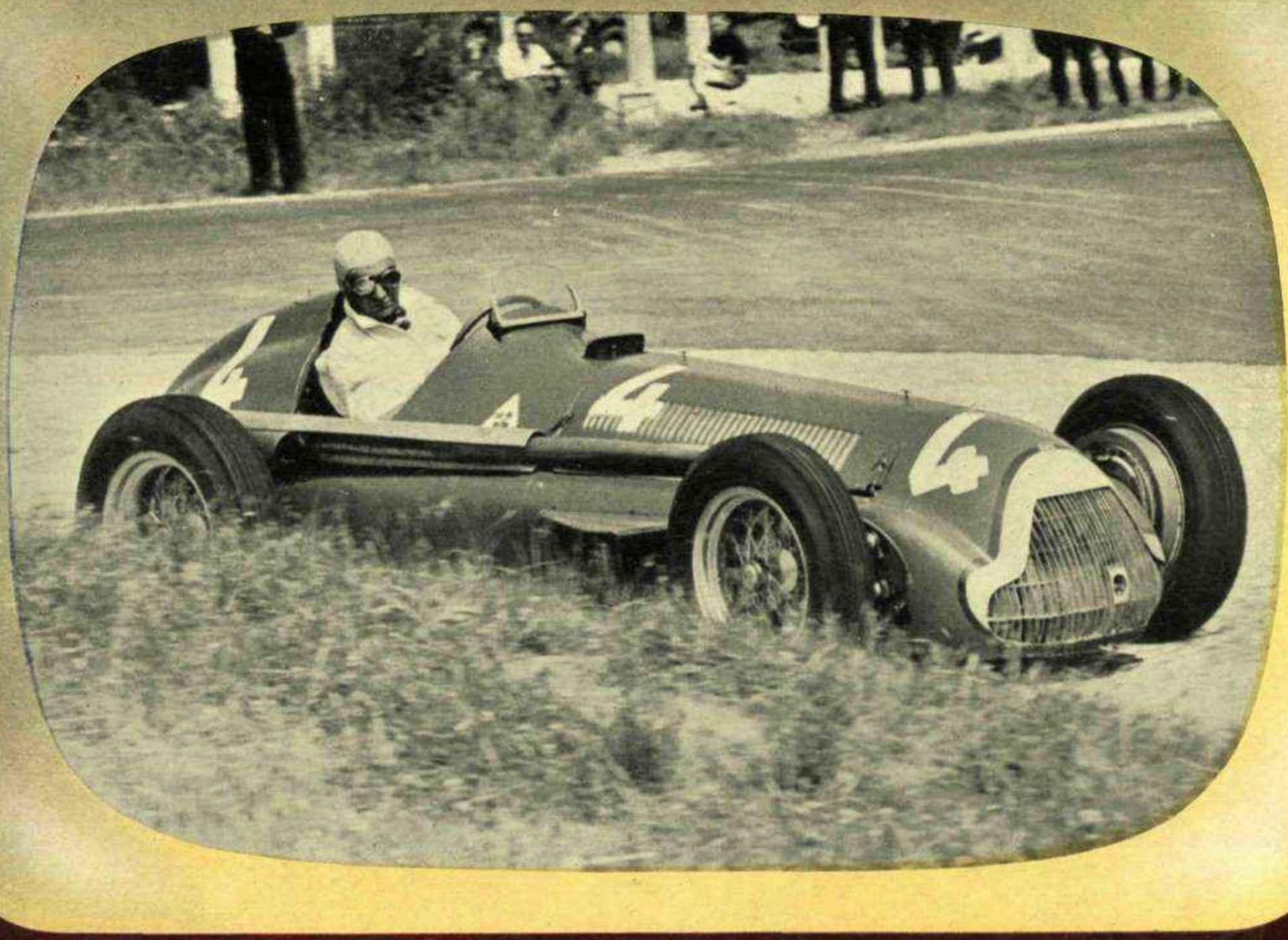
Vol. XXVIII. No. 4 EIGHTEEN PENCE April, 1952

MOTOR SPORT

Speed



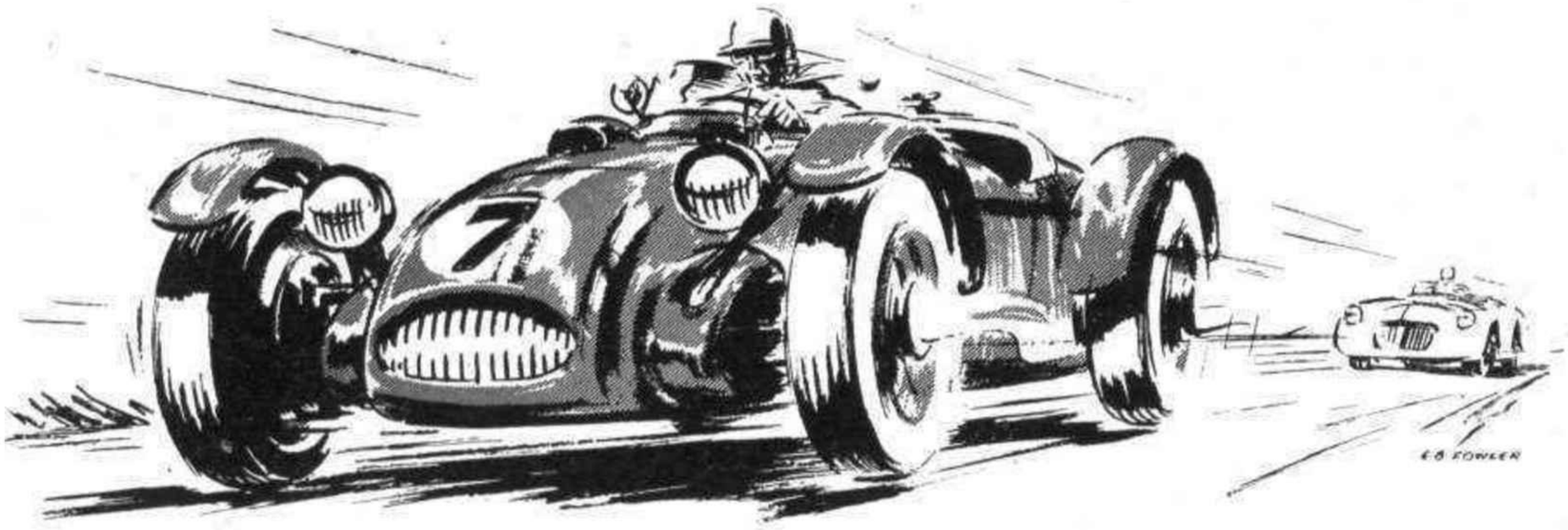
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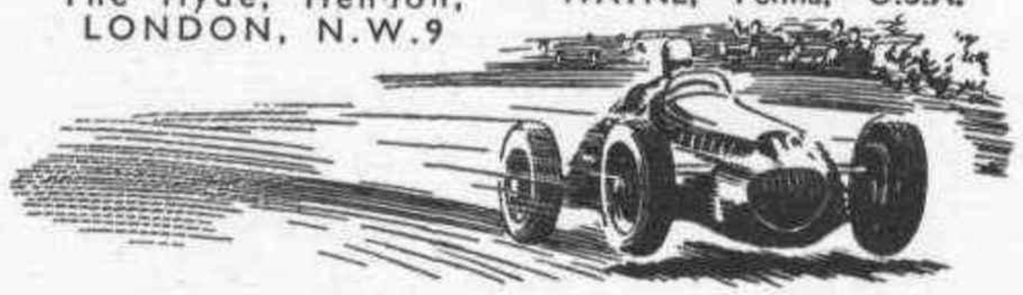
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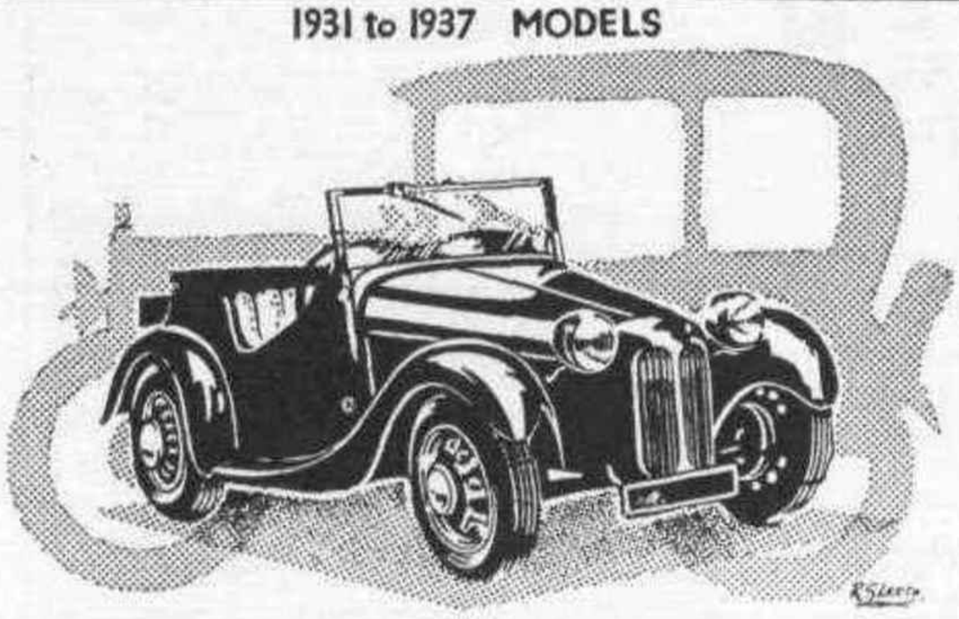


