker with lift-up top, which, if not so smart as the original pointed tail, is definitely more useful; and a fold-flat screen *a la* J-type), and fitted with a "J2" engine.

Certainly the rocker-box bears a "J2" data plate in the usual M.G. fashion, but inspection of the rocker-gear revealed an obvious M-type head; I was not then aware of the off-side carburetter mountings of the J-type, but this, when pointed out to me, merely seemed to confirm that I had apparently only got an M-type after all.

The engine has a single S.U. and M-type manifolds and is mated to a four-speed, remote-change gearbox, and drives *via* a Hardy-Spicer type prop.-shaft, which has had four inches cut out of the middle and been welded up, to suit the shorter M-type wheelbase.

I still had doubts about the engine, as its performance seemed far superior



to what I recalled of my M-type experience in pre-war days, and finding it would climb a steady gradient of 1 in 13½, two hundred yards long, at a steady 35-38 m.p.h. in top, with two up, strengthened these doubts.

The car also seems definitely over-geared in top (4.89 to 1 M-type axle ratio), and I usually run up to about 45 in third for brisk acceleration.

Having recently had the head off for the first time, I discovered the cylinder dimensions were 57 by 73 mm. (746 c.c.), and not 57 by 83 (847 c.c.) as for the M- or J-type engines, and it immediately occurred to me that this must be one of the C-type 750-c.c. racing engines of the "Montlhéry" type, using the first series head with both manifolds on the near side. This is the AA-type head, and the engine number of mine is, in fact, AA-102. I had previously written to the M.G. Service Department in search of enlightenment, quoting this number, but received a reply to the effect that they could not trace it, as it was definitely not a J-type and they were not able to help me.

Apparently the staff of the Service Department have short memories where their firm's former racing products are concerned!

The engine is in excellent fettle, there being only about .004 in. of bore wear apparent, but I found three broken valve springs, which in view of the fact that the C-type engine has peak revs. of 6,000, and the valve springs appeared to be those intended for the o.h.c. Morris Minor (peak revs. 3,000), is not really surprising!

Quoting again from Mr. Thornley's invaluable book, I find the output is listed at 37.5 b.h.p. at 6,000 r.p.m., which no doubt accounts for that over-geared feeling.

As, also, the output is equal to about 52 b.h.p. per ton laden weight and about 2.5 h.p. per sq. ft. of frontal area, it is not surprising that the car is a nippy performer.

Fuel consumption, incidentally, is around 38 m.p.g., cruising at 45-50, and oil about 400 miles per pint.

I should be very interested to hear of anyone else's experiences with this rather *rara avis*, and also from what car the engine AA-102 was transplanted, and by whom.

The chassis number, by the way, is 2 M1211, and the registration MW 8303.

I am, Yours, etc.,

J. C. ELKINS.

Runwell.

* * *

THE CAPE RALLY

Sir,

I was astonished to read the comments in the British Press on the recent *Daily Express* Torquay Rally, and I think that your own remarks were most timely. It is really sickening to those of us in "Foreign Lands," who are trying to uphold the prestige of British cars to see so much fuss made over a footling jaunt down to Torquay, whilst a real "trial" in the accepted sense of the word is totally ignored. I refer of course to the Mediterranean to Cape Town Motor Rally which is at present proceeding and which for some reason or other appears to have escaped the attention of both the Press and the sport in Britain.

Here is a real motor-car trial in the old pioneer spirit, which is so much in evidence throughout the development of the motor-car in France. The course is from the North African coast, across the Sahara through Nigeria, French Equatorial Africa, the Belgian Congo, Kenya, Tanganyika, North and South Rhodesia, the Union of South Africa down to Cape Town, a total distance of 9,500 miles, all of which has to be covered at an average speed of 35 k.p.h., including involuntary stops. Interest in the rally throughout Africa is tremendous, and being myself a member of the organising committee I know just what the Rally means to those who have had the pluck to enter for it. Of the nine countries represented—there is not a single Britisher—there are Frenchmen, Italians, Spanish, Hungarian, Belgian, Czecks, Germans, Americans and Egyptians and you may imagine how "small" we Britishers feel when it comes to the question of entertainment and no representative of Britain is entitled to be present. The only British vehicle is a Land Rover driven by a Frenchman, yet there are

(*Continued on page* 118.)

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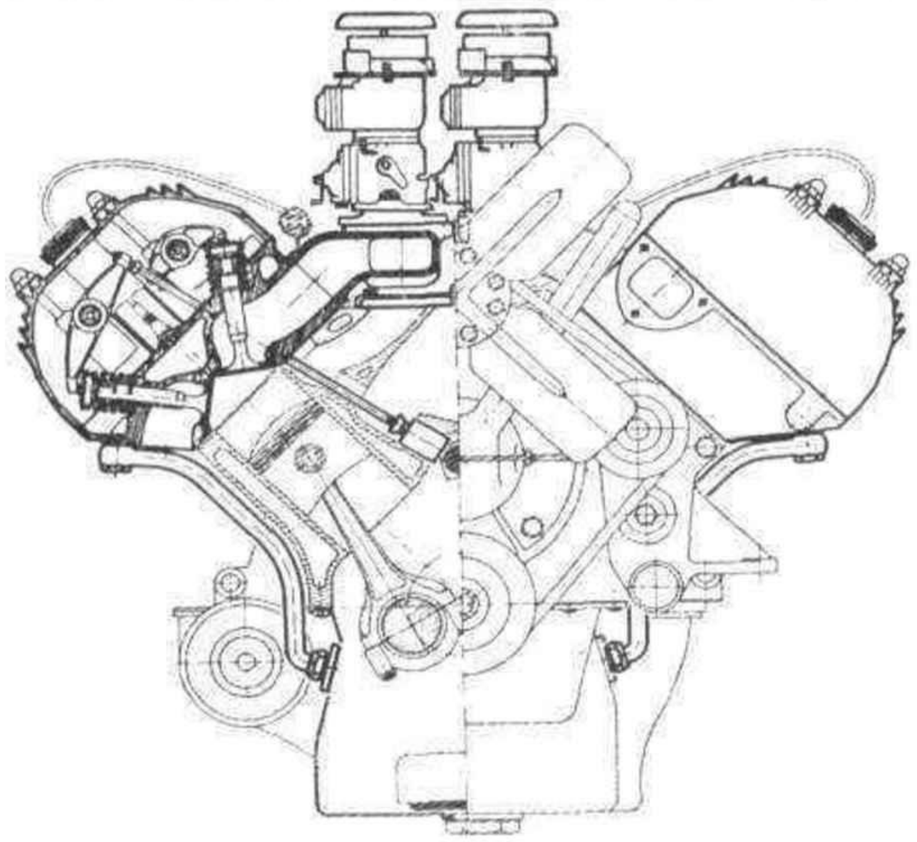
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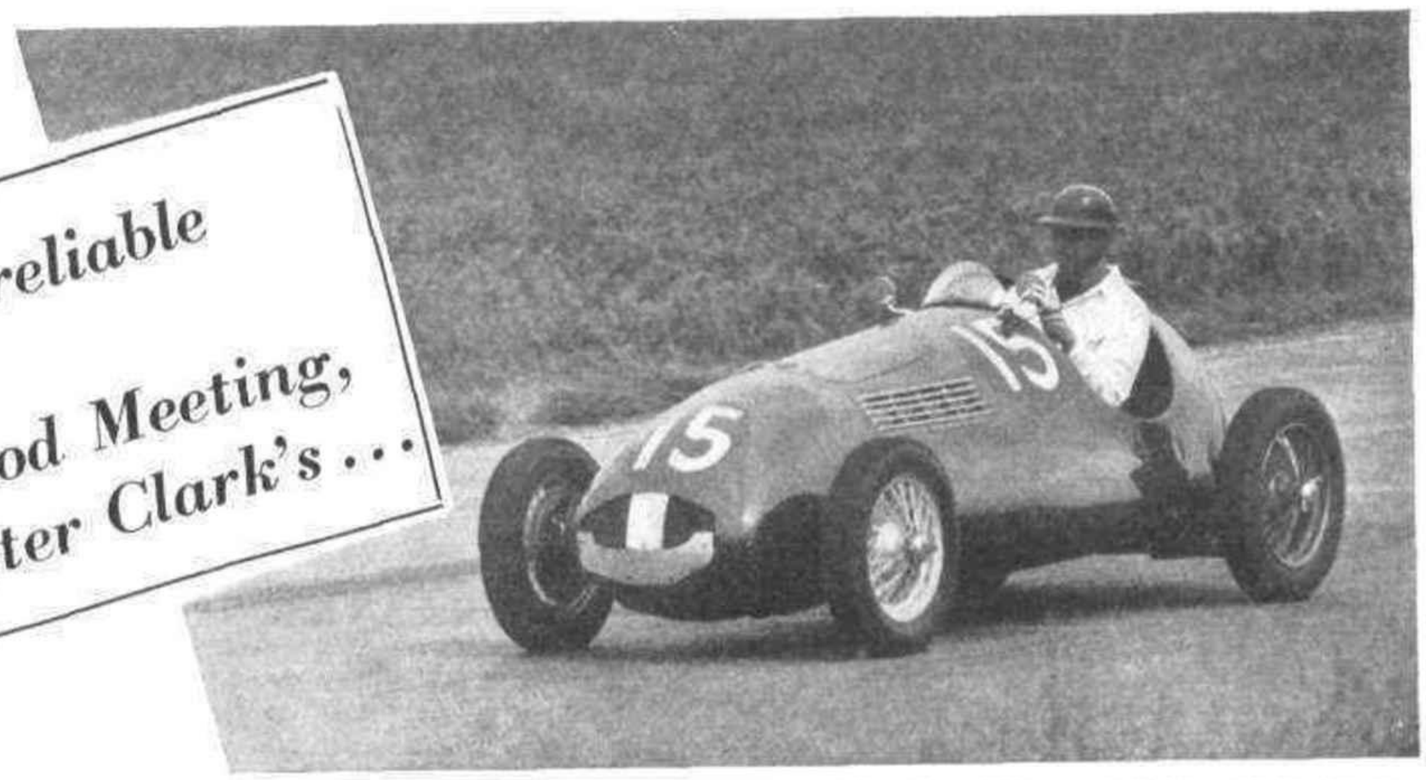
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ONSLOW-BARTLETT'S TRIALS SPECIAL—*continued from page* 132

How is this V-twin engine married to the chassis? It is as ingenious as the rest of the Bartlett-Special. The crankcase has a spigot for the attachment of a car-type clutch bell-housing but this Onslow eschews, although the J.A.P. is transversely-mounted. Instead, he drives by a short shaft to an exposed Ford Ten flywheel and clutch assembly. The flywheel has been lightened by 4½ lb., the standard starter ring is retained, and it all works admirably. Between two vertical plates along the chassis backbone is mounted a layshaft carrying two sprockets. From the flywheel another short shaft, with a Hardy-Spicer universal joint at each end, conveys the drive to this layshaft. A ⅝ in. by ½ in. chain couples the layshaft to the input shaft of a Ford Eight gearbox carried at the end of the chassis backbone below the layshaft. The use of two sets of sprockets enables a high or a low ratio to be used, changes of chain being possible in about 25 minutes. Incidentally, Bartlett uses dural sprockets of his own manufacture and experiences no undue wear providing adequate lubrication is provided, as it is by drip feeding oil to them from a one-pint tank. The gearbox is slightly inclined to the near side to enable the substantial rod which couples it to the forward-placed remote gear-lever to clear the chain and front layshaft mounting plate. The normal top and bottom gear-ratios are, respectively, 4.5 and 16.6 to 1, using 6.00–17 rear tyres.

Further ingenuity characterises the back axle, which is of swing-axle type to give independent rear suspension. A Ford V8 differential casing is bolted direct to the back of the gearbox. From this casing the half-shaft tubes have been removed. Ford half-shafts, cut down and splined, take the drive on each side to a Hardy-Spicer universal joint and from these run further cut down Ford half-shafts adapted to Ford Ten hubs. Parallel outer casings enclose these driving-shafts and Ford Ten back-plates and brake drums are used. As at the front of the car, these brakes have been converted to 2 LS Lockheed hydraulic actuation, and here Girling linkage also couples to an outside brake lever and central "parking" lever. Each back-plate carries a mounting for a vertical coil spring, the upper end of which is carried by the chassis, the wheels being located by radius-arms running forward and check-cables to control lateral movement. Hillman Minx phase 3 springs are used, and by screwing them into or out of their threaded top mountings their action can be varied and the ground-clearance lowered or raised. No shock-absorbers are required.

Minor controls are by Bowden cables to Bowden levers for air and ignition and foot (r.h.) accelerator for the throttles. Six cables are reduced to three in a junction box on the front of the engine. The clutch is also cable-operated. A small panel on the chassis backbone carries magneto cut-out and starter buttons, Lucas lamps-switch, and combined speedometer and rev.-counter. There is a second starter-button on the gear-lever—useful in special tests! Believe it or not, the Ford Ten starter on the off side, which has been rewound to take 12 volts and rotate in the reverse direction from normal, commences the lusty J.A.P. without recourse to the usual half-compression device. A Ford Ten dynamo on the near side of the engine is driven by whittle-belt.

A simple nose-piece and engine cover, with rigidly-mounted rear wings, all in 18-gauge aluminium alloy, comprises the body. A sheet of gauze between engine and occupants comprises the flameproof bulkhead and Onslow hopes it passes some air—but is rather dubious. Due to its position behind the seats, the engine doesn't get much air and we were shown a typically-Bartlett innovation intended for summer use—a 12-volt fan to blow air onto the cylinders!

The front wheels are Ford Ten, drilled to save 1 lb. on each, shod with 4.50 by 17 tyres, and the rear wheels carry 6.00 by 17 Oxborrow retreads—Bartlett will use nothing else for trials. 5.75 by 16 rear tyres were tried at first but a higher overall gear-ratio was deemed advisable, as well as greater grip—a further change to 6.00 by 18 is contemplated. This Bartlett-Special is rather heavier than its creator would wish—10¾ cwt., "wet," by which I mean with three gallons of fuel and *lots* of Hampshire mud, the weighing being done after the Southsea President's Trophy Trial!

It is certainly a very cleverly-conceived vehicle, and looks like being as successful as it is ingenious. But its famous builder of so many "specials" isn't likely to let this be his last. He has plans for a 500-c.c. rear-engined trials car, using a de-tuned "double-knocker" Norton engine. And in case air-cooling palls, he toys with the idea of a 40-b.h.p. Vauxhall Twelve engine, in the same place. Apart from his love of the trials game, Leslie Onslow-Bartlett is addicted to rallies, in which he has driven Fords and Sunbeam-Talbots in the past. He is likely to share one of the latest Inter. 195 Ferraris in this year's Alpine and Tulip Rallies.—W.B.

STOP PRESS

Since we printed the statement on page 112, John Bolster, press officer of the Veteran Car Club, informs us that Julian Jane *is* the Secretary of the V.C.C. This, following so soon after Miss Ruxton's request for a correction when we gave Jane as secretary *last month*, is somewhat confusing; at all events, we cannot print further bulletins until *April the First*!

* * *

Buckler's of Reading have fitted their divided-axle i.f.s., a Derrington alloy head, a larger carburetter and a "bunch of bananas" exhaust system to a client's Ford Ten-engined Anglia saloon, thereby improving the riding, roadholding and stability and endowing the car with greater liveliness.

* * *

The first Goodwood Members' Meeting, at which points for the MOTOR SPORT Brooklands Memorial Trophy will be awarded, has been postponed by the B.A.R.C. from April 14th to April 21st., as there is a B.M.C.R.C. motorcycle meeting at Goodwood on the former date.