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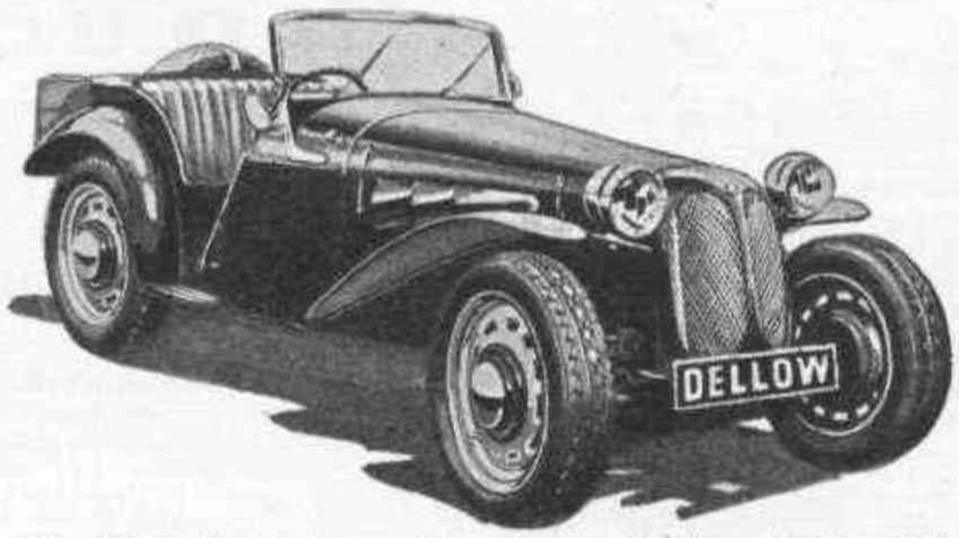
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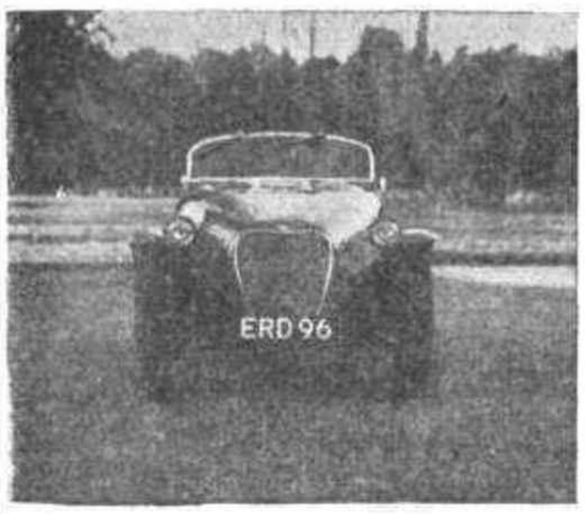
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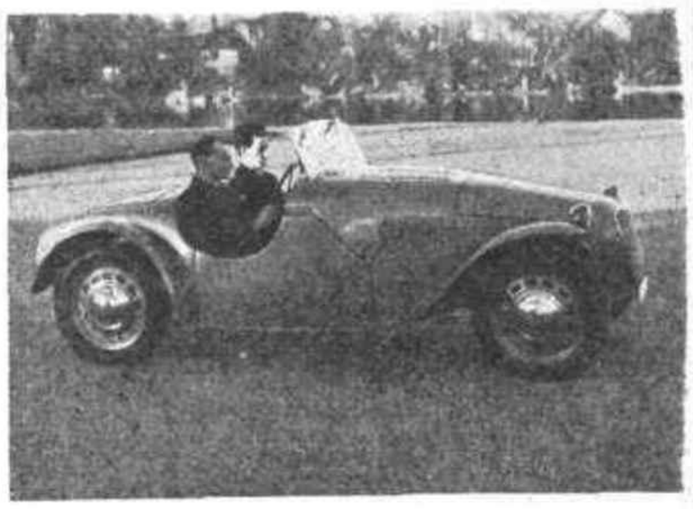
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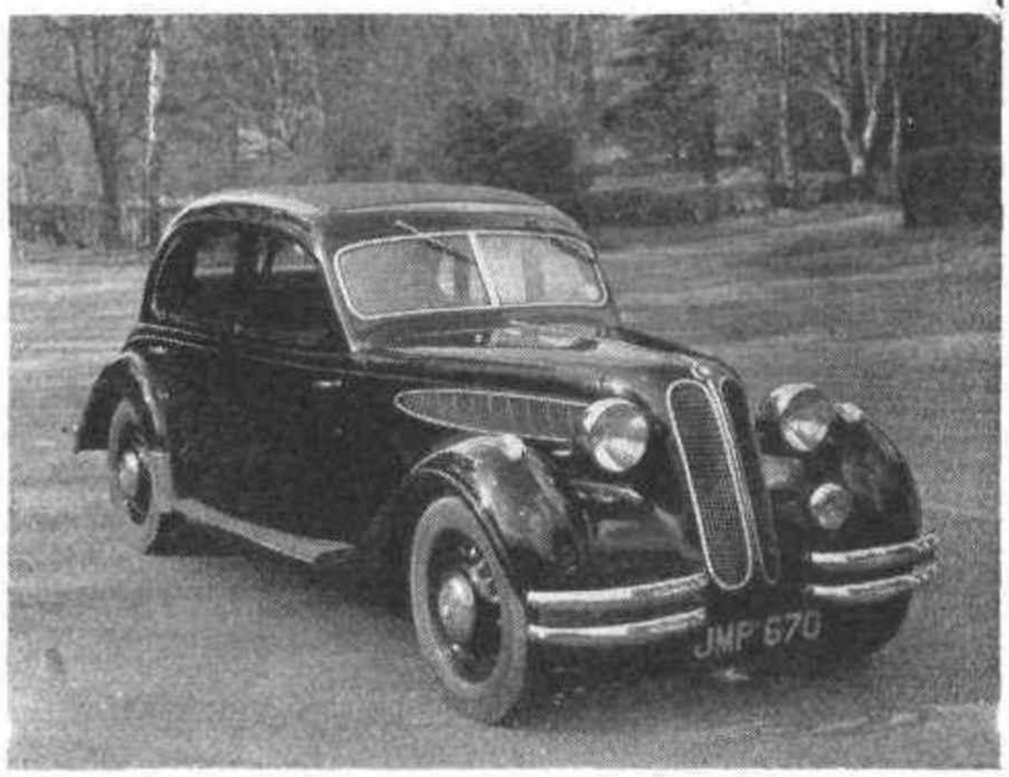
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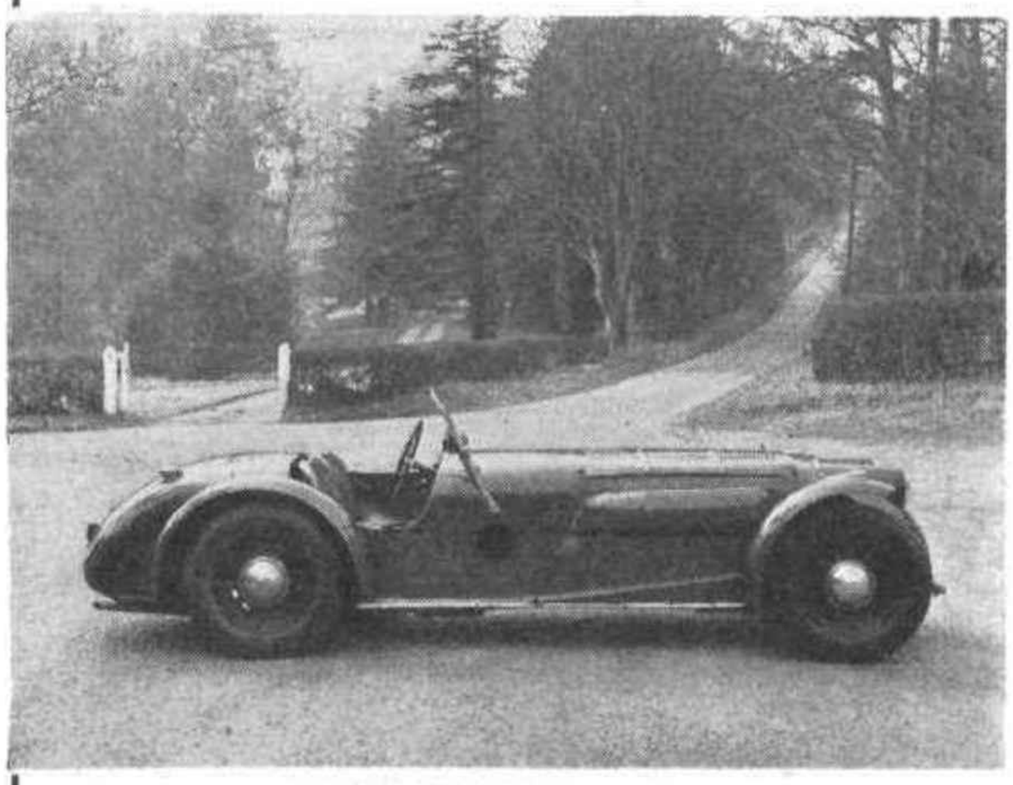