V.S.C.C. at Bisley

Another series of driving tests at Bisley was held by the Vintage S.C.C. on February 18th, and the boys and girls gathered as much to admire the assembled cars as to watch the manœuvres. A hill stop-and-restart failed many, Carlisle's smart O.M. stopping low down, Firkins' 1914 Darracq and Elwell Smith's 1928 Aston-Martin half-way up, Hill's 1912 Hispano-Suiza getting a bit higher, while Power's 1924 Rolls Twenty, Fisher's 2-litre Lagonda, Hay's 1924 Bentley, Steele's 4½-litre Bentley, Stronach's 1933 Aston-Martin and Sanders' 3-litre Lagonda stopped high up, and Davies' Austin Seven "Swallow," Capt. Castle's 1926 Rolls Twenty, Hawkins' Riley, at cost of its exhaust system, and Kemp-Place's Healey "Silverstone" just got over the summit. Waine's 1926 Alvis, once a saloon, now a stark two-seater, lost its prop.-shaft, and the Rileys of Barr, Boswell Philips and Wood all stopped. Notably fine ascents of the steep, rutted gradient were made by Lockhart's 1924 Alvis, Evans' Lancia Lambda, Hull's Alfa-Romeo coupé (accompanied by a nice smell!), Hennessy's 4½-litre Invicta, Collins' 2-litre Lagonda, Day's very rapid 4½-litre Bentley, Binns' "30/98" Vauxhall, Sedgwick's 4½-litre Bentley, Butcher's Riley Nine, Cobbett's Frazer-Nash, Gilling's 1937 Riley, Miss Bode's 1,100-c.c. H.R.G., Brown's Frazer-Nash, Moore's M.G., Robertson's Austin Seven, Peter Clark's blown Vanguard, which cast away its silencing, and Ferry's 1,750-c.c. Alfa-engined G.P. Bugatti. Tulloch's Hudson-Special toyed with it and Gahagan's Nash-powered Alfa-Romeo hot-rod and Moss' 4½-litre Bentley sailed up. Harris-Mayes, with attractive passenger, blew the musical horns of his Vauxhall Velox all the way up, and for much of the afternoon—anything but music to vintage cars.

More tests followed, throughout which Ahern's passenger apparently continued to doze in the sternsheets of his Invicta, and attention was divided between these and the more interesting spectators' cars, amongst which a Pontiac Eight had made a forced landing. We noticed vintage Humber folk holding earnest post-mortems on Twelves and "14/40s," saw a 1913 Morris-Oxford, Humber Eight, "10/23" Talbot, and two vast men in a diminutive worm-drive Peugeot, auguring well for the new Light Car Section, and admired a vast, open Isotta-Fraschini.

Results:

VINTAGE CARS UP TO 1,500 C.C.:
1st: E. C. Davies (1929 Austin Seven).
2nd: B. Haythornthwaite (1929 Riley Nine).
3rd: D. F. H. Wood (1923 Riley) and F. H. Whiteley (1923 Gwynne)—*tie*.

VINTAGE CARS OVER 1,500 C.C.:
1st: L. Murray-Austen (1929 3-litre Lagonda).
2nd: S. Sedgwick (1928 4½-litre Bentley) and Capt. Castle (1926 Rolls-Royce Twenty)—*tie*.

NON-VINTAGE CARS UP TO 1,500 C.C.:
1st: J. J. Butcher (1933 Riley Nine).
2nd: B. E. Brown (1933 Frazer-Nash).
3rd: R. G. Forster (1938 B.S.A.).

NON-VINTAGE CARS OVER 1,500 C.C.:
1st: D. H. Gahagan (1933 Alfa-Nash).
2nd: P. C. T. Clark (1949 s/c. Vanguard), J. P. Ferry (1932 Bugatti-Alfa) and F. H. Moss (1937 4½-litre Bentley)—*tie*.

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LANCIA LAMBDA seventh series spares. Engine less head, £5; mag-dyno, 50s.; starter motor, 30s.; four-speed box, third worn, 50s.; camshaft, etc., for eighth series head, 60s.; 36" Motor Sports," 1947–50, 30s.; fifth series Lambda handbook. Offers. Box No. 848, MOTOR SPORT, 15, City Road, E.C.1. [3375

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FOR SALE—*continued*

6½-LITRE BENTLEY, 1928, chassis PR 2321. A particularly fine green touring car which has had over six hundred pounds spent on it recently. Detailed invoices and history of the car available. £450. Many spares available. Seen Essex. Box No. 849, MOTOR SPORT, 15, City Road, E.C.1. [3378

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FIAT 1100 saloon, 1938. Excellent throughout. £395. Another 1938, very fast with many extras including Motorola Radio, oil cooler, oil and water temperature gauge. £475. King, Barge Hotel, Shrewsbury. Tel.: Shrewsbury 3187. [3390

FOR SALE—*continued*

RILEY IMP, late 1935, 3,000 miles since complete overhaul. Body recellulosed green, all plated parts rechromed. Tyres and weather equipment good. Fitted Windtone horns. A fine example of this rare car. 350 gns. Rich, Painswick, Glos. Tel.: Painswick 2357. [3389

RILEY NINE rear axle assembly, prop.-shaft, parts differential missing, two wheels. £5. Crouch, April Cottage, Ashton, Chester. [3396

WOLSELEY HORNET SPECIAL, 1932. Completely rebuilt engine sleeved, crankshaft reground, etc., overhauled regardless of cost. Body rebuilt, new hood and side curtains, new tyres, new wiring throughout. Run-in only. £325. Box No. 854, MOTOR SPORT, 15, City Road, E.C.1. [3391

RILEY M.P.H. 7,000 miles since sleeving, mains, etc., high-compression pistons, preselector, new hood, etc. £500 or offer. Must sell. Reason for sale—marriage. Chapman, 9, Maycross Avenue, Morden, Surrey. [3394

TWO UNUSED 7.00 by 80 B.E. Dunlop tyres and four tubes. £10 the lot. Tel.: Albert Dock 2400. [3398

FIAT 500 SUPERCHARGER set by Arnott, including carburetter, lubrication system and all fittings. Only slightly used. Suitable for any engine up to 950 c.c. Offers around £40. Gent, 52, Mayola Road, Clapton, London, E.5. Tel.: Enfield 1228 weekdays 9 a.m.–5 p.m. [3399

£40. AUSTIN "12-4," late 1929. Weak points, wings, worn tyres. Body, upholstery, engine sound. Running. Seen Plymouth. Box No. 857, MOTOR SPORT, 15, City Road, E.C.1. [3402

M.G. "TA" 1937. Engine perfect, new valves, springs, batteries, tyres, oil nil, cellulosed British racing green. Completely rechromed, new upholstery, dashboard grained and instruments chromed, "M.G." monogrammed carpets. Whole car in immaculate condition, 30–33 m.p.g., 80 m.p.h. Any trial. £355. Mossford, 44, Beechley Road, Wrexham, N. Wales. [3403

M-TYPE M.G. MIDGET, o.h.c., 1931. Needs slight adjustment to timing of engine, has new king pins, crown-wheel pinion, clutch relined, drums reskimmed, carburetter reconditioned by S.U., three new tyres, two good. Body home made four-seater. Nearest £65. 83, Sherwood Park Avenue, Sidcup, Kent. [3404

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FOR SALE—*continued*

ROLLS MASCOT, 6 gns. Bentley "Winged B" mascot, £5 10s. 3½ Bentley aluminium undershielding, £2 10s. Box No. 858, MOTOR SPORT, 15, City Road, E.C.1. [3405

DELAGE D.8. Four-seater saloon. French streamlined body, new tyres, battery, clutch, gearbox. Excellent condition. £300. Autosprays, Torrington Street, London, W.C.1. [3407

ISOTTA FRASCHINI fitted with unusually modern sports coupé body, unusually attractive flowing lines. Offers invited. Box No. 861, MOTOR SPORT, 15, City Road, E.C.1. [3412

SET RILEY NINE PARTS suitable for special. Engine, chassis, reconditioned gearbox, shortened T.T. rear axle, two ratios, quadruple carburetters. Parts for i.f.s., etc. Also damaged "4/4" chassis frame and new i.f.s. framework. Box No. 860, MOTOR SPORT, 15, City Road, E.C.1. [3408

WOLSELEY 12 H.P. 1932 Sports Special open four-seater. Fine trim, recellulosed, etc. Nearest £165. 228, Haverstock Hill, N.W.3. [3410

M.G. "PA" special 2-seater body, rebored, crank, rockers. Must sell. £215. 2, Southwoods, Hendford, Yeovil. [3411

1935 LAGONDA 3½-litre, open 4-seater sports. Very good mechanically, bodywork good, very fast. £325. Pensby Motors, Thingwall, Birkenhead. Tel.: Upton 3744. [3413

LAGONDA 4½-LITRE open tourer. Type M45, 1934 model, first registered December, 1933. During 1950 the engine has been rebored, crankshaft ground, and main and big-end bearings remetalled. The gearbox has been overhauled and gears and bearings renewed as necessary. The back axle has been checked and new pinion bearings fitted. The servo-operated brakes have been relined and the electrical wiring overhauled. The car is in first-class mechanical condition. The open 4-seater body is in sound condition, but shows signs of wear. Price £250. This car is a bargain for an enthusiast, and is complete with alternative light aluminium mudguards for competition work. W. A. Dawson, Sundon Park, Luton. [3414

SUNBEAM-TALBOT 80. Special independent front suspension, 7,000 miles. £625. Box No. 862, MOTOR SPORT, 15, City Road, E.C.1. [3416

1930 ALVIS "16/95." Five new retreads, one new Dunlop. Chassis and three-carburetter engine overhauled and not yet run-in. Home-made 2-seater body requires painting and upholstery. Exchange 1949–50 350-c.c. or 500-c.c. motor-cycle or cash offer. Seen Hants. Box No. 864, MOTOR SPORT, 15, City Road, E.C.1. [3418

LAGONDA 2-LITRE speed tourer, 1929. One owner till 1945. Good tyres, two new Indias. £175. A. Biggar, 13, Coates Gardens, Edinburgh, 12. [3419

M.G. "TC," 1947 (September), 12,000 miles. Red. First-class in every way. Also Arnott's supercharger (complete), two 16-in. wheels, Lucas magneto, two competition wings (in primer), 9.3 works head (complete), two aero screens. Would separate. Taylor, 1a, Laneham Street, Scunthorpe, Lincs. Tel.: Scunthorpe 2436. [3420

ASTON-MARTIN, 1935, Mk II. Engine rebuilt etc.; 4-seater saloon. £395. Would exchange small family saloon. Liverpool. Box No. 865, MOTOR SPORT, 15, City Road, E.C.1. [3422

RILEY NINE, very attractive sports 2-seater, 1933. Twin carburetters, high-compression pistons, fast, new battery. Excellent condition. Photograph. £250. K. R. Lee, 27, Breinton Road, Hereford. [3423

RILEY "13.5" Stelvian saloon, 1934. Preselector gearbox, £30 overhaul. Accept £150. Owner disabled, would like Ford Ten tourer or similar proposition. Brett, "Fenton," Fawley, Hants. [3427

O.E. "30/98" CYLINDER HEAD and manifold flange gaskets, complete new set, £1 15s. Wells, Seaview, Pevensey Bay, Sussex. [3433

FOR SALE—*continued*

BENTLEY 1924 3-litre, long-chassis tourer. Red Label engine, 4½ axles. Park Ward aluminium 4-seater coachwork. Hood, sidescreens, tonneau cover. New battery, chrome, wiring. Immaculate. £275. Playfoot, Berkeley Lodge, Ridgway, London, S.W. 19. Tel.: Wimbledon 4657 and Abbey 4535. [3431

1935 ARMSTRONG-SIDDELEY 17-h.p. Sleeved and Hepolite's crank ground, new valves, springs, etc., 1,000 ago. Body sound but needs attention. Exchange for 4-seater sports or coupé in comparable condition. Vickery, 8, Gunnersbury Park Mansions, Ealing, W.5. Tel: Acorn 1685. [3435

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1934 FORD "14.9" drophead. Duo-blue and black coachwork in really outstanding condition. No corrosion, new hood and tyres, engine, steering and rear axle reconditioned. All spares available if required. Utterly reliable and economical. Will last indefinitely. Nearest £150. Box No. 867, MOTOR SPORT, 15, City Road, E.C.1. [3436

BENTLEY 4½-LITRE drophead coupé. Chassis M.S 3953 in superb order. £425. 3-litre short-chassis with wide 4-seater body, in good running order. £175. For full details write Matthews, Long Bredy, Dorset. [3438

AUSTIN SEVEN sports/tourer, short-chassis; four-speed gearbox, overhauled throughout, taxed, numerous spares, exchange for 1934–35 Ford Eight. Hinton, The Manor, Bishopstone, Swindon, Wilts. Tel.: Wanborough 280. [3428

FOR SALE—*continued*

ALVIS "12/50" 1931 4-seater tourer, 4,000 miles since rebuilt, space needed. £150. Knowles, 96, St. George's Road, Wallasey, Cheshire. [3439

"14/45" 1934 LOUDON TALBOT 5-seater saloon, well maintained, exchange for similar "8/10" 2-seater coupé or drophead. Loudon Talbot, M.G., Morgan "4/4" preferred, but offers. Family grown up. MacIlwaine, Brough, Yorkshire. [3421

£120. S.S.I 16 h.p., 43,000, £52 overhaul 39,000. Single Solex, 25 m.p.g. Bodywork, tyres good. After 7 p.m. only. Warne, 33, Ambleside Av., S.W.16. Tel.: Streatham 5785. [3442

1937 H.R.G. Meadows. Engine completely overhauled, resleeved, new pistons, reground shaft. Excellent mechanical condition. Best offer over £350. Box No. 869, MOTOR SPORT, 15, City Road, E.C.1. [3444

1931 RILEY 9-H.P. saloon, special series engine, twin carburetters. The car engineer-owned and in excellent condition. Exchange with adjustment or purchase 9-h.p. Riley Kestrel, engine and gearbox in any condition, even a non-runner, remainder of car must be in good condition if untidy. Hardman, 28, New Town Road, Colchester. [3447

M.G. 1939 Ten Tickford coupé, 40,000, two owners. First major overhaul November, 1950, bored, sleeved, crankshaft (new), dynamo, starter, carburetters. Recellulosed red, new hood, tyres, carpets. Beautiful example. Offers over £445. Riley Nine or similar wanted for larger family. 44, Dysart Avenue, Kingston-on-Thames. Tel.: Kingston 7825. [3448

SIMMS S.F. 4 MAGNETO (makers reconditioned), £4. Riley Nine (1932) block, camshafts, rods, sump, timing case, clutch, lamps, front and rear wings, windscreen, offers. Four thermometers, 7s. 6d. each. Two 6v starters, suitable Morris Eight, offers. "Mahala," 26, Central Avenue, Polegate, Sussex. [3450

FORD V8 roadster. Wind-up windows, good order, brakes relined, new springs, etc. Good tyres. £100. 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [3451

ZEISS 9-in. headlamps. Good reflectors. £9 pair. 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [3451

AUSTIN—Ulster close-ratio gearbox, rebored, Wellworthy pistons, new radiator, good tyres, downdraught carburetter, high-compression cylinder head. Suitable vintage and 750 events. £125. 93, Pack Lane, Basingstoke. [3451

"MOTOR SPORT," 55 copies, from 1946–1950. What offers? 2, Wiltshire Gardens, Twickenham, Middlesex. [3452

TED LUND wishes to sell his M.G.-engined special, or would consider exchange. Engine just been rebuilt and car now ready for touring or competitions. Details on request. E. K. Lund and Co., Preston Road Garage, Coppull, near Chorley. Tel.: Coppull 285 (up to 11 p.m.). [3453

MEADOWS 1929 4 E.D. gearbox complete with clutch and clutch housing, as new, unused. £5 10s. Pair of 30 mm. Bronze Solex carburetters same year and condition, £2. Robathan, Upper House, Eastnor, Ledbury, Herefordshire. [3455

£37 10s. JOWETT 2-seater sports, 1927. Used daily. Four new tyres and tubes. Baker, 68, Cromwell Road, Peterborough. [3456

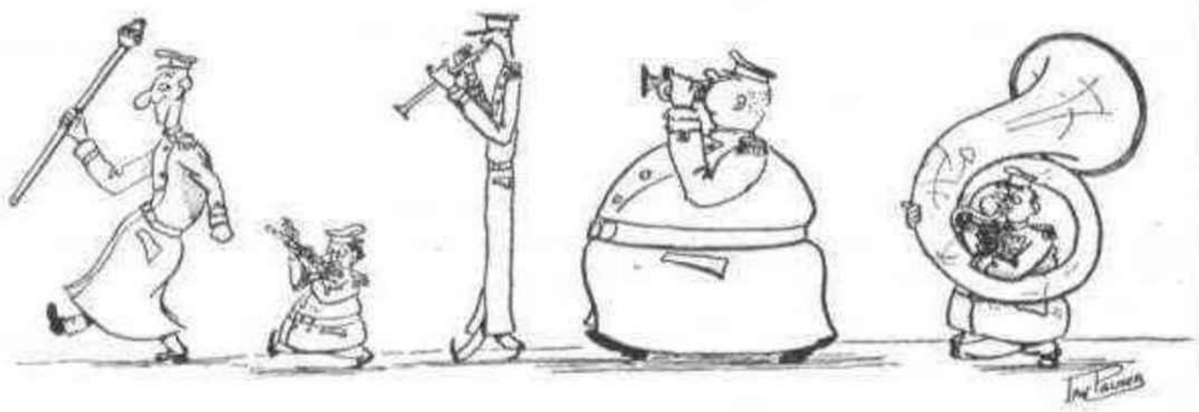
1937 A.C. drophead foursome. Black, red leather. Overhauled by makers in September, 1949. Mileage only 38,000. Safe, fast, British thoroughbred. £400. J. B. Laing, Brambletye, Limpsfield, Surrey. Tel.: Oxted 35. [3457

G.N.S. 300 miles. Riley Nine engine, high-compression Martlets, four-branch exhaust, twin exhaust cams, etc., i.f.s. gives hands off steering at maximum speed (75–80 m.p.h.). A trials car that is at its best when driven fast on the road. £285. Newnam, Park View Road, Wollescote, Stourbridge. [3478

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LEA-FRANCIS " 12/40 " chassis complete. Excellent condition, also many spares. Will separate. No reasonable offers refused. Cambridge, 13, Ashcroft Road, Worcester. [3458

JOHN BLAND, Talbot specialist, can supply for all models. Water pump bodies, covers, spindles, packings, gland nuts, etc. Flexible one-shot oil pipes. Crankshaft to gearbox. Oil seals. All gaskets. For " Sevens " only, water manifolds. Exchange service radiator. Many other parts, new and secondhand. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [3459

JOHN BLAND offers 1932 Talbot Fourteen saloon. Excellent coachwork, good battery, three practically new tyres, recent complete engine overhaul. £95. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [3459

BENTLEY 3-litre Red Label, 1924 with 1926 modifications, exceptional condition. Roomy Park Ward tourer, hood and sidescreens. Good tyres. £285. Harman, Northaw, 2, Wych Hill Lane, Woking. Tel.: Woking 2635. [3460

VINTAGE 1923 BEAN, 11.9 h.p. open 4-seater. Appearance similar page 82 February MOTOR SPORT. Good condition. Will go anywhere. £30. Makins, 154, Mildmay Road, Chelmsford. [3462

RILEY NINE, Treen T.T. Replica. Described and illustrated June MOTOR SPORT. Excellent condition. £500. Currie, St. Peter's Hall, Oxford. [3463

JAGUAR 100, 1938 3½-litre 2-seater sports. In perfect all-round condition. Maintained regardless of expense. Engine, steering, suspension, braking, etc., faultless. Just recellulosed Alpine blue. Complete all-weather equipment. Five very good tyres. Brilliant performance. Capable of over 100 m.p.h. This extremely attractive car is offered at £495. Photographs willingly sent to genuine enquirers. This is a private sale, but hire purchase can be arranged if required. Write, Willis, " Maylands," Westfield Road, Wellingborough, Northamptonshire. [3466

£25. AUSTIN SEVEN fixed head uncompleted 2-seater body. Owner no time to complete. Also many spares for Austin Seven engines. Write please to G. E. Kelsall, " Windward," Newark Road, Peterborough. [3469

1923 3-LITRE BENTLEY 4-seater, original style. Engine rebuild cost £150, good tyres, battery, new hood, tonneau. Details on request. £325. Also four 5.00 by 18 new tyres, £5 10s. each. Part worn 5.25 by 21 tyres and tubes, £4 10s. and 10s. each. 2-litre Lagonda wheel, good condition, with new tube, good tyre, £7. Splined hub, £1. Autovac, £1. Wanted 6.00 by 20 tyres. Hales, Market Place, Henley-on-Thames. [3470

1936 AUSTIN SEVEN 2-seater special. Excellent tyres, fold-flat screen, slab tank, underslung chassis, remote gear-change. Taxed. £135. Barnard, 34, St. Mary's Grove, Canonbury, N.1. [3471

WOLSELEY HORNET E.W. Special. Full details on request. One of finest examples in country. Gozzett, 55, Vicarage Road, Chelmsford. [3472

AUSTIN SEVEN CHASSIS FRAMES, brand new, latest type, ideal for specials. £10 10s. each. Harcourt Motors, Chandos Street, Leamington Spa. Tel.: Leamington Spa 1904. [3473

RILEY ALPINE saloon, 1933. Engine completely overhauled, well shod. £100, exchange 7–8 h.p. 4-seater. 19, Melbourne Road, Carlisle. [3474

INVICTA 1½-LITRE ENGINE complete, manual E.N.V. and all accessories, £40. Ditto, engine, slight jacket crack, and many spares, £25. Ditto new differential assembly, £12 10s. 28 by 3 B.E. cover, 30s. Large headlamp, as new, 50s. 350-c.c. Barr and Stroud, £10. 1927 16-h.p. Sunbeam tourer, £45. Smith, Tythe Cottage, Bakers Lane, Knowle, Birmingham. [3475

S.P.A. 1922 Type 23 sports 2.7-litre drophead coupé. Mileage 21,000. Unlicensed 1930–47. Sell or exchange for Bugatti, Lancia or similar. Preferably about 12 h.p. Kay, Marsh Lane, Hambleton, Blackpool. [3476

ALVIS " 12/60 " T.L. 1932 open 4-seater. P.100 lights, disappearing hood, luggage boot and detachable box to fit, full-length tonneau cover, four new Indias. Taxed year. Probably available mid-April. Everything necessary has been done to this car during the last year, and there is nothing whatever to spend. Present owner fourteen years. No offers below £250. Box No. 870, MOTOR SPORT, 15, City Road, E.C.1. [3477

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AUSTIN SEVEN SPECIAL. High-compression head, body shell, front axle, springs, etc., by Cambridge. Four new tyres and tubes. Suitable trials work. Owner going abroad. First reasonable offer accepted. Seen by appointment. Lt. Notley, Cotchet Farm, Blackdown, Haslemere, Surrey. [3481

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Austin 7-h.p. saloon, 1932 ... ... **£95**
Standard 9-h.p. 4-door saloon, 1932 **£135**
Standard 10-h.p. 4-door saloon, 1935 **£195**
Lagonda 4½-litre pillarless saloon, 1935 ... ... **£285**

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FOR SALE—*continued*

LAGONDA 4½-LITRE. 1934 pillarless saloon. Stored past four years. Unlicensed, but trial can be arranged. £300. B.M./E.U.L.B., London, S.W.1. [3480

PLATINUM CONTACT SET, 27s. 6d. Runbaken oil charger, new, £3. Ferodo brake indicator, new, 17s. 6d. Required 12v " Radiomobile." Landon, 4, Goodwin Road, Shepherd's Bush, London, W.12. [3482

FRAZER-NASH, 1933 T.T. Replica, short-chassis, high-compression Meadows 1½-litre, Laystall crankshaft. Engine, transmission and chassis maintained in perfect condition. Body fair, but new hood and tonneau cover. First offer over £300 secures. Box No. 872, MOTOR SPORT, 15, City Road, E.C.1. [3483

ALVIS " 12/60 " tourer, 1932 4-seater. New hood and screens, new tyres, body and engine in excellent condition, oil pressure 30 lb. hot, radio fitted. £200. Box No. 873, MOTOR SPORT, 15, City Road, E.C.1. [3484

MORGAN THREE-WHEELER. Taxed, insured, good condition, £20 just spent. Offers round £70. Lee, Bradford Peverell, Dorchester. Tel.: Dorchester 961. [3485

TYPE 43C 2.3-LITRE BUGATTI 2/3-seater, registered 1934. Engine, gearbox overhauled new G.P. axle, four new tyres, new hood, 7-in. speedometer and rev.-counter, late-type wheels, new lamps. Resprayed racing blue. A very fast and reliable car with superb brakes and road-holding. £360. Reliance Motors, 40, Gun Lane, Strood, Kent. Tel.: Strood 78051. [3486

FORD V8, 1938 dismantling. Riley Nine and Fourteen parts. Triumph Ten gearbox. M.G. spares. Crown-wheel and pinions, various types. Box No. 874, MOTOR SPORT, 15, City Road, E.C.1. [3487

LAGONDA 2-LITRE, twin o.h.c. tourer, 1928, black, Chrome lamps and radiator, good hood/screens. Present owner seven years, bought saloon. £165, offers. Tel.: Lee 8793. [3515

GRAHAM PAIGE Crusader (1929) 21.6 h.p. Engine rebuilt September. New radiator block, good tyres. £185. Howard Vyse, St. Patrick's Hall, Reading. [3517

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1949 MORGAN " 4/4 " 4-seater. Very small mileage. Genuinely as new. Owner needs larger car. Hood, sidescreens, tonneau cover perfect. Offers over £600. Barn House, Welford, Stratford-on-Avon. [3518

GENUINE AUSTIN SEVEN Nippy 2-seater sports. Recent new hood, respray, etc. £180. 69, Riverview Road, Ewell, Surrey. [3519

RILEY NINE, 1932 Monaco saloon. Rebore, crank reground August, 1950. Body fair. £100. Nicol, 260, Torrisholme Road, Lancaster. Tel.: Lancaster 1587 evenings. [3520

STARTER, FORD TEN, as new, best offer. Two 6-in. euromium headlamps (chrome pitted), 25s. pair. Lucas " Alto " 12v. horn, 16s. 6s. or exchange for 6v. 230, Lodge Lane, Grays, Essex. [3523

£40. 1928 ARMSTRONG-SIDDELEY tourer. Taxed March. Good running order. E. Butcher, 5, The Glade, Welwyn Garden City. Tel.: Welwyn Garden 4198. [3524

750-C.C. AUSTIN SPECIAL 2-seater. Completely rebuilt with lengthened chassis. Registered 1950. £150 or near offer. 54, Byron Road, Wealdstone, Middlesex. [3525

INVICTA 4½-LITRE 100-m.p.h. 2/4-seater. The engine is not fully run in since rebuild. Anyone interested can rest assured that this car is in superb mechanical condition. Coachwork good, cellulose good. Fitted Telecontrols. Best offer around £400 secures. Gammon, Fruit Farm, Bramley, Surrey. Tel.: Bramley 2219. [3526

1930 ARMSTRONG-SIDDELEY 12 h.p. tourer. Excellent appearance. Mechanically sound. Weather proof. R.A.C. inspection. £95, offers. Corbett, 241, Longbridge Lane, Birmingham, 31. [3529

LAGONDA RAPIER 10-h.p. 1934 4-seater. Bodywork unscratched. Recently overhauled engine and gearbox. Almost new hood, screens and tyres. A car for a connoisseur. £275. Killip, 73, King Street, Shrewsbury. [3530

ALFA-ROMEO, Type 6C 1,500 twin-cam; 10,000 miles since engine overhaul, well shod, in excellent condition, owner got new car. £290, or offers. H. Badger, 152, Broom Road, Rotherham. Tel.: Rotherham 2688. [3531

BENTLEY 4½-LITRE, 1930 ash shooting brake, with rear door entrance. Bench-type seats folding to make flat bed 14 inches above floor. Two new Dunlops. £395, or exchange 3-litre Red Label. Box No. 881, MOTOR SPORT, 15, City Road, E.C.1. [3532

2-LITRE LAGONDA, 1931; 3,500 miles since complete rebuild. British racing green. New hood. £250. Brooks, 114, Mossley Road, Grasscroft, near Oldham. Tel.: Saddleworth 158. [3533

1934 RILEY FOURTEEN Winchester. Fitted excellent truck body with canvas tilt. Crash box, Rudge wheels, good tyres. A great deal of work has recently been carried out, including engine and gearbox overhaul, rewiring, dynamo reconditioned, a new battery fitted; also " Bray " water heater. £185, or exchange 8–10-h.p. van. Maughiling, Pete Hall, Abberton, Colchester. Tel.: Peldon 230. [3534

ALVIS 1935 Speed Twenty saloon. A good specimen of this outstanding marque. Recently overhauled. Oil consumption nil, petrol 18 m.p.g. Telecontrols, twin spots, wired for radio. Owner requires drophead coupé or fast open sports car. £425. Lawrence. Tel.: Popesgrove 3691, Ex. 18 (evenings), Leatherhead 4011 (day). [3536

1935 ALVIS FIREBIRD SPARES. Complete set engine and gearbox mounting rubbers, clutch plate, cluten thrust pad complete, flywheel spigot bearing, rear bell housing bearing. All new and unused. Wolseley Hornet Special, 1934 flywheel and clutch assembly complete. 23, Talbot Road, Luton, Beds. [3538

IF YOU WISH to sell your car, why not consult me. I will act as your personal salesman and agent without cost or obligation. Write for full details. Box No. 911, MOTOR SPORT, 15, City Road, E.C.1. [3504

1931 AUSTIN SEVEN saloon. Updraught Zenith, 8,000 since reconditioned engine. Taxed year. Good battery, tyres, springs, kingpins. Tidy external, slightly tatty interior. With cash adjustment, offered in exchange for Ford Eight or Ten saloon. Reason for sale too much family, not enough Austin. Genuine enquiries only please. Underhill, 9, Ridgeway, Woodford Green, Essex. Tel.: Buckhurst 5713. [3542

1928 2-LITRE LAGONDA. Extra lamps, vizor, folding rear screen (Triplex). One enthusiastic owner since 1934. £170. Wanted. Coupé. Later 2-litre or Alvis, preferably Silver Eagle. Bloxam, Gorse Bank, Broughton-in-Furness. [3544

MERCEDES-BENZ " 36/220 " radiator, £10, crated. Armstrong-Siddeley Sphinx chrome mascot, £2. 100 lapel badges, cars and motoring, all different, £7. " Flat Out," Eyston, £1. " Combat," Lyndon, £1. Box No. 883, MOTOR SPORT, 15, City Road, E.C.1. [3446

M.G. " 18/80 " MK I, 1931. Enthusiast's car in sound mechanical condition. Rewired, new batteries. Smart bodywork. Good tyres. £160. Second engine for spares, £15. Adams, Brookfield Avenue, Endon, Stoke-on-Trent. [3547

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1929 ALFA-ROMEO 1½-litre (supercharged) " 15/85 " six-cylinder, twin-cam. Under two years' use since 1940. Mechanical rebuild 1946. Since had only three months' use. Body 1937 open 2-seater. Large luggage compartment in tail. Respray 1950. Hood, side screens, tonneau. This car has never exceeded 4,000 r.p.m. in my hands, perfectly docile, never oils plugs. Further information and photo on request. Domestic reasons necessitate purchase of smaller car. Part exchange, or offers around £425. Dennis Batema , " Wayside Cottage," Lelant, St. Ives, Cornwall. [3545

RILEY NINE short-chassis special. Ideal for trials, hill climbs, etc. New battery, almost new rings, good tyres, two spare wheels, excellent mechanical condition. Box No. 884, MOTOR SPORT, 15, City Road, E.C.1. [3548

VAUXHALL " 20/60 " saloon, 1928. Body in excellent original condition, just repainted. Five good tyres. Mechanical condition good, although engine is a little tired. Taxed and insured, drive her away Offers around £85. Farr, 101, London Road, Luton, Beds. Tel.: Luton 2315. [3549