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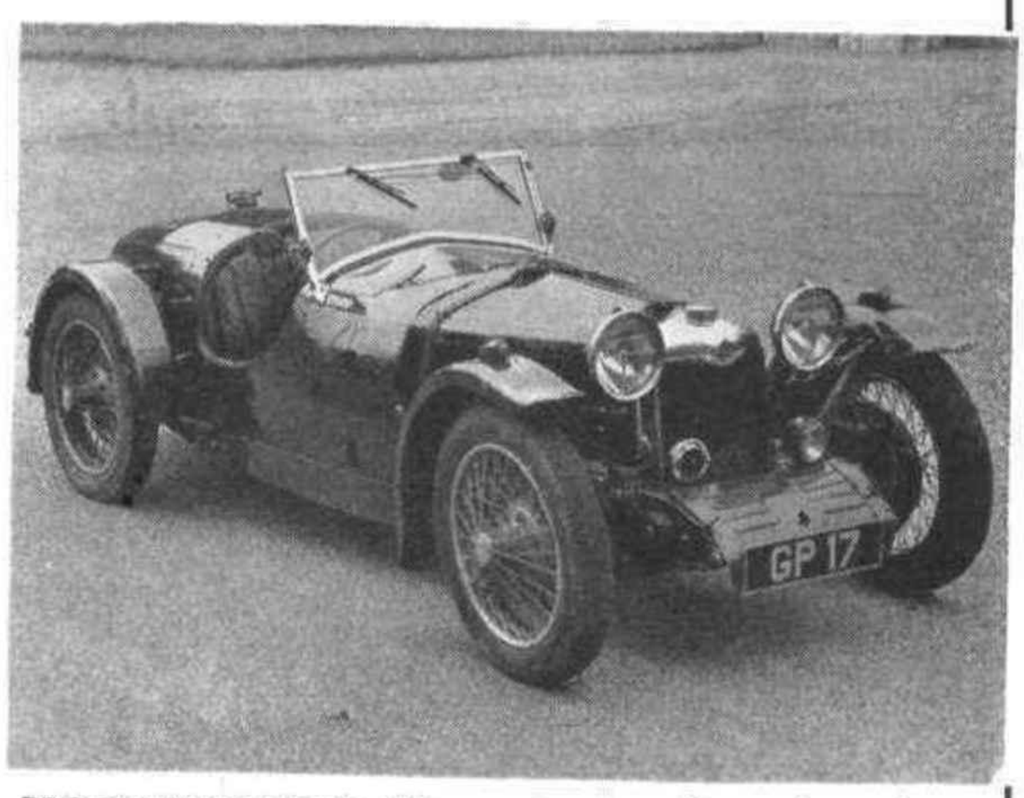
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Whilst the scheme covers all above parts it is by no means essential that a customer should purchase all parts from us. We are cheerfully prepared to supply any parts required and in most cases in any stage of completion, thereby enabling customers to a great extent to keep the project within their own particular means and scope. Similarly the parts can be purchased over a long period to suit the pocket.