1934 SINGER " LE MANS " 2-seater. Cream and green, in absolutely first-class condition. Has recently been completely overhauled and fitted with new hood and sidescreens. New Dunlopillo seats made to customer's specification. Engine rebored, crank ground, brakes relined, new Solex carburetters, hydraulic system checked and new parts fitted wherever needed. All instruments work. Chrome as new. Tyres 100 per cent. The owner will be pleased to give a demonstration to interested enquirers. Price £225. 42, Park Road, Peterborough. Tel.: Peterborough 3333. [3550

SS. 100 JAGUAR, 1938 2½-litre, late property of enthusiast; 40,000 miles; 90-95 m.p.h. 20 m.p.g. A most attractive car in immaculate condition. £585. Huxham's, Ltd., Penn Hill Garage, Branksome, Bournemouth. Tel.: Parkstone 2. [3552

M.G. 2.6-LITRE sports saloon. Black. Registered 1939 but little used, and in beautiful condition. New tyres all round. £575. Huxham's, Ltd., Penn Hill Garage, Branksome, Bournemouth. Tel.: Parkstone 2. [3552

RILEY KESTREL 1½-litre, 1937, Sprite head, quiet gearbox, excellent tyres. 95-amp. battery, good performance and condition. £345. Robertson, 74, Kings Road Wimbledon, S.W.19. [3489

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AEROMINX 2-seater coachbuilt body in excellent condition, complete with petrol tank, upholstery, hood and dash instruments (rev.-counter, two oil gauges, ammeter, petrol gauge and switches.) Also *pair 1923 vintage French Zeniths, 30 mm. bore, ex-2-litre Bugatti,* cheap. Wanted G.P. Bugatti chassis, complete. J. W. Horridge, Elton Lodge, Bury, Lancs. [3491

ALVIS FIREFLY tourer 11.9 h.p. Reconditioned throughout, 7,000 miles since rebore. New hood, sidescreens and batteries, new S.U. carburetter. Enthusiast maintained. A beautifully preserved specimen, complete with radio. £285. Tel.: Central 3927, day; Wimbledon 3244, evening. G. D. Page. [3494

1100 FIAT CYLINDER HEAD, 308C model, bronze plug inserts fitted, perfect condition. £16. Musker, 12, Nursery Road, Davyhulme, Manchester. [3496

BENTLEY 3-LITRE, first registered 1934. In original and excellent condition throughout. Engine reconditioned, including chromium liners, pistons, crankshaft, clutch relined, brakes, etc. Resprayed and fitted with new lamps (P.100s). For sale or exchange Riley, Aston, M.G. or similar. Neale, 1624, Bristol Road South, Rednal, Birmingham. [3498

OFFERS WANTED. M-type Midget engine spares, Motoring books, MOTOR SPORTS. List s.a.e. Davies. 30, Oxenden Park Drive, Herne Bay, Kent. [3499

ALVIS FIREFLY saloon, 1934. Body by Cross and Ellis. Preselector. Uses no oil. Not yet run-in from rebore. Really good specimen. £275. Or will exchange for 1932–33 Alvis Speed Twenty, in similar condition and cash, or will purchase Speed Twenty. Cleaver, Becca North Lodge, Tadcaster, Yorkshire. [3500

WOLSELEY FOURTEEN SIX tourer, 1937. Wind-up windows. Tyres, engine, body, transmission, excellent. Dead reliable. £300. Near offer. Cleaver, Becca North Lodge, Tadcaster, Yorkshire. [3500

FIVE 6.00 BY 21 DUNLOP standard tyres, some half, some two-thirds worn, with tubes. £15. Chapman, 150, Mayplace Road (E), Bexleyheath. Tel.: Bexleyheath 2871. [3502

AUSTIN/FORD 8-h.p. special, built December, 1948. Very good condition. Weather equipment. Similar Dellow. £225 or nearest. Photographs available. Clee, " Shrubbery Hill," Cookley, Worcs. [3503

ALVIS " 12/50 " " TJ " Cross and Ellis tourer. Good mechanically, well maintained, full all-weather equipment, full tonneaus. Laycock, 55, Scholes Park Drive, Scarborough. [3510

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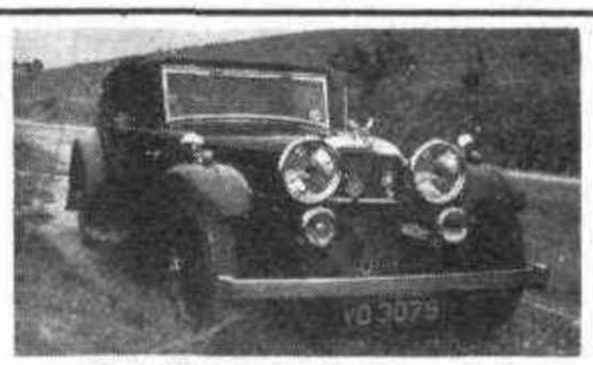
1926 AUSTIN " 12/4 " tourer, well maintained and in excellent condition throughout. £75. Green, 19, Hampton View, Bath, Somerset. [3508

2-SEATER " PB " M.G. Excellent condition, having been stripped to the chassis and rebuilt in 1948. Superb bodywork, engine rebored and remetalled 2,000 miles ago. Good all-weather equipment and several extras, including luggage rack, aero screens and extra instruments. Fast and reliable 295 gns. Box No. 889, MOTOR SPORT, 15, City Road, E.C.1. [3509

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HUMBER NINE, 1930, running order, but without body. What offers? Apply Hill House, Warley Hill, Brentwood, Essex. Tel.: Brentwood 401 or 2319. [3511

1936 TALBOT TEN two-door pillarless saloon, value approximately £250, exchange for 12–16-h.p. saloon or sports of same value, or would sell. 63, Gravelly Hill North, Birmingham, 23. [3522



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VANDEN PLAS D/H COUPE, BLACK

Recently overhauled at cost of over £230 and in faultless condition. An immaculate specimen of this attractive car **£395**

WADSWORTH, 44, Silverdale Road, Petts Wood, Kent *Orpington* 7329

SINGER " 13.9 " (1933) Sportsman fixed head two-door coupé. Very good, 28 m.p.g., exchange for smaller sports or saloon. Sell £150 (London). Box No. 890, MOTOR SPORT, 15, City Road, E.C.1. [3449

£80—SUNBEAM, 1931, 24 H.P. Good coachwork and mechanical condition; discs. Consider exchange. Tel.: Maidenhead 2713. [3579

MERCURY-ENGINED FORD V8, Model 18, black 4-door saloon. Bosch headlamps. New Lucas outsize battery, Mellotone horns, distributor, coil, plugs, wiring, etc. New Dunlop " Forts." Bills shown. Tow-bar. Taxed, insured. Exceptional. £175. Owner going abroad. Anthony Garthwaite, 30, Cadogan Place, S.W.1. Tel.: Sloane 1481 or London Wall 5092. [3553

ROLLS-ROYCE " 40/50," Waggonette shooting brake body, built by Croal, Edinburgh, 1910. Engine No. 93. Leather wings, in exceptional condition, first-class mechanical order. £150. Vauxhall tourer, 1921, approximately 21 h.p., running order, but some minor fitting removed, £35. Auto Parts, Gogar Bank, Edinburgh. Tel.: Edinburgh 65718. [3554

JAGUAR 3½-LITRE saloon, late 1946; black. Total mileage only 28,000. A superb specimen carefully maintained by private owner. Absolutely spotless. Fitted Vertex magneto ignition and many extras, including radio, heater, Ace discs, special Mellotone horns, additional lamps, bumper over-riders, chromium badge bar, etc. A 100-m.p.h. Rally car. 1,000 guineas or near offer. E. W. H. Nairn," Georgefield," 31, Inverleith Terrace, Edinburgh. [3555

ALVIS " 12/50," 1924, 4-seater sports. Very sound and reliable. Paintwork good, nearly new hood and screens. Upholstery fair. Two new tyres. £120. Corgi fold-up lightweight, little used, £32. Falcon Hotel, Theale, Reading. [3556

M.G. 1938 "TA." Black. Many extras, including rear Andre telecontrols. Taxed year. £265 or near offer. Rogers, 14, Northumberland Road, North Harrow, Middlesex. Tel.: Harrow 0205. [3559

FOR SALE—*continued*

1931 ALVIS " 12/60 " special tourer. Resprayed black; new hood, side-screens, tonneau. Twin spares, cycle-types, fold-flat screen. Mechanically sound. Spares include gearbox with all new cogs, needs assembling, twin S.U.s and manifold, engine less block and head castings. £200 the lot. Wallwork, 219, Hale Road, Hale, Cheshire. [3557

LAGONDA 3-LITRE, 1929, high chassis, fitted 4-door fabric drophead sports saloon by Salmons. Mechanically sound, very good body, good tyres and batteries. All instruments working. Recently decoked, bright parts rechromed, and interior wooden fittings repolished. Any reasonable trial. £125. After 7 p.m. or week-end: Lamb, 26, Granville Road, Sidcup, Kent. [3558

COVENANT FREE March 13th. M.G. " TD " Midget. Mileage 7,500; as new, fitted radio and spotlights. Reason for sale, owner called for National Service. £900. Tel.: Colchester 2408 after 7.30 p.m. [3560

" MOTOR SPORT," 1939-1949, single copies, complete your set. S.A.E. for list. Humphries, 97, Churchill Avenue, Aylesbury, Bucks. [3561

M.G. MAGNA-MAGNETTE. Rebuilt throughout, lightened 2-seater; blue. Modifications: oversize inlets, lightened flywheel, high compression, new copper exhaust system, new radiator, stiffened chassis, large Magnette brakes, new king-pins, shackles, trunnions, wheel bearings. New hood, screen, seats, interior, dash, aircraft instruments, 5-in. rev. Spare engine, gearbox, axles, etc. Enthusiast's car. Excellent performance. Photo. Offers over £200. Reason for sale. Gray, Brook Farm, Cowfold, Horsham. [3563

LAGONDA 4½-LITRE Vanden Plas tourer, 1934 vintage. This car is in excellent order throughout and has had several hundred pounds spent upon it during the past three years. Tyres are new and present owner is selling only as result of family increase and attendant expenses! Offers over £300 considered. S.A.E. to Edwards & Co. (Bournemouth), Ltd., Pokesdown Hill, Bournemouth. Tel.: Southbourne 1032-3. [3564

PERFECT M-TYPE CHASSIS. Rough, serviceable body. Chassis completely, repeat completely, rebuilt only 3,000 miles ago. Frame cleaned, descaled, repainted rustproof aluminium. Springs reset, retempered, greased, wrapped waterproof tape. All new shackles, pins. New king-pins, bushes, steering joints. All new brake linings, P-type Bowden cables. All wheel bearings renewed. Wheels trued, painted aluminium, all new tubes and covers. Block surface-ground, sleeved standard. Crankshaft ground, all bearings remetalled, new ball-race. Head ground, new valve seat inserts, guides, springs, valves. All new rockers, bushes, spindles. New M.G. camshaft. Hard-chromed vertical drive pinion with special oil seal arrangement. Dynamo, starter, Lucas rebuilt. Engine clean and quiet. Vokes full-flow oil filter fitted. Graphited oil only used. Clutch plate, linings renewed. Quiet 4-speed gearbox reconditioned. New flexible couplings. New differential bevels. New " Double Life " battery. New 1949 Lucas headlamps. Antique horn. You can imagine what all this cost in 1949! Bargain price now £110 or offer. Please write: Carroll, Haywards, Middle Wallop, Hants. [3565

VAUXHALL " 14/40 " 2-seater, 1924, immaculate condition, collector's piece; negligible mileage. £180 or near offer. Wanted: rather faster Alvis " 12/50 " 2-seater. Box No. 885, MOTOR SPORT, 15, City Road, E.C.1. [3566

B.S.A. SCOUT, SERIES 4. Exceptionally good condition. New mohair hood, new screens; photo available. £275. Terms arranged. Smith, 89, Chestnut Drive, Eastcote, Pinner, Middlesex. [3567

RILEY NINE 4-seater tourer (May, 1933), clean and sound. Owner going abroad—must sell by March 6th—nearest £165. Rees, 18, Roxwell Road, Chelmsford. [3569

ORIGINAL TYPE AUSTIN CHUMMY. Engine, brakes, steering and tyres good. Body shabby but serviceable. £50. Box No. 886, MOTOR SPORT, 15, City Road, E.C.1. [3570

PAIR FORD ANGLIA AXLE CASINGS, £4; pair Delco 12-v. Windtones, £2; Lucas C.4 magneto, 50s.; Austin Seven 3-speed gearboxes, £1 each; s.v. Minor dynamo, £3. Bagguley, Aston-on-Trent, Derby. [3573

1925 STAR, 12 H.P., 2-seater and dickey. Bodywork, interior, hood and sidescreens as new and equal in condition to many post-war cars. Mechanically perfect. Five new tyres, new battery. Finest example in the country, in showroom condition. Nearest £110. 54, Park Avenue, Kendal. Tel.: Kendal 297. [3575

£47 10s.—G.N. open 2-seater sports; original boat-type body: 4-cylinder s.v. engine. Tel.: Maidenhead 2713. [3578

SUPERCHARGER, with carburetter. Arnott's low-pressure Type 2800, 1,800-2,200 c.c. Excellent condition. Lipscombe, 148, Castlenau, Barnes, London. [3582

1935 WOLSELEY HORNET SPECIAL, 14 H.P., 6-cylinder. Twin S.U. E.W. saloon. Requires attention. Best offer accepted. 6, Mayfield Road, Wimbledon. Tel.: Liberty 1646. [3586

FOR SALE—*continued*

£25. ROLLS-ROYCE Silver Ghost chassis, 1921, complete with bonnet, scuttle, front wings, lights. Drive away. Hound House, Shere, Guildford. [3639

2-LITRE LAGONDA, 1931 open tourer in first-class condition. Recently overhauled at cost of £250. New hood and sidescreens, tyres in excellent condition (two brand new). Guaranteed for three months. £365. Lt.-Cdr. R. F. Park, R.N., 16, Morpeth Mansions, Morpeth Terrace, London, S.W.1. [3640

VINTAGE ALVIS Big Port 1929 green "Beetleback." Probably the most potent and successful "standard" motor of the type running today. Sole reason for sale—to accommodate a growing family! Two owners only, 17 years by myself. Complete details from E. V. Buck, "Prescott," Adlington, Cheshire. [3641

RAILTON 1934/5 EIGHT CYLINDER ENGINE, complete but stripped ready for rebore. Steering box, rear axle casing, half-shafts, wheels and bearings. 18, Park Avenue, Solihull, Birmingham. [3643

VAUXHALL 20 h.p. saloon, 1934, in very good condition, or consider part exchange for smaller car, FIAT 500 preferred. J. Hart, Lydgett House, Netherthong, Holmfirth, Huddersfield. [3644

LAGONDA, 1930, saloon 2-litre (12.8). Good mechanical condition, P.100s. £185. Davis, 4, Morgan Road, Reading. Tel.: Reading 3459. [3645

CAMBRIDGE ENGINEERING, offer from stock for Austin Seven models, sports 2-seater light body shells for both short and long-chassis models; 16-in. wheels exchange; 1930-36 reconditioned engines exchange: radiator blocks exchange; reconditioned dynamos exchange; light flywheels exchange; high-duty alloy cylinder heads for standard and sports engines, combined inlet and exhaust manifolds to take downdraught carburetter for higher performance, dropped axle and spring sets to lower chassis for greater stability, sleeved cylinder blocks exchange. Full stock of all listed component parts. Bowdenex braking system will again be available shortly. S.A.E. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [3646

FAMOUS BENTLEY TEAM CAR, 1928, 4½. First-class condition throughout, YV 7263, 3.3 axle, D-type box, 18-in. wheels, twin Scintillas, Zeiss lamps, 38-gallon tank, full 4-seater body. Napier green. £675. The Old Malt House, Leigh Hill Road, Cobham., Surrey. Tel.. Cobham 560. [3647

RILEY 1½-LITRE MANIFOLD, Zenith 36VH carburetter and air cleaner complete, £5. Eversure foglamp, £1. Triumph metal spare wheel cover, black, £1. Frazer. Tel.: Western 6401. [3648

AUL 23. The fastest Type 55 Bugatti in country; 1934 twin-camshaft supercharged 2.3 litre. This car has been timed at 124 m.p.h. Completely rerollered and fitted with lightweight super sports body 1948. Maintained regardless of cost. Sacrifice £625 for immediate sale. D. A. Pierpoint, Wellhouse, Burgess Hill, Sussex. Tel.: Burgess Hill 3215. [3649

£10 TAX. SILVER GHOST, 1925 limousine. Front-wheel brakes, spare gearbox and back axle, new tyres; 11.9 Lagonda, 1924 4-seater. Dismantling 2-litre Lagonda. Arnott blower suitable 2,000 c.c., Manifold for A.C. Lucas Vertex four-cylinder magneto reconditioned. Fisher, Apsley Cottage, Kingston Blount, Oxon. [3650

TALBOT 95 sun roof saloon by Darracq. Excellent carriage work, reconditioned engine, radiator, new batteries, tyres excellent. £275. Drome Garage, Watton, Norfolk. Tel.: Watton 343. [3651

M.G., 1937. Registered "NA" Magnette. Excellent condition and appearance. New red mohair hood and screens, stoneguard, Passlight. Uses no oil. £350, nearest offer. Curran. Tel.: Elmbridge 7927 6.30 p.m. [3652

LAGONDA RAPIDE in first-class condition. Fitted André Telecontrol shock-absorbers, radio fog and spot lamps, tyres good. What offers? Bellinger, Three Crowns, Wisborough Green, Sussex. Tel.: Wisborough Green 207. [3653

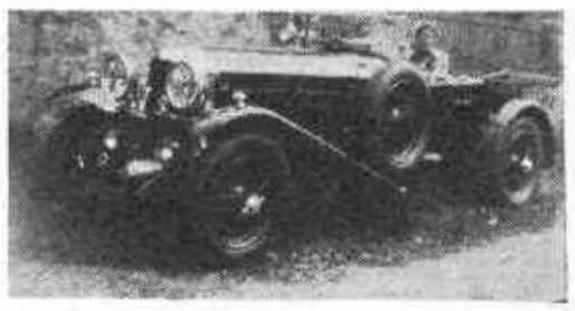
"LE MANS" SINGER NINE 4-seater. Rebored, new battery, valves, crankshaft, all recent. Must sell owing imminent paternity! £190 or decent offer. Collins, 49, Highlands Heath, Putney (near Telegraph Inn) [3654

ARNOTT SUPERCHARGER with carburetter and lubricating tank: E.N.V. crash gearbox for M.G. "J," "P," or "C." Offers to Barnes, 17, Springfields, Welwyn Garden City, Herts. Tel.: Welwyn Garden 3724. [3655

MORGAN ENTHUSIAST must sell, family reasons. 1933 1,040-c.c. o.h.v. J.A.P. Red Super Sports. Whole car beautiful condition. Recently resprayed. £138. 70, Firwood Avenue, St. Albans. Tel.: St. Albans 311. [3656

HEALEY CHASSIS, £25; Gearbox, £25; Cylinder head complete with valves and rockers, £25—or offers. Faringdon Engineering Co., Ltd., Faringdon, Berks. Tel.: Faringdon 2159. [3657

LUCAS P.100 HEADLAMPS, imperfect, three for £5. Dunlop covers 28 by 3 beaded, brand new, two for £5. Two acetylene headlamps and generator off veteran car, offers near £5. Sheppard, 11, Vincent Avenue, Stratford-on-Avon. [3672



Enthusiast owned

BENTLEY SPEED SIX

Ex-Jason-Henry. Superb condition, all tyres new or as new. Tax paid Dec., 1951. Many extras. **Nearest £625.** Apply, after 7 p.m. or weekends, to:

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Tel.: 2177.

Weekdays: **Manchester,** Tel: East 0229

Clayton area, Mr. Price.

FOR SALE—*continued*

CYCLE WINGS steel (domed and beaded), 5 in., 6 in., 7 in., 10s. fronts; 12s. 6d. rears. Carriage and packing 2s. 6d. pairs, 3s. 6d. sets. W. G. Ferguson, Stonelands Farm, Herstmonceaux, Sussex. [3659

RUNBAKEN OILCOIL, 12v, perdect condition, £3. Kigass screen washer complete, never fitted, 25s. Crofts, 7, Petersfield Court, Stratford Road, Birmingham, 28. [3661

SPECIAL SERIES RILEY KESTREL 9 h.p. saloon. Twin S.U.s, Scintilla, etc. In very good order. Spare engine. £235. Ivens, North Owersby, Lincoln. Tel.: Owersby Moor 202. [3662

"2.3" ALFA-ROMEO. Beautifully proportioned drophead coupé by Castagna, cellulosed Alfa red. Almost new tyres. Recent complete engine rebuild included crankshaft reground, bores resleeved, new bearings, supercharger stripped, valves reground, instruments checked. £485. 6, Portobello Mews, W. 11. Tel.: Park 9050. [3664

SWIFT, 1927 tourer. Original bodywork. Easy starter. A reliable vintage car. Price £50. Apply, 87, Penkett Road, Wallasey, Cheshire. Evenings. [3665

1934 B.S.A. THREE-WHEELER. Body partly rebuilt 1950. Recently rewired. Tyres and hood nearly new. Very reliable car. £110. Box No. 905, MOTOR SPORT, 15, City Road, E.C.1. [3667

MAGNA "F" CYLINDER HEAD, camshaft and alloy cover, £5. M.G. tail tank, 15 gallons, £4. 8-in. stoneguards, 12s. pair. Talbot 18 h.p. pre-selector gearbox, £5. Magna sump, £1. M-type exhaust manifold, 10s. Pair Luvax shockers, £1. Magna six-branch exhaust/inlet manifold, cost £14, bargain, £5 10s. Magna camshaft, £2. 5, Alcester Road, Stratford-on-Avon. [3668

G. B. MOTORS

Offer :-

£695 or reasonably close offer. Alvis Speed Twenty-five sports tourer. Immaculate condition throughout.

£200 Alvis 17-h.p. sports 2-seater. Recent £108 engine overhaul. New tyres, new hood, masses of instruments, foldflat screen, P 80 headlamps, twin foglamps, and loads of extras.

£125 Alvis "12/50" tourer. Mechanically this must be one of the best "12/50s" on the road.

£45 Austin Seven tourer. Just the thing for "750" enthusiast.

We are keen buyers of "12/50" Alvis. We are also in need of a car suitable for racing, either single-seater or sports, at a reasonable figure. Also a 1939-40 Speed Twenty-five saloon or drophead in 100 per cent. condition wanted.

Repairs, overhauls, insurance, etc.:

3, ETON GARAGES, ETON AVE., SWISS COTTAGE, N.W.3

Primrose 6749

FOR SALE—*continued*

AUSTIN SEVEN SPECIAL. Registered 1948. Alta head, downdraught carburetter, banana manifold, rev.-counter, straight-through silencer, new battery, four-speed box, remote gear lever, 5.625 to 1 axle, i.f.s., hydraulic shockers, modified brakes, good tyres 5.25 by 16 rears, light-alloy body, hood, fold-flat screen, etc. Nearest £165. 1938 Ford Ten, converted to light truck. Excellent mechanical condition, make excellent shooting brake. £150. Austin Seven chassis, engine, wheels, tyres, etc., £16. Another similar, small-crank engine, £13. Chummy body, £1. Ford Eight engine, gearbox. Reasonable offer. Ashpole, Windhill Fields, Bishops Stortford. [3669

1935 MINX ENGINE, £7 10s. Diesel starter motor 12v. C.A.V., new, £6. Surface plate 12 by 12, 50s. Car heaters, 30s. Motorised pillar drill, good order, £25. Flextool grinder £15 complete. Bentley Speed Six instruction book on loan only to MOTOR SPORT readers. Nicholls, Church Wharf, London, W.4. Tel.: Chiswick 2327. [3670

£75. TWIN-CAM 1½-LITRE SALMSON, 12 h.p., complete less rear half of body. Knock-off wheels, Telecontrolled shockers, good tyres, chassis about 1932. Fitted with 1936 engine. Make very fast sports job. Sell or exchange, cash adjustment. Seen by appointment. Nicholls, Church Wharf, London, W.4. Tel.: Chiswick 2327. [3670

AUSTIN SEVEN CHASSIS, choice of two. Morris bullnose tourer, taxed, nearest £55. Rolls, 1911 landaulette sound, nearest £95. Sheppard, 11, Vincent Avenue, Stratford-on-Avon. [3672

1934 M.G. MAGNA CHASSIS, less engine and front wheels, 16-in. rears. £20 or separate. William, 74, St. Phillips Road, Norwich. [3671

SINGER "LE MANS" 9 h.p. special sports 2-seater, 1934/5. Mechanically perfect. General condition good. Low mileage. £225 or nearest offer. Bulwer, Well Oaks, West Chiltington, Sussex. Tel.: West Chiltington 3122. [3673

ALVIS "12/50," "16.9" and "19.8" spares. 1934 Speed 20 engine, overhauled, can be seen running, £75. All synchromesh gearbox, £20. Rear axle complete 4.5 ratio, £25. Full instrument panel, £12. Set of rear Telecontrol shockers, complete, £8. P.100 spot lamp, perfect, £8. 16.9 chassis, less engine, gearbox and radiator, £25. Speed 20 head and carburetters, £15. Other spares, quotations by return. Carriage by arrangement. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [3674

1933 "J" M.G. 2/4-seater. Extensively overhauled and refitted. Sell for £120 or exchange vintage coupé (under 16 h.p.) or tourer. Waldon House, St. Andrews, Fife. [3675

ALVIS SPEED 25 tourer, 1937. Magnificent thoroughbred. Beautifully kept. Special reason for sale. £475. Slinger, 40, Larchwood Avenue, Maghull, Liverpool. [3676

DELAGE D.8 saloon, eight-cylinder, 29 h.p., 15 m.p.g. Black, green line, cycle wings, six tyres. Engine perfect, body almost. Maintained, driven by owner and good chauffeur. Sole reason for selling, impoverishment. Potent car for enthusiast. Offers over £350. Pope, Hurst Grange, Stirling. [3677

1921 RENAULT 14 h.p. tourer. Grand little engine, 18-20 m.p.g. Body very good, sidescreens done, hood poor, four fair and two new tyres. Nearest offer £50. Richardson, 21, Victoria Place, Stirling. [3678

1933 ALVIS SPEED 20 4-seater tourer. Black. Excellent condition. Fast and reliable. Box No. 910, MOTOR SPORT, 15, City Road, E.C.1. [3679

1936 RAILTON 28 h.p. Fairmile coupé, black. Four almost new Firestone heavy-duty tyres with two excellent spares. Ekco radio. Whole car in splendid condition. Dawkins, 161, Russell Road, Moseley, Birmingham. [3680

LAGONDA SIXTEEN saloon, 1934. Excellent condition throughout. £225. Box No. 906, MOTOR SPORT, 15, City Road, E.C.1. [3681

PARKER SPECIAL 500-c.c. Formula III racing car. All-range tanks, with or without engine. Offers around £400. Also Marshall blower, complete with new S.U. suitable 2-litre, £40. Don Parker, Ja, Sangora Road, S.W.11. Tel.: Battersea 7327. [3683

RENAULT VIVASTELLA 20, circa 1929. First registered 1939. In excellent general condition, original cellulose in grey, black and cream. £75. 90, Brighton Road, Banstead. Tel.: Burgh Heath 1520. [3684

COMPLETED SPECIAL CHASSIS 1938 Morris Eight, £85. Owner selling owing to other commitments. Also Bentley starting handle 3/4½, £1 10s.; starter motor for same, £8. One pair P.100, £15. Four new Rudge cared lock rings 42, M.G. Riley, etc., £2. Tel.: Flaxman 2604. [3686

GRAND PRIX MORGAN, eight-valve Anzani, electrics, good tyres. £50, or exchange family conveyance. Richardson, Cottered, near Buntingford, Herts. [3687

RALLY SPECIAL. New tyres, battery, reconditioned Scintilla. Genuinely an enthusiast's transport with most attractive racing/sports body; quick filler, outside exhaust. £165 or potent Austin Seven and £75. Tel.: Sloane 3252. [3698

FOR SALE—*continued*

£75—LAMBDA, 7TH SERIES, saloon. Genuine 54,000 miles. Mechanically, electrically, excellent. Good battery, tyres (18 by 600). Interior original, unmarked. Wings, running-boards, etc., require attention. 14, Cranley Gardens, Wallington, Surrey. Tel.: Wallington 4696. [3583

1935 LANCIA AUGUSTA D.H.C. Rare and desirable motor, 1,196 c.c., o.h.v., V4 engine, had £110 overhaul at Lancias recently. Uses no oil and gives sparkling performance with economy. Aluminium body good, wings rather rough, upholstery good, waterproof, draughtproof, headlining dirty. Marchal lamps. Instruction books. Taxed year. Offers around £325. Cooke, Forest Vale Hotel, Pickering, Yorks. [3588

"MOTOR SPORT," Jan.-Dec., 1950; also 22 copies *Autosport*. Offers: Attree, Coombe Farm, Tottenhoe, Beds. [3589

1932 SUNBEAM TWENTY saloon, in tip-top condition. Just overhauled, clutch relined, repainted, replated, new windscreen, etc. Must sell, £150 or best offer. Also 21-ft. open motor boat, Thornycroft marine engine, in perfect condition, £200 or offer. Tel.: Brighton 25770. [3590

COOPER, perfect condition. Details from: Basil Tye, 96, London Road, Sevenoaks, Kent. [3591

"6½" BENTLEY FRAME MEMBERS for rebuilds, wheels, drums, springs, box, axles, tank, engine spares, bulkhead. Type H6b Hispano-Suiza steering, tank, bulkhead. Armstrong Twelve tank, wheels, tyres. FIAT 500 tyre, gearbox parts. Offers to Dale, 142, Chesterton Road, Cambridge. [3592

SUNBEAM SPEED TWENTY engine and gearbox, 1933; good condition. £14 together—would separate. Aird, 11, Brookfield Road, Bedford. [3593

LANCIA APRILIA 1939 (June), metallic grey and blue leather, maintained by West. Late type wheels, good tyres, and in excellent condition. Seen London. Offers over £550. Maypoles, Soberton, Hants. Tel.: Droxford 124. [3700

FRAZER-NASH-B.M.W., 1936, TYPE 55, 2-LITRE, 3-carburetter 4-seater D.H. cabriolet, £375. "Blandford," New Salts Farm Road, Shoreham, Sussex. Tel.: Shoreham (Sussex) 3618. [3584

BENTLEY 3-LITRE, perfect condition. Fast and reliable. Offers round £200. Box No. 903, MOTOR SPORT, 15, City Road, E.C.1. [3577

1927 RENAULT "9/17" ENGINE, gearbox, back axle, £10. FIAT 509A lamps, instruction book, spares wanted. Engert, Cornerways, Gerrards Cross. Tel.: Gerrards Cross 3788. 3594

LAGONDA TOURER, 15.7 h.p., 1933. Excellent condition, wonderful performance. Nearest £300. J. C. Sugden and Son (Engineers), Ltd., Crimbles Road, Lowtown, Pudsey, Yorks. [3595

M.G. "Crackerized T-type," ARX 713m 1938 fitted specially tuned 1½-litre engine, 1,704-c.c., and gearbox; special 6.00 by 16 rear wheels and tyres, twin spares; hydraulic shockers; six new tyres; new hood and sidescreens; carpets; finished cream and black. One owner from new. This car has terrific performance, is 100 per cent. throughout, economical. Taxed. £395. 1, Butler Road, Olton, Birmingham, 26. [3596

ACLAND AND TABOR LTD, offer the following guaranteed used cars: 1939 Hotchkiss "Paris Nice" saloon, identical 1950 Monte Carlo winner. Speedo. 9,000 miles, as new. A truly magnificent road car, £1,050. 1938 Alvis "12/70" saloon in first-class condition throughout, £525. 1937 "4.3" Alvis saloon, excellent condition, extremely fast, £675. 1938 Lagonda V12 saloon, 100 per cent. throughout, £1,175. 1948 (November) Austin Sheerline, grey, beige hide, radio, heater, speedo 14,000 miles, immaculate, £1,675. We urgently require a number of immaculate used cars of all types. Tel.: Welwyn 481. [3599