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VOL. XXVIII No. 4 B.A.R.C. OPENS 1952 SEASON—see *page 164* APRIL, 1952

MOTOR SPORT

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MATTERS OF MOMENT

WHAT IS A RACING DRIVER ?

A racing driver is what you make him. To certain sections of the community he was at one time invariably a grimy, scatter-brained mechanic owning a long, lean racing machine with vast outside exhaust pipes, in which he was wont to roar about the countryside scattering livestock and humans regardless, by way of practice for death-defying feats on the race track in pursuit of fabulous bags of gold—see any motor-racing movie of the middle-'twenties ! To the Daily Press almost anyone who handles or has handled a fast car automatically becomes a " famous racing motorist " when hauled into the headlines for beating a wife, fighting a burglar, coming into a fortune, going bankrupt or otherwise entering the celebrities' circle. So much the better, of course, if the man or woman concerned can be photographed in overalls, goggles and a white bathing-cap, and if he or she is a lord, earl, peer of the realm, stock-broker or even merely a gentleman farmer.

But the Daily Press isn't particular. We recall a headline many years ago over a story of a gentleman from Clubland who had shaken his walking-stick at a 'bus-driver who had unbalanced a lady passenger by a jerky start. " Husband of Lady Racing Motorist Accosts Bus Driver " it read, or words to that effect. Searching our memories and then our files we found that a lady of the same name *had* driven an aged Peugeot for a few miles in a minor race at a very minor Brooklands meeting many years before her husband committed his chivalrous act . . . On the strength of which we may even qualify ourselves, one day !

Today there is a better understanding of what motor-racing is all about and membership of the B.R.D.C. is a pretty sound indication that in the past or present the member has been either a real racer or closely associated with motor-racing in one capacity or another. And now the R.A.C. has issued a new " leveller," whereby all racing drivers in this country, be they mechanics or company directors, counts or misters, old, young, bald or blonde, will have many things in common.

For in future they must all have a systolic pressure not exceeding 150 mm. Hg., a diastolic pressure of not more than 90 mm. Hg., an acuity range of 6 : 6/6 - 12 or 6 : 9/6 : 9, urine which is free from sugar and albumen, pupils which react to light and accommodation, the ability to make free and controlled movement of shoulders, elbows, wrists, hands, hips, knees, ankles and feet, no serious pulmonary lesion, abnormal cardiac enlargement or unusual noises from the heart, and they must be able to recognise red, yellow, blue, black and white—presumably not all colours at once, however !

In future, ladies and gentlemen, your racing drivers, male or female, will, to the best of the R.A.C.'s ability, be fine, upstanding examples of physically fit men and women, hearts able to survive the sudden emission of con.-rods, nerves steeled against the dreaded sideslip. Those who crawl away miserably with their infirmities, unable to conform to the Adonis-specification will, however, be permitted to drive in sprints and speed hill-climbs, when we have no doubt that they will do their level best to control their cars despite their disabilities—and you mustn't blame them if they pass quietly away ere they reach the Kennels or get round Orchard Corner.

We do not profess to know whether the F.I.A., in insisting on a medical examination, intended national clubs to trot racing drivers along to local surgeries or whether it had in mind examination by one doctor or a team of doctors prior to G.P. races, as has been normal practice at Indianapolis for many years. But the subject does seem very appropriate to an Editorial which appears on April Fool's Day, don't you think ?

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FRONT COVER PICTURE : World Champion in action. J. M. Fangio taking Thillois corner at Rheims last year in a 159 Alfa-Romeo. The car's remarkable performance was effectively curbed by Ferodo brake linings.

THE SUPPORT OF FLEET STREET.

The Right Crowd and No Crowding applied to motor-racing is satisfactory in a selfish sense but could soon end in no racing at all, particularly at the present time when everything about motoring is so expensive and a cruel entertainments tax is levied on race organisers. (Since modified, for which our thanks to the Chancellor.)

Big " gates " are essential to successful motor racing and way back in the days when Herr Hitler was still content to decorate the interiors of houses we used to preach for daily newspaper support.

Today this is available in good measure, which augurs well for motor-racing even in the grim times ahead. The big daily newspapers can " sell " the Sport to millions of readers and as their proprietors, along with those of big oil concerns, are about the only people in this island who still possess money in large quantities, they are able to provide handsome prizes, good starting money, and even prepare circuits when this is necessary.

Continued on page 177

B.A.R.C. Goodwood Members' Meeting

THE English motor-racing season opened at Goodwood on March 22nd, when the B.A.R.C. held the first of its three Members' Meeting for sports cars; although not open to the public the stands were well filled. The MOTOR SPORT Brooklands Memorial Trophy, at present held by J. M. Hawthorn (Riley), will be contested at these meetings, on a basis of 4 points for a win, 3 for second, 2 for third and 1 for fourth place in any race. Eighty-four cars were entered for the March meeting and the present score towards the Trophy is: F. C. Davis and E. C. C. Harewood, 7 points each; H. A. Mitchell, A. D. Tasker and O. Moore, 6 each; K. H. Downing, J. E. G. Fairman, J. M. Hawthorn, L. Leston and A. J. A. Stokes, 4 each; G. V. Coles, W. A. Dobson, J. Goodhew, D. A. W. Jacobs, J. C. C. Mayers, L. Gibbs, J. M. Sparrowe and J. R. Stoop, 3 each; G. F. A. Gale, M. R. G. Llewellyn, D. M. D. Blakely and R. F. Collinson, 2 each; E. W. Cuff Miller, W. R. Croysdill, J. B. de Edwards, R. C. Symondson, N. H. Mann and A. C. Whincop, 1 each. Besides the Trophy and Replica the contest carries a first prize of £50, second prize of £20 and third prize of £10.

* * *

The new *chicane* beyond Woodcote Corner was in place. Most drivers seemed to like it, although it is narrow and rather sharp. This means that, especially with evenly-matched cars, he who is led into Woodcote has to remain behind until after the new bend, as normally there is insufficient room to accelerate clear between corners (only once, or twice at most, did anyone pass here), and the *chicane* isn't wide enough to take two cars side by side. His Grace The Duke of Richmond and Gordon was observing all this during the meeting. Although several cars went into the line of shrubs bordering the outside of the corner, fortunately no one hit the wooden fence on the inside.