1934 ALVIS Silver Eagle drophead coupé in excellent condition. Any trial. Ward's Service Garage, Ltd., St. John's Road, Tunbridge Wells. Tel.: Southborough 900/1. [3601

BENTLEY DRIVERS' CLUB member is now obliged to dispose of one of his Bentleys owing to lack of garage space. 1929 4½-litre 2-seater, in very sound condition. Offers around £450. At present lying c/o Complete Car Service, Ltd., Vintage Car Specialists, Shandon Road Garage (off Abbeville Road), Clapham Common, S.W.4. Tel.: Tulse Hill 4505. [3602

ALFA-ROMEO, 1,500-c.c. single-cam o.h.c. tourer. Maintained by enthusiast, new hood and tonneau cover, resprayed black with silver wheels, tyres as new. £230, or would consider exchange with small saloon or drophead coupé. Cash adjustment. L. Nathan, 25, Rosehill, Court Parade, Morden. [3603

42 MM. KNOCK-ON WHEELS—one pair reconditioned, with brand new 4.50 by 19 Dunlop and tubes, £16. One M.G. "PJ" steering wheel, £1. 27, Finlay Road, Gloucester. [3606

HEADSCARVES. The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Special orders from 40s. Finest quality, post paid. B. W. J. Rich, Steelgreen, Millom, Cumberland. [3609

FOR SALE—*continued*

NAUGHTY ENTHUSIAST who should have been more careful reluctantly offers for sale the following cars due to loss of licence and increase in family:—I. 1935 Speed Twenty Alvis 4-seater tourer. Recent engine overhaul and recellulose cream. Immaculate condition. £325. II. 1935 2-seater Alta. Recellulosed green, and at moment sacrilegiously fitted new Ford V8 engine while the 1,100-c.c. blown Alta engine is undergoing rebuild including balancing of con.-rods, dynamic balancing of crankshaft, etc. £350. III. 1935 Wolseley Fourteen. A family saloon scrupulously maintained by only three owners since new. Guaranteed mileage only 58,000 miles. Recent £100 overhaul to engine and transmission. Just out from cellulose. £225. IV. 1932 London taxi. Austin "12.4" engine. In current use for shopping, pubbing, etc. £75. V. Special Riley Nine chassis. Incorporates many special parts such as ex-Dixon clutch plate, road springs, etc., Cost over £250 to build. Offered at £150. All above cars now undergoing servicing and available around mid-March. Replies to Box No. 891, MOTOR SPORT, 15, City Road, E.C.1. [3605

ALVIS Silver Crest four-door saloon, 19.8 h.p. I.F.S. Registered 1938. Fully reconditioned, immaculate condition. £500. Box No. 909, MOTOR SPORT, 15, City Road, E.C.1. [3607

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RILEY NINE, 1934 Lynx tourer. Special series engine, twin carburetter, Scintilla magneto. Carefully maintained by present owner since 1936. Excellent condition. Price £250. Kirkby, 15, Meadow Bank Avenue, Sheffield, 7. Tel.: Sheffield 21327 (business), 51495 (evenings). [3608

750-C.C. TWIN WATER-COOLED J.A.P. ENGINE, clutch, gearbox unit, excellent condition, £12 10s. 7.00 by 17 Fort Dunlop, 15 per cent. worn, £3. Rich, Steelgreen, Millom, Cumberland. [3609

OFFERS? "TC" chassis with gearbox, facia panel, wheels, fitted with 5 ft. 3 in. copper exhaust. Owner was building special, now has new car. Also many other Singer and "TC" spares. Box No. 892, MOTOR SPORT, 15, City Road, E.C.1. [3610

ROVER Speed Pilot 14 h.p. tourer, 1933. New hood, paint, wiring. Smart, fast. £165. Offers. 17, Ravenscroft Avenue, Middlesbrough. [3611

SINGER NINE, 1934, coupé sports. Numerous engine, chassis, and body spares, including steering, radiator, doors. Cheap. Enquiries Downes, 8 Kenton Gardens, Harrow, Middlesex. [3612

AUSTIN NIPPY, 7/8/34. Good condition throughout, smart. £175. Wanted, 4-seater Austin Ruby, Morris, 1935, open preferable, about £120. Farrow, 209, Oxford Road, Reading, Berks. [3613

MORGAN "4/4" drophead coupé, 1950. Colour blue. As new, 8,000 miles only. Offers invited. Box No. 893, MOTOR SPORT, 15, City Road, E.C.1. [3614

FOR SALE—*continued*

MATHIS CLOVER LEAF 9 h.p., 1924, 18,000 miles only. Four new tyres and hood; original log book. Only wants seeing. £75. 12, Parsifal Road, N.W.6. Tel.: Hampstead 5034. [3695

STUTZ ENGINE, clutch and gearbox. Very good condition and complete, £27. Ford V8 Canadian engine, clutch and gearbox, light alloy heads, excellent condition, £32. Box 894, MOTOR SPORT, 15, City Road, E.C.1. [3616

FIAT 1½-litre model 501, with clutch, gearbox and accessories like new, Centric supercharger with fittings and driving components, new, the lot £70. Box No. 895, MOTOR SPORT, 15, City Road, E.C.1. [3617

J.A.P. 750-c.c. side-valve V-twin. Very good condition, £20. Anzani 1,100-c.c. o.h.v. twin, eight-valve model, ready for use, like new, £40. Both air-cooled. Box No. 896, MOTOR SPORT, 15, City Road, E.C.1. [3618

HEALEY, March, 1948 B-Type. Special aluminium 2/4-seater, cellulosed blue, red leather; new batteries, new hood. Regularly serviced by Healey agents. Taxed December. Mileage 14,000. Owner requires saloon. £850. Bell, 163, Hills Road, Cambridge. [3619

12-V. CAR RADIO, Pye. Perfect condition. £10. Lord Strathcarron, 22, Down Street, W.1. Tel.: Grosvenor 3041. [3620

CROWN WHEEL and pinion for 1,750-c.c. unblown Alfa. £7 10s. Lord Strathcarron, 22, Down Street, W.1. Tel.: Grosvenor 3041. [3621

3-LITRE RED LABEL BENTLEY ENGINE for sale, 8,000 miles since new bearings. Owner fitted 4½-litre. Box No. 897, MOTOR SPORT, 15, City Road, E.C.1. [3622

LANCHESTER, 1930 eight-cylinder, 31-h.p. saloon, 27,000 miles, offered in guaranteed 100 per cent. condition at Easter by well-known Vintage Car Club owner. Seen Camberley. Cost £2,400. Price £275, including new rings (sole fault) and resprayed body. Owner, Tel.: Highclere 433. Box No. 898, MOTOR SPORT, 15, City Road, E.C.1. [3623

USEFUL ARTICLES. Vertex B.T.H. four-cylinder magneto for anti-clock rotation, new, £7. Bosch four-cylinder magneto (large), £3. Pair self-contained acetylene headlamps bullseye fronts, circa 1906, £5. Pair leather bucket seats, excellent, 6 gns. M.G. vertical dynamo, O.K., £3 5s. 14 by 50 Michelin tyre (not retread), excellent, 85s. Hand pump for fuel pressure tank and gauge, 30s. W. H. Barnes, 36a, Leigham Avenue, Streatham. [3624

£49 10s. AUSTIN SEVEN tourer, clean inside and out, good hood and screens. Taxed. Any trial. W. H. Barnes, 36a, Leigham Avenue, Streatham. [3625

M.G. MIDGET, 1932. Rebored, new big-ends, mains, steering, brakes, transmission, hood. Taxed year. £150. 10, Ridgeway, Hayes, Kent. Tel.: Hurstway 1091. [3626

S.S. 90, 1935. New rear springs, S.U.s, good engine, chassis, battery, close-ratio box. Hand-painted red/cream. £290, or preferably exchange 12-h.p. M.G. 2-seater (blown or unblown) or similar. Neame, Corking Farm, Ash, Canterbury. Tel.: Ash 336. [3629

BENTLEY 4½ Sportsman's fixed head coupé, 1929. Perfect order throughout. Tyres good. Any trial. Wortley, Half-Year, West Runton, Norfolk. Tel.: West Runton 40. [3630

LAGONDA 4½-LITRE pillarless saloon, 1934. Excellent mechanical order and bodywork recent overhaul; Windtones; resilvered P.100s. £345. Part exchange considered. Box No. 899, MOTOR SPORT, 15, City Road, E.C.1. [3632

2-LITRE LAGONDA 2-seater sports. Rebuilt 1948. £10 tax. Excellent condition, good hood and tyres, new battery. Box No. 900, MOTOR SPORT, 15, City Road, E.C.1. [3633

BENTLEY 4½-LITRE, first registered 1937. Drophead coupé body by Ranelagh 1928 chassis. In good condition throughout. 1931 Talbot 75 2-seater sports; an outstanding example in very original condition. Riley Nine engine, no carburetter, manifold or magneto. 10, Breakwater Road, Bude, Cornwall. Tel.: Bude 484. [3634

LANCIA DILAMBDA, 1930 model. One owner. In excellent original condition. Mulliner saloon body. Seven nearly new tyres, instruction book. Price £150. 48, Crown Street, Reading. Tel.: Reading 60175. [3636

COUPE ENTHUSIAST offers exceptional Hudson Eight. Elegance, comfort and performance equals any post-war car. Radio, heater, electric gear-change and every accessory. Resprayed, new hood. Maintained by Hudsons. Offers around £550. Near London. Box No. 902, MOTOR SPORT, 15, City Road, E.C.1. [3638

D.I.S. DELAGE CHASSIS, 1927. Sleeved block, Martlet pistons, new cam followers, Oilcoil, new Exide battery, new bearings, new timing chain, reconditioned North East Dynamotor. Only for sale due to having to have more suitable car to take daughter about blinded by brain tumour operation. Price £130, about half cost of work done to chassis. The Old Granary, Great Eversden, Cambridge. Tel.: Comberton 301. [3642

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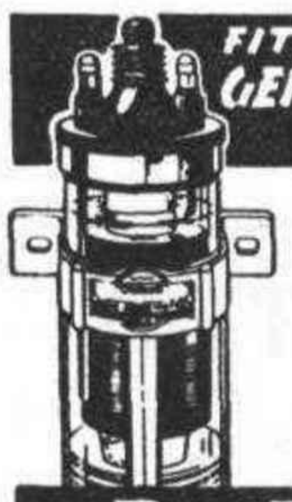
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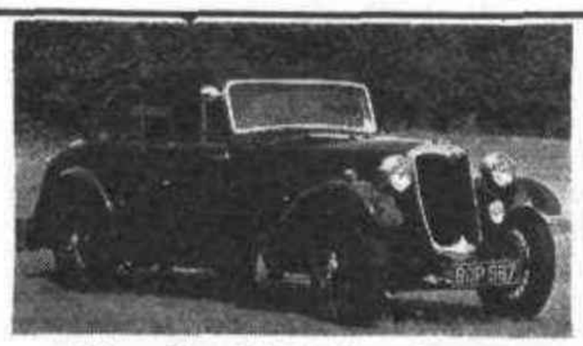
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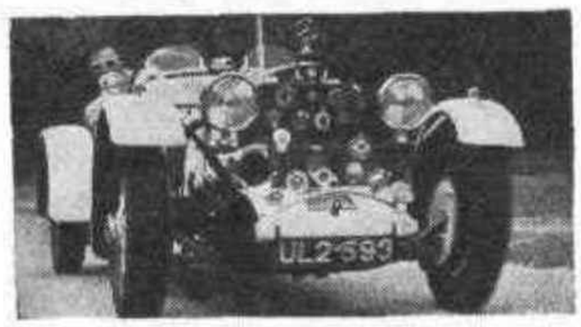
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SUNBEAM 3-litre (£10 tax), Ch. No. B/1, twin overhead camshaft. Rebuilt and re-registered in June, 1949, with unique and extremely smart, modernised 2-seater open-sports coachwork. This Sunbeam has a brilliant performance and is in extremely fine all-round condition having completed only a nominal mileage since rebuild. It is at present undergoing a recellulose in ivory and is being re-upholstered throughout. **Guaranteed for three months against any mechanical defect whatsoever.**

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ASTON-MARTIN 1½-litre 4-seater short-chassis, with large slab-tank. This was originally the George Hartwell Aston and was the Bertelli exhibition model in the 1932 Motor Show. Amongst many other extras and refinements it is fitted with a close-ratio box, high-compression pistons, triple valve springs, twin aero-screens, outside chrome exhausts, low-type radiator, 6-in. rev.-counter and speedo. The engine was bored and sleeved and the crankshaft ground in 1950 and has completed less than 3,000 miles since. A new hood is in process of being fitted and the whole is finished in Alfa-red and maroon. Extremely quiet and very rapid. **Guaranteed for three months against any mechanical defect whatsoever.**

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HISPANO-SUIZA "BOULOGNE," Ch. No. 11942, fixed-head coupe (6 by 110). Acquired from Peter Ustinov. This Hispano is in excellent mechanical condition having been completely checked over and tuned for us by an Hispano specialist. The coachwork requires a recellulose but the interior is in pigskin and in excellent condition. **Further details on inquiry from the office.**

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At the time of going to press I am negotiating for an Aston-Martin 1938 (15 h.p.) tourer, an Aston "Le Mans," an Isotta Fraschini and a "Shelsley" Frazer-Nash and another 4½-litre "Le Mans" Replica Bentley. Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotta, Bentley and Rolls, etc., for sale or part exchange, always providing they are in reasonable condition, and will gladly give any assistance within my limitations, to owners disposing of sports cars, or advise as to repairs and technical data, etc. ANY VEHICLE ADVERTISED BY ME IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

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ALVIS SPEED 20, 1935. Green Charlesworth coachbuilt saloon, beautiful appearance, interior perfect. P.100s, Telecontrols, brakes relined, oil consumption nil, 20 m.p.g., well shod, only needs seeing, in N. London. Tel.: weekdays Tottenham 8321, weekends or evening Enfield 2182. £490. [3689

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BENTLEY OWNERS. For 1932 4½-litre long-chassis tourer, coachbuilt leather removable roof and door window extensions for converting tourer into saloon. Excellent condition. £20. Tel.: Staines 3001. [3690

SALE QUANTITY BENTLEY 3 and 6½-litre engine spares, also Smith dynamo. Can anyone lend gen on "blower 4½"? Thomas, 63, Lensfield Road, Cambridge. [3691

MERCEDFS-BENZ, 1929. Supercharged "38/250" open 4-seater. Hood, sidescreens, hood cover and tonneau cover in good condition. £100 spent recently on completel rewiring, new battery, five new tyres, wheels re-spoked and balanced, new windscreen. £350. Martin, Office Tel.: Wigan 3504., home, St. Annes-on-Sea 418. [3692

LATHE, £10. New U.S.A. three-jaw, £4. 12v. drill and grindstone, £3. 12v. drill, £2. Sensitive drill, £5. Slab tank, £4. Box No. 907, MOTOR SPORT, 15, City Road, E.C.1. [3693

COMPLETE "P" DASH, would separate. Crank, block, head, sump, rods, gearbox shell, all gears, etc., differential housing complete, dynamo, starter, bevel gears, oil pipes, etc.; "J" camshaft, gears, rockers, carburetters, etc. 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498 after 7 p.m. [3694

TALBOT 105 Speed model Airline four-door sun saloon, 1937. Maroon body, brown leather interior. Fitted twin Passlights, twin horns, bags of chrome. Extremely smart and fast car. Nearest £385. C. Weiswall, c/o B.I.M.S., 1, Hinde Street, Manchester Square, London, W.1. Tel.: Welbeck 2487. [3696

SUNBEAM, 1931 Speed Twenty, 1935 engine, two-door sun saloon, 20-in. wire wheels, dual ignition. Taxed. £85. Turner, 41, Kenley Rlad, Merton Park, S.W.19. Tel.: Liberty 4100 7–10 p.m. [3697