There were few new cars amongst the entries, but Oscar Moore drove his modified H.W.M., with Jaguar XK120 engine and preselector gearbox (first announced in MOTOR SPORT). The engine has not yet been enlarged to 3.8 litres, however. The "Monkey Stable" Lester-M.G. of Jim Mayers (who held the Brooklands Trophy in 1950) was getting 300 more r.p.m. down Lavant Straight than last year in spite of pulling a 4.4 in place of a 4.89 to 1 axle ratio, but Gerry Ruddock considered *his* Lester-M.G. too brand-new to run. Gibbs had a new engine in the Riley Nine which "blew-up" so completely at Silverstone last year and a Treen gearbox. Bryde circulated in practice in a nose-heavy 2½-litre Ferrari saloon but deemed it too hectic to run in the races. Bill Dobson, driving in his first English race, had a lone entry from the Ecurie Ecosse—a very smart Jaguar XK120. It was beautifully prepared and had triple scoops on the outside of each wheel for brake cooling. "Wilky" had come down from Scotland on the night train to attend it. Whincop had been up all night preparing his effective 3.3 Bugatti, which now has a square-section air-scoop feeding its four S.U.s. Sparrowe's Morgan 4/4 had a stiffening strip beneath its track-rod. Hawthorn had only his 1,100-c.c. Riley with which to defend the Brooklands Trophy, as he wants a gearbox for his 1½-litre Sprite—does anyone have a spare close-ratio box they can sell him? Very smart—Blakely's Le Mans H.R.G. Practice terminated in torrential rain so that, two hours later, the course was still wet for the first race. Afterwards a brisk wind and bright sunshine soon dried the road.

SCRATCH RACE, CARS UP TO 1,100 c.c. NON-S/C. (5 LAPS)

Gibbs' Riley led lap one, but Hawthorn's Riley, after an exciting tussle, got ahead, its brakes seemingly more powerful, to win very comfortably. Sparrowe's Morgan 4/4 was a steady third, Cuff-Miller's disguised Brooklands Riley fourth after removing part of the *chicane* hedge. Behind, Gentry's Montlhéry M.G. was in trouble and Treen's rough-sounding Riley had a job to pass Helyer's cream Brooklands Riley.

1st: J. M. Hawthorn (1,089-c.c. Riley), won by 21.6 sec., at 64.86 m.p.h.; fastest lap, 66.87 m.p.h.
2nd: L. Gibbs (1,089-c.c. Riley).
3rd: J. M. Sparrowe (1,098-c.c. Morgan).

SCRATCH RACE, 1,100-1,500 c.c. NON-S/C. (5 LAPS)

F. C. Davis led throughout in the ex-Leonard "Ferrari" Cooper-M.G., finishing 53.6 sec. ahead of Mayers, who had come up to fourth from seventh place in three laps, only to have the M.G.'s brake pedal break clean off. He bravely picked up the remaining places, using the lower ratios as anchors, catching Croysdill's smokey Lamgia and Downing, fast as ever in his 1½-litre Connaught. Dargue's M.G. was actually passed by Robinson's Jupiter between Woodcote and the *chicane* on lap four, and at the end of the procession a duel between Pigott's radio-equipped TC M.G. and two TDs resulted in Desoutter's TD spinning twice round on the back leg.

1st: F. C. Davis (1,467-c.c. Cooper-M.G.), won by 53.6 sec., at 72.24 m.p.h.; fastest lap, 73.72 m.p.h.
2nd: J. C. C. Mayers (1,467-c.c. Lester-M.G.).
3rd: W. R. Croysdill (1,496-c.c. Lamgia).

SCRATCH RACE, 1,500-3,000 c.c., NON-S/C. (5 LAPS)

We expected Tony Crook's silver-wheeled Frazer-Nash to pull this one off, but to everyone's surprise H. A. Mitchell led him from flag fall in a similar Le Mans Frazer-Nash. Try as Tony did he never caught him, and his car retired on lap four. The only person who got near to Mitchell was Stoop, in his Mille Miglia Frazer-Nash, back brakes locking on occasion, and these two finished well out of sight of the Healey Silverstone "opposition." Collinson's aged o.h.c. 2-litre Aston-Martin hung grimly to Brooks' Healey but hadn't as useful acceleration.

1st: H. A. Mitchell (1,971-c.c. Frazer-Nash), won by 5.2 sec., at 72.97 m.p.h.
2nd: J. R. Stoop (1,971-c.c. Frazer-Nash); fastest lap, 75.0 m.p.h.
3rd: A. D. Tasker (2,443-c.c. Healey).

SCRATCH RACE, OVER 3,000 c.c. NON-S/C. (5 LAPS)

Gale's 4-litre Darracq led at flag-fall from Dobson's "over-the-Border" Jaguar and Oscar Moore's special H.W.M. For two laps Gale held his lead, Moore now on his tail, then his engine seemed to "fluff" and Oscar took the lead, the Darracq still challenging strongly. Later it fell back behind Dobson's XK120, which was going most impressively. Symondson's Type 57 Bugatti was magnificently holding fourth place, disposing of two larger-engined Allards quite happily. Farther back, a gaggle of XK120s rolled oddly through the *chicane*, although disposing of A. J. A. Stokes' Jaguar 100.

1st: O. Moore (3,442-c.c. H.W.M.), won by 1.8 sec., at 72.36 m.p.h.; fastest lap, 75.39 m.p.h.
2nd: W. A. Dobson (3,442-c.c. Jaguar).
3rd: G. F. A. Gale (3,996-c.c. Darracq).

FIRST 5-LAP HANDICAP

G. V. Coles' neat 747-c.c. M.G. built up a big lead and it wasn't until the final lap that Harewood's blown PB M.G. Special took it from him, by a very narrow margin. Llewellyn took third place by cornering his TD M.G. at its limit. Cuff-Miller spun his Riley at the *chicane*—first man to do so.

1st: E. C. C. Harewood (s/c. 939-c.c. M.G.), 24 sec., won by 0.2 sec., at 67.29 m.p.h.; fastest lap, 69.12 m.p.h.
2nd: G. V. Coles (747-c.c. M.G.), 77 sec.
3rd: M. R. G. Llewellyn (1,250-c.c. M.G.), 37 sec.

SECOND 5-LAP HANDICAP

With 84 seconds start this was a gift to "free-lance" Fairman, this time propelling Stewart's old o.h.c. 2-litre Aston-Martin. Davis drove hard in his Cooper-M.G., tail sliding from the *chicane*, and only he saw Fairman win. Marsh's elderly 12/50 ex-Lybbe Alvis retired and Goodhew took away clusters of chicanery on his Lagonda, which scandalised officials demanded be replaced after the race!

1st: J. E. G. Fairman (1,949-c.c. Aston-Martin), 84 sec., won by 14.2 sec., at 70.02 m.p.h.
2nd: F. C. Davis (1,467-c.c. Cooper-M.G.), 36 sec.
3rd: D. M. D. Blakely (1,496-c.c. H.R.G.), 74 sec.
Fastest lap: Davis (Cooper-M.G.) and N. H. Mann (Alfa-Romeo), 75.79 m.p.h.

THIRD 5-LAP HANDICAP

Tasker's Healey pressed Jacobs' sister car hard, passing it into the lead on lap four. Mitchell worked his Frazer-Nash up effectively to third place, lapping very fast. Try as Stoop did, his Frazer-Nash did not catch Dobson's fast Jaguar, to which he had given six seconds start.

1st: A. D. Tasker (2,443-c.c. Healey), 68 sec., won by 3.8 sec., at 68.68 m.p.h.
2nd: D. A. W. Jacobs (2,443-c.c. Healey), 75 sec.
3rd: H. A. Mitchell (1,971-c.c. Frazer-Nash), 23 sec.; fastest lap, 76.32 m.p.h.

FOURTH 5-LAP HANDICAP

At last re-handicapping was deemed necessary (Goodwood is more lenient than was Brooklands!) and Stewart, having given a race to Fairman, found his Aston-Martin put back 65 sec. But Moore was left to start with Swift's innocent XK120, and 6 sec. ahead of Mann's old Alfa-Romeo 16 sec. in front of Gale's pre-war Darracq! Moreover, so frightened are the Goodwood handicappers of Allards that, had they started, which they didn't, Leslie Allard and Page in 5.4-litre versions would have given Moore 33 sec. start!

Les Leston, in the "Monkey Stable" Lester-M.G., drove brilliantly, and with 10 sec. start from Moore stayed ahead, swopping first place on the last lap with Goodhew's Lagonda, which also (aided by 17 sec. start) held off the H.W.M. Behind we saw Whincop's Bugatti, Eric Thompson in Rob Walker's smart blue 3½-litre Delahaye and Gale's Darracq battling in that order—our thanks to these men for entering such fine machinery. Mann spun off the road on lap one but his 2.6 Alfa-Romeo still caught Swift's XK120—you know, the one required to start with the H.W.M. and give the Delahaye three seconds!

1st: L. Leston (1,467-c.c. Lester-M.G.), 43 sec., won by 3.0 sec., at 73.22 m.p.h.
2nd: J. Goodhew (4,500-c.c. Lagonda), 50 sec.
3rd: O. Moore (3,442-c.c. H.W.M.), 33 sec.; fastest lap, 76.73 m.p.h.

FIFTH 5-LAP HANDICAP

Stokes' silver Jaguar 100 came through to win, followed by Harewood's little M.G., rehandicapped 33 sec., which made good use of its excellent brakes. Collinson's old o.h.c. 2-litre Aston-Martin was third, Downing's Connaught a good fourth from scratch.

1st: A. J. A. Stokes (3,485-c.c. Jaguar 100), 25 sec., won by 1.6 sec., at 70.59 m.p.h.
2nd: E. C. C. Harewood (s/c. 939-c.c. M.G.), 42 sec.
3rd: R. F. Collinson (1,950-c.c. Aston-Martin), 75 sec.
Fastest lap: Downing (Connaught), 73.59 m.p.h.

The next Members' Meeting will take place on May 17th.

* * *

It is rumoured that a well-known driver is installing an eight-carburetter, 4-litre, V8 air-cooled Steyr engine into a sports Cooper chassis, for sprint work.

* * *

The Eight Clubs are paying starting money to the extent of 22s. in the £ in respect of their 1951 Silverstone Meeting (they paid 17s. in the £ in 1950). This generous system will operate again this year for the Silverstone Meeting on June 7th (regulations go out to all members), but a nominal increase in entry fees may be instituted with a view to making a donation to the recently-formed motor racing Benevolent Fund. [Other clubs please copy!—ED.]

THE PRESENT POSITION OF B.R.M.

THE obvious intention of B.R.M. to make another bid for honours in Formula I races, in spite of the diminishing number of such races on the 1952 Calendar, focuses attention on what has been done, since the debacle at Monza last year, in an endeavour to stamp out the failures which have attended the cars from Bourne since Raymond Mays fathered them—with a significant element of the British Motor Industry as midwife—six years ago.

The following information on the present position and intentions of the B.R.M. have been obtained from B.R.M.A. official sources—Alfred Owen, of the Owen Organisation, is the Chairman of B.R.M. Ltd.

Stirling Moss tried a B.R.M. over the Monza circuit and reported as follows :—

1. The real difficulty in handling this car springs from the fact that it becomes unbalanced very easily —*i.e.*, when it is put into a drift or slide, no sooner has this begun than the car gives a flick sideways, in a small but troublesome oversteer; this characteristic is made worse if the surface is bumpy.
2. The car has a dangerous trick of understeering excessively on a trailing throttle, which, although undesirable, is sometimes unavoidable. This was found to decrease if the anti-roll bar was made thinner, or completely done away with.
3. The car's handling definitely improved a lot in the wet if the anti-roll bar was removed, but when tried in this condition in the dry it was bad.

When a very thin anti-roll bar was fitted, the cornering in the dry on slow (up to 70 m.p.h.) bends was improved over the thicker bar; but when it came to fast curves (over 120 and up to 165 m.p.h.) a high-pitch patter developed and the other bar was found superior.

4. On fast curves the front end of the car drifts out too far, showing that the wheels do not grip sufficiently. This makes it difficult to steer the car accurately whilst drifting.
5. On watching the front wheels closely whilst cornering, I found that they wobbled sideways, as well as the usual up and down suspension movement. This wobbling was apparent on the track-rods as well as the wheels and, although considerable, no judder whatsoever was felt at the steering wheel, pointing to the fact that there must be considerable play in the layout. In actual fact, I found that one could move the steering wheel five to seven inches without the car's direction being affected. Whilst the car was on ramps I turned the steering wheel 10 inches with only one inch movement on the road wheels. Could a rack-and-pinion steering be tried?
6. With the driving position as it is now, the steering ratio is too low, due to the fact that one's arms get tied up before a correction can be effected. This fault may be corrected when the driver has more room between himself and the steering wheel.
7. Driving position is bad because :—
   (*a*) The driver is much too close to the wheel.
   (*b*) Brake pedal and throttle are too far apart; this could be corrected simply by turning the brake pedal pad round.
   (*c*) The seat back is too erect and I think it would be more comfortable and a better layout if it was leant back 5 to 10 deg. more. The padding around the shoulders is very good but I should like a little more in the small of my back and stronger sides to the seat. Pedal distance is excellent for myself.
8. I think the rear end of the car is excellent, also the brakes.
9. The top gear seemed to be about right for Monza, as far as I could judge. It would be an advantage if third gear was lowered a bit so that both Lesmo and Pave could be taken in this gear. Fourth could be a fraction higher, I think, but until we get the car's roadholding improved it is difficult to say what speed one can get round the Grande Curve in that gear.