1935 CHEVROLET, 27 h.p. drophead coupé. Suitable tow-car 500s, or caravan. Condition good. Offers £100. Write 25, St. Catherines, Lincoln. [3699

1934 RAILTON STRAIGHT EIGHT lightweight coachbuilt saloon by Berkeley, good condition. £145. 13, Lea Road, Heaton Moor, Stockport. [3701

500-C.C. CAR ENTHUSIASTS. Norton gearboxes complete with clutch, used but sound. Standard ratios. £14 each. 108, Wormholt Road, W.12. Tel.: Shepherds Bush 2998. [3705

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THREE S.U. MATCHED ASSEMBLY for Alvis Silver Eagle, complete with manifolds and linkage. Excellent condition. £17 10s. Wanted, single Solex, inlet and exhaust manifolds for above engine. Venning, Vicarage, Takeley, Bishops Stortford. [3702

£80. SALMSON 2-seater in full road trim. Runs well, very fast. "18/80" M.G. drophead coupé, good order throughout, £110. Gahagan and Hall, Green Place, Wonersh, Surrey. Tel.: Bramley 2021. [3704

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RILEY SPARES IN LEEDS. Riley Nine crown-wheels, valves, pistons, wheels, etc. Morris Isis o.h.c. engine and four-speed box, £15. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310–38625. [3574



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M.G. REPLACEMENT SIDE SCREENS to fit "TA"/"TC." Black or fawn, less bead and framework. Can be fitted by owner. £3 10s. set. Richard Mead, Coachbuilders, Poplar Road, Dorridge, Birmingham. Tel.: Knowle 2697. [3739

ASTON-MARTIN, 1930 "International" 4-seater; 10,000 since stripped, well maintained and in very good condition. £300. Munn, 139, Monkhams Lane, Woodford Green, Essex. Tel.: Buckhurst 6847. [3740

1924 MATHIS 8 h.p. brake, overhauled, needs hood; 1913 Rolls-Royce chassis (2531), both cheap, space wanted. Exchanges welcome. 1929 Alvis "11.9" open expected. Write A. C. Yates, 98, Maida Vale, W.9. Tel.: Langham 4468 ex. 64. Call: The Mount, Wheatley, Oxon. [3741

£187. 1930 M.G. "18/80." 58,000 miles. Stored for 12 years. First-class mechanical condition. Tel.: Hop 4504 (day), Macaulay 1527 (evening). [3743

LINCOLN 37 h.p. V12 engine dismantled. Aluminium heads built up and refaced, £3 15s. Crankshaft reground, £4 10s. Set of brand new mains and big-ends, £22 13s. 7d. Set of brand new gaskets, £1 17s. 7d. Cylinder block standard bore would take Tranco steel rings. Take £35 the lot. Apply Owner, 164, Mansell Road, Greenford, Middlesex. [3744

TALBOT 75, 1935 super sports saloon, swept tail. Engine, body and tyres in very good condition. Wheels recently resprayed. Good consumption. £235 or reasonable offer. Forbes, 30, Trevor Place, S.W.7. Tel.: Kensington 1317. [3706

F.W.D. ALVIS, 2/3-seater, blown. Good mechanical condition with some spares. £190. Write Woodliff, 14, Spring Street, Rugby. [3711

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1929 Bentley Speed Six short chassis open sports 4-seater. Many special modifications. £10 tax. Licensed to Dec.... **£595**
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1929 Alvis "12/50" "T.J." stark trials 2-seater. Hardy Spicers, shortened chassis. Taxed Dec. **£125**
1928 Humber Twenty-one tourer in very fine order. New hood, all screens good. Very nice old motor... ... ... **£100**
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These and the usual late arrivals are offered this month. Space precludes offering our complete stock. If you do not see the vehicle you require advertised do not hesitate to phone Swanage 2730 for personal attention.

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GEARBOX, four-speed, for 1931 Singer Junior Eight. Full details to McAlroy, 2, Wayside, South Shields, Co. Durham. [3374

CHEAP VINTAGE TOURER; any condition. Low h.p. Humber, Talbot, Singer or similar. Cox, 5, Waterbeach Road, Slough, Bucks. [3381

ROLLS "20/25" or similar, Bentley drophead coupé or sports saloon about 1934. Wanted privately. Box No. 851, MOTOR SPORT, 15, City Road, E.C.1. [3383

WOLSELEY HORNET 1932 Crown and Worm wheel wanted or complete with differential in sound condition. Box No. 855, MOTOR SPORT, 15 City Road, E.C.1. [3392

WANTED URGENTLY, instruction book or any information for Cottin-Desgouttes, Type 16M3S, 1928? No. 21046. Roberts, 30, Fosseway, Syston, Leicester. [3393

WANTED BY KEEN YOUNG MECHANIC. Any racing car in fair condition, not too expensive, about £20. Box No. 856, MOTOR SPORT, 15, City Road, E.C.1. [3395

SINGER "LE MANS" open 4-seater. Price and particulars to 23, Woodhall Crescent, Copley, Halifax, Yorkshire. [3397

ROLLS-ROYCE 20 tourer urgently required. Condition immaterial if repairs practicable. All replies answered. Hollington, 114, Gloucester Road North, Filton, Bristol. [3401

UTILITY 8-14 H.P. about £60 cash. Write Lt.-Cdr. Le Geyt, H.M.S. Rapid, Portsmouth. [3409

SPORTS CAR urgently required. Condition, age, distance and price unimportant. Box No. 908, MOTOR SPORT, 15, City Road, E.C.1. [3735

SUNBEAM. Up to £150 cash offered for good one, preferably "18.2." Box No. 802, MOTOR SPORT, 15, City Road, E.C.1. [3737

LIGHT CAR, vintage or otherwise. Must be in perfect condition. Horne, Forest Lodge, Station Road, New Milton, Hants. [3707

1922/9 AUSTIN SEVEN CHUMMY or tourer. Body and engine condition immaterial if really cheap. Preferably Oxford area. M. G. Caudwell, Horspath, Oxford. [3719

RILEY. Wanted for 1933 Monaco Nine, generator. Box No. 912, MOTOR SPORT, 15, City Road, E.C.1. [3722

1950 FERRARI ENGINE, American or similar high-speed, suitable racing, required by Simmons of Croydon. [3724

FOR ROVER "8.9" 1926 open prop. model: any sound cheap spares. Good home offered to vintage Scott two-speeder preferred, alive or dead, must be cheap. Slee, 59, Paterson Street, Birkenhead. [3729

JACK WADSWORTH MOTORS of St. John's Road, Isleworth (Tel.: Hounslow 0826) offer the following Vintage cars:

1925 "30/98" Vauxhall OE. Good tyres and battery **£160**

1929 3-litre Sunbeam, short chassis, many mods. £10 tax **£225**

1930 Riley Nine tourer, good runner **£60**

Twin-cam Lea-Francis engine in a lower Riley chassis, requires finishing. *Non-vintage* **£40**

1933/4 Armstrong-Siddeley saloon **£100**

1933/4 Morris Twelve saloon ... **£75**

We also hold the largest stock of Wolverhampton Sunbeam spares in the country.

WANTED—*continued*

MAGNETTE differential crown wheel and pinion assembly complete. Ratio between 4.875 and 5.125 to 1. Nicholls, 5, Ludlow Way, N.2. Tel.: North 4272 or Tudor 5802. [3424

DOUBLE-SIX Forty or Fifty Daimler chassis or complete car wanted. Coupé preferred. Holmes 41a, High Street, Barnet, Herts. [3425

ROLLS-ROYCE or Bentley coupé circa 1930, mechanically sound, bodywork secondary. Easy distance Manchester. Hughes, Pharmacist, Tottington, Bury. [3426

REAR MUDGUARDS in any reasonable condition for M.G. Magna 1932/33, "12/6," also spare wheel carrier bracket and instruction manual. 10, Gloucester Close, Stonebridge Park, London, N.W.10. [3429

RILEY NINE twin-carburetter manifold. R. Sharp, Grove End, Grove Hill, Harrow, Middlesex. Tel.: Byron 1886. [3434

YOUNG ENTHUSIAST offers up to £50 for Riley 9-h.p. sports. Consider other make, or special. Not more than 12 h.p. 102, Astbury Road, Peckham, S.E.15. [3430

HIGH-LIFT CAMSHAFT wanted, suitable for Wolseley Hornet, 1932/3. Reasonable price and condition. Box No. 913, MOTOR SPORT, 15, City Road, E.C.1. [3516

FOR SERIES I MORROS EIGHT. Wire wheel, U.B.A. S.U. carburetter and petrol pump (brass body), DK 4A distributor and coil. Proud, 44, Wenallt Road, Rhiwbina, Cardiff. [3521

WANTED PRIVATELY. Small car, 1934–39, preferably Austin Seven. Sound body, cheap. 130, Ealing Village, W.5. Tel.: Perivale 2019. [3527

RILEY NINE Lynx sidescreens or frames. Also good condition windscreen and supports. Angus, 98, Marsh Road, Pinner. [3528

ASTON-MARTIN, 1932–36 rocker plate or complete engine. Price and particulars, Hawkins, Holywell Cottage, Ashby Road, Loughborough. [3535

FIREFLY, 1933–34 cylinder head and block, and instruction book. 199, Victoria Avenue, Borrowash, Derby. [3537

AUSTIN SEVEN, open tourer. Condition immaterial, must be cheap. Gabb, Poyle Mount, Guildford. [3539

COMPLETE RADIATOR or radiator cowl and stoneguard for 1935 9-h.p. Singer "Le Mans" 2-seater sports car. Box No. 882, MOTOR SPORT, 15, City Road, E.C.1. [3541

ROLLS-ROYCE, 20-h.p. tourer, preferably 1929. State chassis number. Millward, Red Cottage, Lowfield Heath, Crawley, Sussex. [3543

SIMMONS OF CROYDON will be pleased to hear of any sports cars for disposal. We deliver and collect in all parts of Great Britain and pay cash. Tel.: Croydon 1537. [3551

VINTAGE OR LATER well-bred vehicle, no specials. "Blandford," New Salts Farm Road, Shoreham, Sussex. Tel.: Shoreham (Sussex) 3618. [3584

RILEY 9-H.P. "MERLIN," 1936, bell housing, or complete car for spares, also M.G. "TC" or other radiator cowl. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310-38625. [3574

FOR LEA-FRANCIS "12/40," Meadows 4ED engine complete, or odd parts. R. J. Ofield, Staff Club, Wrest Park, Silsoe, Beds. [3562

G.N. V-TWIN for restoration. Essentially complete with original engine and bodywork. Really inexpensive. Box No. 904, MOTOR SPORT, 15, City Road, E.C.1. [3568

CLUTCH ASSEMBLY or parts for Lagonda or Invicta 4½-litre. Michael, Scolla Mill, Leek, Staffs. [3572

FOR 1926 3-LITRE RED LABEL. Set long wings, running-boards, bucket seats, sidescreens, instruments and other oddments. Sound or repairable. Crossman, 151, Mount Road, Wallasey, Cheshire. [3576

WANTED—*continued*

APRILIA DE LUXE saloon, 1939 or fully modified. Must have perfect body; leather. Good price, specimen car. W. F. Manthorp, 481, Bath Road, Bristol. Tel.: Bristol 75415. [3580

HUMBER "9/28," 1929, condition immaterial, also rear axle assembly, or "50/9" crown-wheel and pinion for above. R. Dauncey, Headless Cross Rectory, Redditch, Worcs. [3581

LANCIA LAMBDA, ARTENA, or Red Label Bentley, 4-seater tourer or saloon. Would consider other make vintage car. Box No. 888, MOTOR SPORT, 15, City Road, E.C.1. [3583

M.G. "J2," Austin Seven or similar, any condition, must be cheap. Atkinson, 3, Bache Avenue, Chester. [3585

BODY. D.H.C. or 2-seater, for 20-h.p. Rolls. Large boot. Four-seater C.B. aluminium panels, for sale or exchange. Jenkins, 72, Old Hall Street, Liverpool. [3587

BENTLEY 3 OR 4½-LITRE. Suitable for rebuilding. Box No. 903, MOTOR SPORT, 15, City Road, E.C.1. [3577

SUNBEAM-TALBOT, 1938/9 10 h.p. Well-kept saloon required privately at reasonable price. Box No. 868, MOTOR SPORT, 15, City Road, E.C.1. [3441

OPTIMISTIC ENTHUSIAST requires 1932 Singer Junior gearbox complete. I. D. Gough, 19, Belvoir Road, Bristol, 6. Tel.: Bristol 44695. [3443

RILEY NINE 4-door tourer. Good condition. Full details to 7, Shirehall Close, Hendon, N.W.4. Tel.: Hendon 1603. [3445

OWNER "KD" MAGNETTE requires K type crash box complete with clutch. E.N.V. preselector ex-this car for sale. 22, Alington Grove, Wallington. Tel.: Wallington 3428. [3446

1936/9 8/12 4-SEATER. Immaculate conditon, Riley Nine, FIAT, M.G. "PB" similar. £2/300. Full history to 44, Dysart Avenue, Kingston, Surrey. [3448

MAGNETTE N-TYPE 2-seater or similar sports car. 60, Pretoria Road, Edmonton, N.18. [3454

FOR TALBOT 95, 1934. Spares for preselector gearbox and engine or consider purchase complete units. Any information or experiences much appreciated. Hayward, 193, Parchmore Road, Thornton Heath. [3461

FRONT HUBS, brakes, wheels for Austin Seven. Must be cheap. Consider complete car. Write 33, Alwold Crescent, Lee, S.E.12. [3464

VAUXHALL "14/6," 1933, saloon body wanted, or any other sound body which would fit chassis. S. James, 73, Corporation Street West, Walsall, Staffs. [3465

M.G. P OR J2 TYPE. Around £200 paid for 2-seater. Kirkbride, 21st Oswald Street, Lancaster. [3467

ALVIS "12/60" or sports Silver Eagle close-ratio gearbox. Good four-speed box of another make might suit. Preston, 12, Grosvenor Gardens, S.W.14. Tel.: Prospect 5873. [3468

VINTAGE ENTHUSIAST guarantees good home for Bentley or 1926 Rolls tourer. Only afford £100. Box No. 875, MOTOR SPORT, 15, City Road, E.C.1. [3488

CINE FILMS of motor races, any date, any substandard size. Reasonable price given. 2/Lt. Lillywhite, R.A.S.C. M.E.L.F. 1. [3493

JAGUAR 100, 2½ or 3½-litre, 1937 or 1938 in good condition. State mileage, price and history. Box No. 877, MOTOR SPORT, 15, City Road, E.C.1. [3497

SPORTS CAR, reasonable price and mechanically sound. Preferably Magnette type or similar. Good Hornet or Singer considered. Box No. 878, MOTOR SPORT, 15, City Road, E.C.1. [3501

I WILL GIVE FROM £5 TO £20 for information of sports Alvis "12/70" or Speed Twenty or Twenty-Five saloon or foursome drophead coupé for sale, or A.C. 16 h.p., Jaguar 1½ or 2½-litre, Talbot 14 h.p., Triumph "14/65" Dolomite, Aston-Martin, or similar car not before 1935 or 6. No open cars please. Hanson, 1, Bentley Road, Manchester, 21. Tel.: Chorlton 1288. [3506

ENTHUSIAST REQUIRES M.G. or B.M.W., reasonable condition. No fancy prices please. All letters answered. Michaels, 29, The Downsway, Sutton, Surrey. [3597

OFF-SIDE DOOR for 1932–7 two-door Ford saloon, T model. P. L. Pratt, 28, Albion Road, Sutton, Surrey. Tel.: Vigilant 1218. [3598

MULTI-TONE POST-HORN, air or electrical, in black or plated. Urgent. Devines, 14, Commercial Street, Halifax. [3604

G.N. One rear brake shoe wanted urgently. Also two keyed collars upon which brake drums and wheels fit. Neale, Fieldhead, Artley, Worc. [3627