During these tests four piston failures were experienced; three due to pre-ignition, one due to dirty fuel. Two rocker pads began to break up. After a few laps mis-firing set in. New plugs cured this for five laps, then the trouble recurred. Three engines were put out of service owing to the main bearings breaking up.

To off-set these failings considerable redesign has taken place. A new steering-box has been devised, backlash eliminated from the steering joints, and a Burman steering gear is being experimented with to further reduce the ratio from 22 to 1 to 18 or 19 to 1. The rear-hub assemblies and radius arms have been altered, a new trailing-strut designed for the i.f.s., a new front engine-bearer has been incorporated to increase torsional rigidity of the chassis, and more rigid front stub-axle assemblies with steel back-plates prepared. In 900 miles at Monza the Ferodo brake linings showed an average rate of wear of only 0.1 in. but disc brakes are likely to be used this year, resulting in a reduction in unsprung weight. The steering column has been more firmly mounted, larger section front tyres fitted and detail improvements made to seat, steering position, body fasteners, etc.

The mis-firing was largely eliminated by reducing the plug gaps from 0.012 in. to 0.008 in., new single-piece steel rockers fitted to replace the weaker type, and the engine lubrication system modified in the hope of obviating further bearing failure. Difficulty experienced during bench tests due to the rapid torque increase relative to r.p.m. upsetting the automatic control gear of the dynamometer has been overcome, and the B.R.M. engine shows notable comparative economy of fuel.

Stirling Moss seems very content with the modifications made and, subject to further tests, will sign on to drive in all Formula I and Formule Libre races for which B.R.M. enter. Fangio is to drive the second car, if he, too, is satisfied after trying it, which he is likely to do at Monza early this month. Ken Wharton has also been trying the car at Folkingham.

The plan this year is to enter two cars for all the more important races for which the B.R.M. is still eligible, although not in short races such as those at Goodwood. The cars' first engagement is likely to be the G.P. d'Europe at Spa on June 22nd, unless an earlier race is announced. Although only two cars will be run, spares will soon exist for the assembly of five or six cars.

Raymond Mays, B.R.M.'s originator, is the P.R.O., and designer Peter Berthon remains responsible for technical development. Ken Richardson has left and Tony Rudd takes his place, responsible for routine testing, etc. Berthon is likely to act also as Team Manager.

A. F. Rivers Fletcher, P.R.O. of the Owen Organisation, is giving a series of lectures on the B.R.M. project, which have been drawing enthusiastic audiences, and the B.R.M.A. still has some 4,000 members.

We want sincerely to see a British car supreme in G.P. racing and can only hope that B.R.M. have overcome past technical troubles and organisational shortcomings, and that, in those races left open to them, they will win this season, preferably against strong Ferrari opposition. (Alfa-Romeo definitely will not compete.) It is particularly important to Mays that B.R.M. should succeed this time; if the cars do well discussions will quickly follow as to B.R.M. policy under the 1954 Formula.

The general change from Formula I to Formula II is unfortunate for B.R.M., but they can hardly grumble, having on only one occasion aroused any spectator admiration during a classic long-distance race. For their sake, and that of British prestige, we hope and pray that the green cars from Bourne will yet win honours, at Spa, at Barcelona, and at Boreham, where a 200-mile Formule Libre race is due on August 2nd, and in the R.A.C. British G.P., should this be organised by the B.R.D.C. as a Formule I or Formule Libre race. The latter arrangement, with a special prize as at Boreham for the first Formula II car to finish (which it might even do ahead of the Formula I entry), may well be in the best interests of all parties.

As we go to Press, we hear with great delight from Monza that two of the cars are doing extremely well and are up to expectations. Dare we hope that B.R.M. will run at Turin on April 6th? By the time you read this we shall all know whether they will or not, and if they do the wish of every MOTOR SPORT reader will be: "May good fortune attend them."

BRITISH VICTORY AT SEBRING

As we close for Press we learn that a British Frazer-Nash won the American 12-Hour Sports Car Race at Sebring, with a Jaguar second, and that other British cars were placed highly.

1st : Grey and Kulok (Frazer-Nash), 758.45 miles, 63.2 m.p.h.
2nd : Scott and Carroll (Jaguar XK120) and Irish and Fergus (Siata-Fiat)—tie, 732.25 miles, 61.02 m.p.h.
4th : O'Brien and Kennedy (Ferrari), 721 miles, 60.08 m.p.h.
5th : Wallace and Yates (Jaguar XK120), 711.25 miles, 59.27 m.p.h.
6th : Ash and Van Dris (TD M.G.) and Bonnet and Cook (D.B.)—tie, 706.10 miles, 58.82 m.p.h.

500 M.R.C. RACES, ARDS (Mar. 15th)

"500" CHAMPIONSHIP OF IRELAND.—1st: C. Headland (Kieft), 66.65 m.p.h.; 2nd: D. B. Beauman (Cooper-J.A.P.); 3rd: A. Nurse (Cooper-J.A.P.).
OPEN RACE.—J. Kelly (Alta), 71.7 m.p.h.
HANDICAP RACE.—A. Scott (Ford).
SALOON HANDICAP.—L. Coffrey (Ford).

KENTISH BORDER C.C. TAYLOR CUP TRIAL (March 16th)

J. B. TAYLOR CUP.—R. F. Chappell (Cotton III).
BEST IN OPPOSITE CLASS.—R. E. C. Brookes (E.R.P.).
CLASS A :
FIRST-CLASS AWARD.—A. E. Day (Spence Six).
SECOND-CLASS AWARD.—J. H. Appleton (Appleton Special).
CLASS B :
FIRST-CLASS AWARDS.—J. V. Lewis (Chigford) and P. A. Barden (s/e. Bellow).
SECOND-CLASS AWARDS.—A. D. Hasemer (Austin Seven) and G. J. Newman (Cox I).

HARROW C.C. MOSS TROPHY TRIAL (March 16th)