AUSTIN SEVEN, 1935 crankcase, two-bearing. Sale, 1931-1936 three-bearing. Littlewood, 38, Gilbert Road, Belvedere, Kent. [3628

SINGER, FIAT, etc., sports or saloon full 4-seater. Ceiling £125. Smith, 27, Tynymaes, Ffestiniog Merioneth. [3631

BENTLEY 3-LITRE wanted. Reasonable price. Any condition considered. All details please to 10, Breakwater Road, Bude, Cornwall. Tel.: Bude 484 after 7 p.m. [3635

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INSTRUCTION BOOK OF THE A.C. Aero saloon, engine no. W.B.S. 6¼ 442, and chassis L. 489. Box No. 901, MOTOR SPORT, 15, City Road, E.C.1. [3637

JOWETT open 4-seater wanted. Viewable locally. Robin Good, Estate House, Taplow Court, Maidenhead, Berks. [3658

RADIATOR COWL for 1932 B.S.A. three-wheeler 1,025-c.c. air-cooled twin. Maskew, 7, Coombes Lane, Northfield, Birmingham, 31. [3660

"NA" MAGNETTE or similar, 2-seater preferred. Sound engine, body, weather equipment. View south. Around £175. C. Hosking, 3, Weybridge Park, Surrey. [3663

WANTED URGENTLY for "International" Aston, dynamo and bucket seats. Please write P. F. Black, 47, Canons Drive, Edgware, Middlesex. [3666

M.G. "PB" BLOCK, crank, cylinder head and handbook, air pressure gauge. Corona Café, Wood Street, Stratford-on-Avon. [3668

1937/8 RILEY NINE saloon. Preselector, good coachwork and mechanical condition essential. Price, full details. Write Stevens, 98, Cecil Road, Hale, Cheshire. [3682

LANCIA Augusta, Lambda, Astura or Alfa-Romeo 1,500 or 1,750-c.c. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [3684

LEA-FRANCIS 3.8 to 1 crown-wheel and pinion and 5.25 by 19 tyres (for my own car). Hiller, 196, Tulse Hill, S.W.2. Tel.: Tulse Hill 4728. [3685

FIAT 500. Please state year condition, price, etc., to J. Hart, Lydgett House, Netherthong, Holmfirth, Huddersfield. [3643

AUSTIN SEVEN tourer or sports. Age immaterial. 66, Elmsleigh Avenue, Kenton, Middlesex. [3688

WANTED TO BORROW, hire or buy, handbook for 12-h.p. 1936 Riley tourer. Jarvis, Eveley Cottage, Arborfield, near Reading [3400

URGENT. Loan or buy handbook Alvis Speed 20, 1933. Box No. 863, MOTOR SPORT, 15, City Road, E.C.1. [3417

SITUATIONS VACANT

ENTHUSIASTS who know cars and behind-the-scenes motor racing, with some writing ability, required for journalistic work. Spare or full-time. Excellent prospects. Write Box D. 254, Willings, 362, Grays Inn Road, London, W.C.1. [3492

SEVERAL FIRST-CLASS FITTERS required urgently. Personal application preferred. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3178. [3415

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MISCELLANEOUS

EXPERIENCED ENTHUSIAST (31) finds office routine heartbreaking. Anxious wife implores suggestions for congenial work. Capital available if necessary. Box No. 887, MOTOR SPORT, 15, City Road, E.C.1. [3571

YOUNG MAN (28) enthusiastic follower of motor sport and racing, car owner, pleasant disposition, would like to contact a young lady with similar interests, to attend race meetings, etc., in the coming season. P. Clark, 104, Byng Drive, Potters Bar, Middlesex. [3600

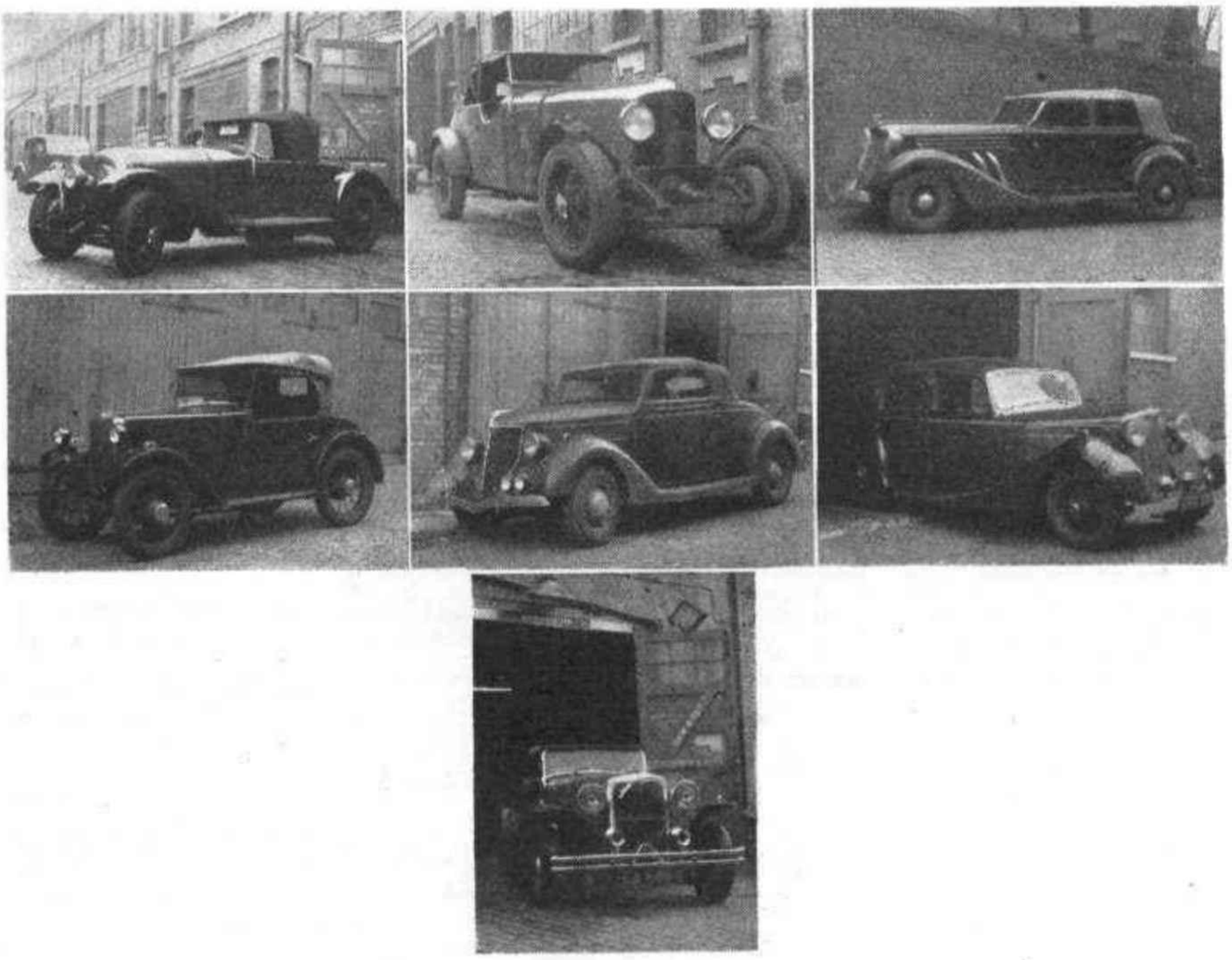
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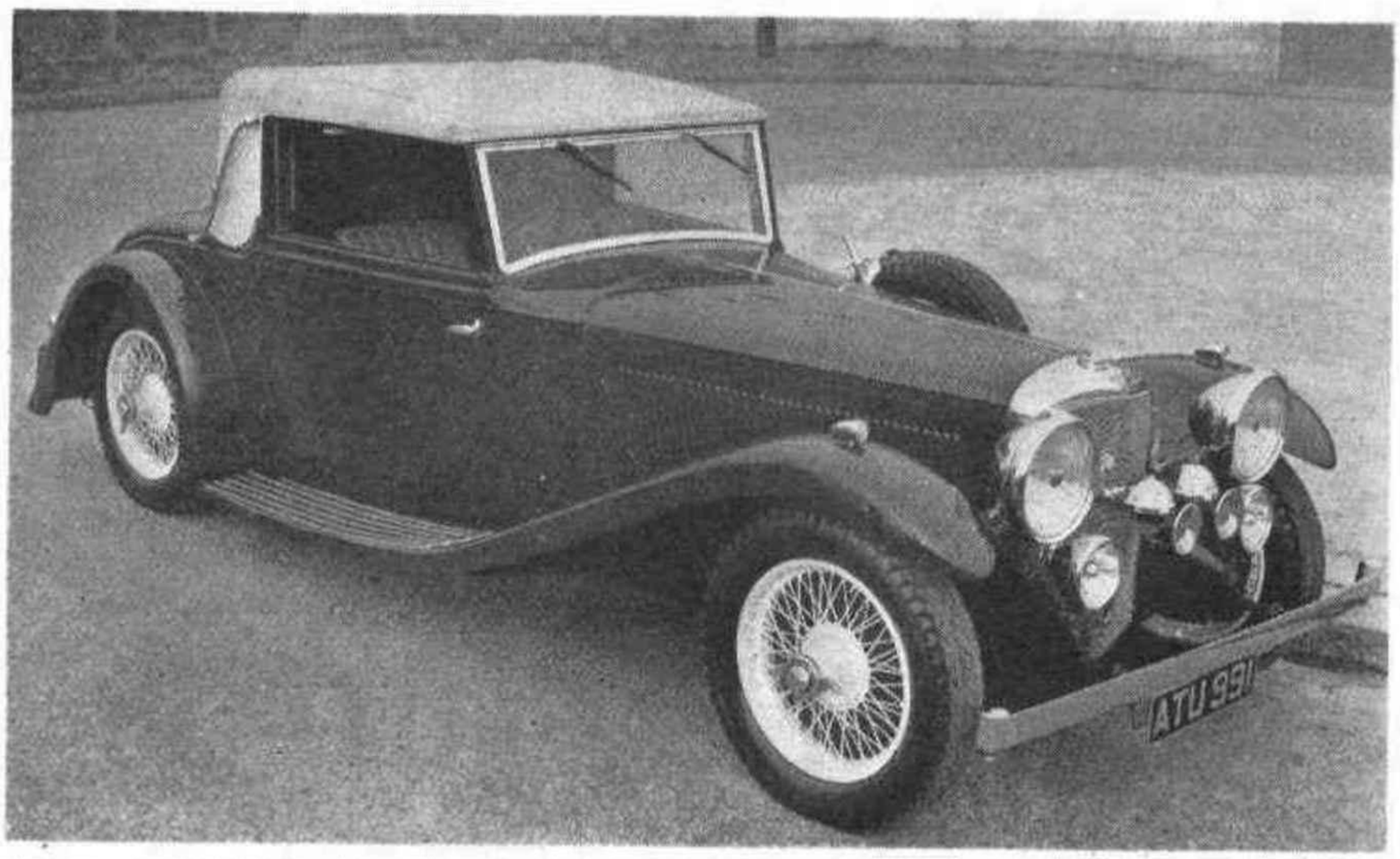
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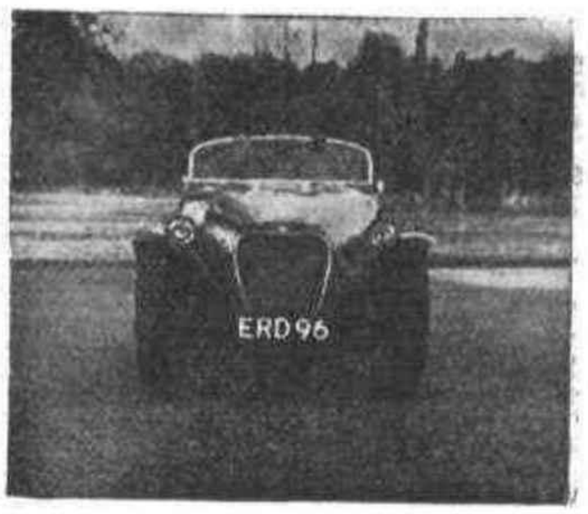
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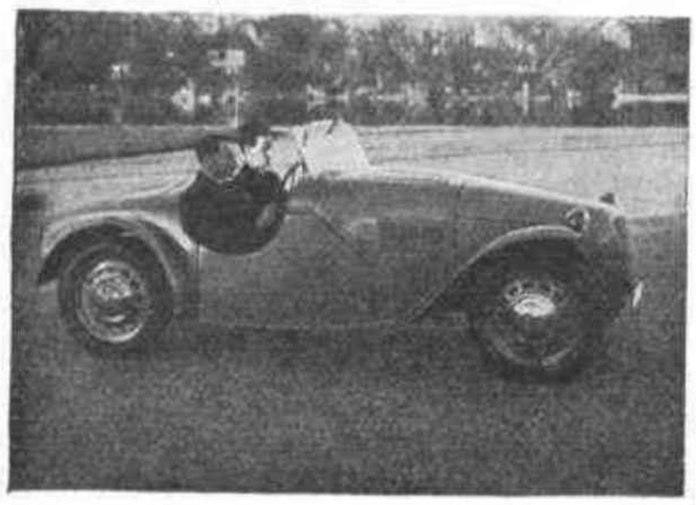
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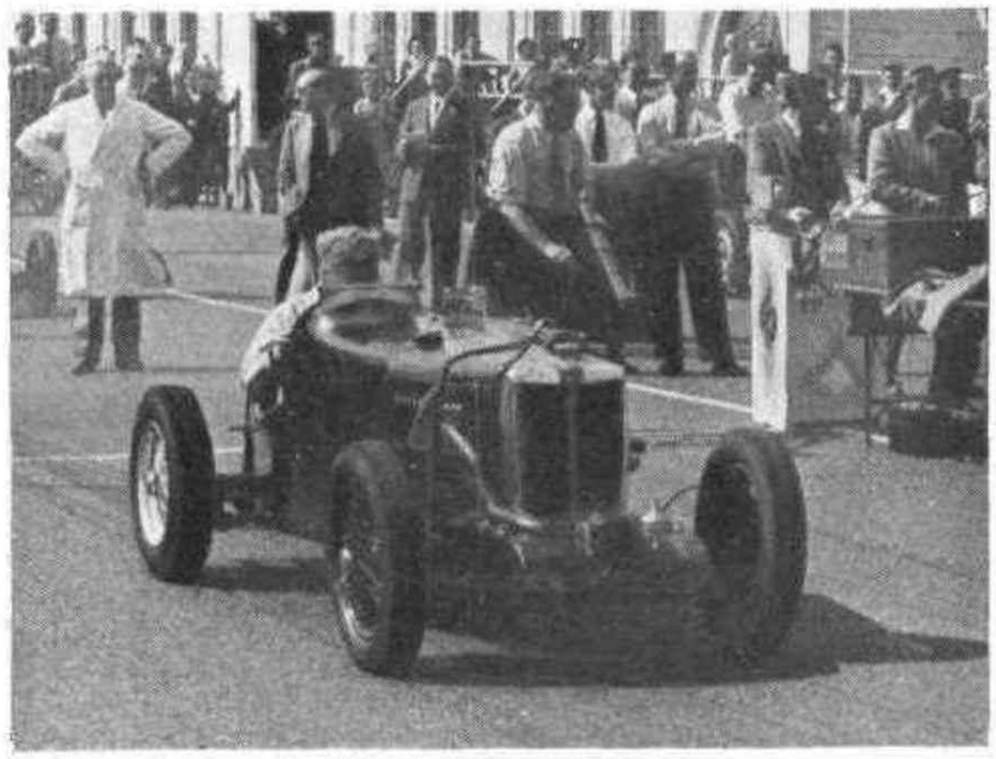
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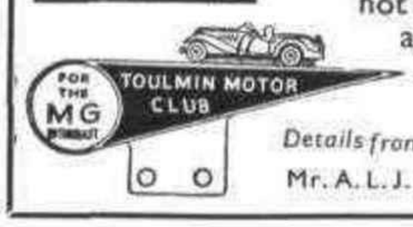
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