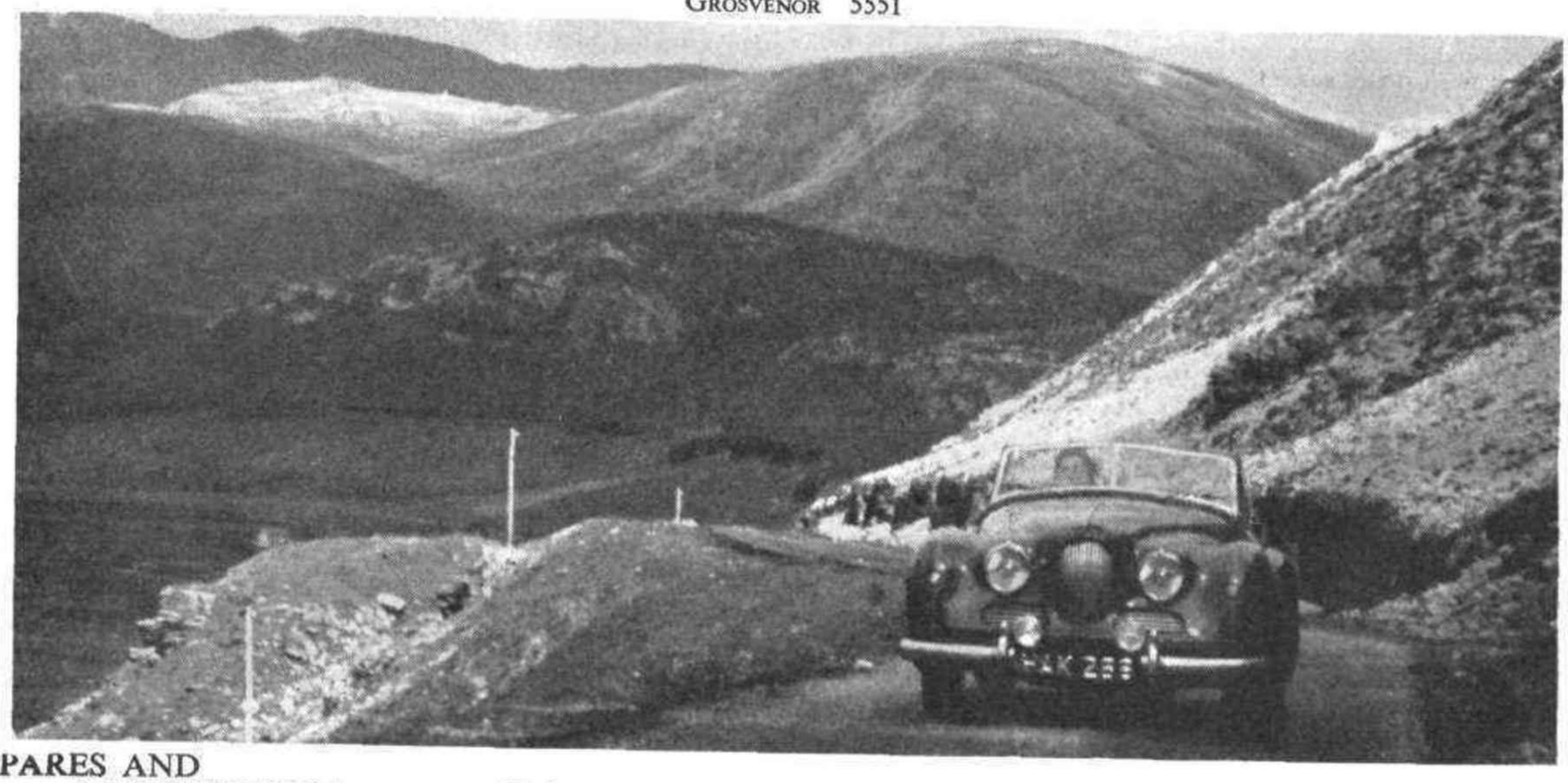
MOSS TROPHY.—P. Linney (H.R.G.).
CULLEN CUP.—S. G. E. Tett (Austin A40).
FIRST-CLASS AWARDS.—C. Audrey (Riley) and F. Allott (H.R.G.).
SECOND-CLASS AWARDS.—F. Tricklebank (Morris) and G. C. Bishop (Riley).

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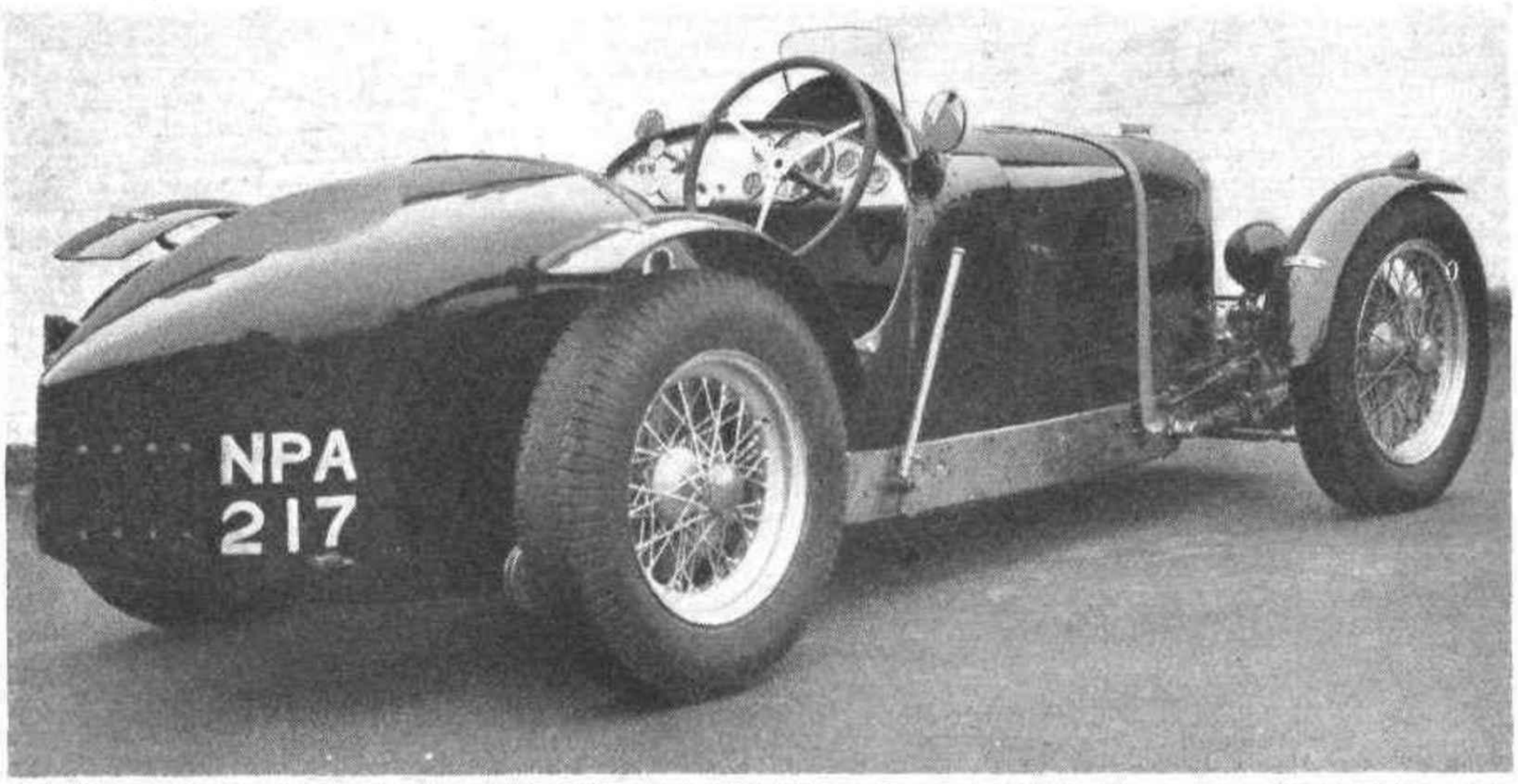
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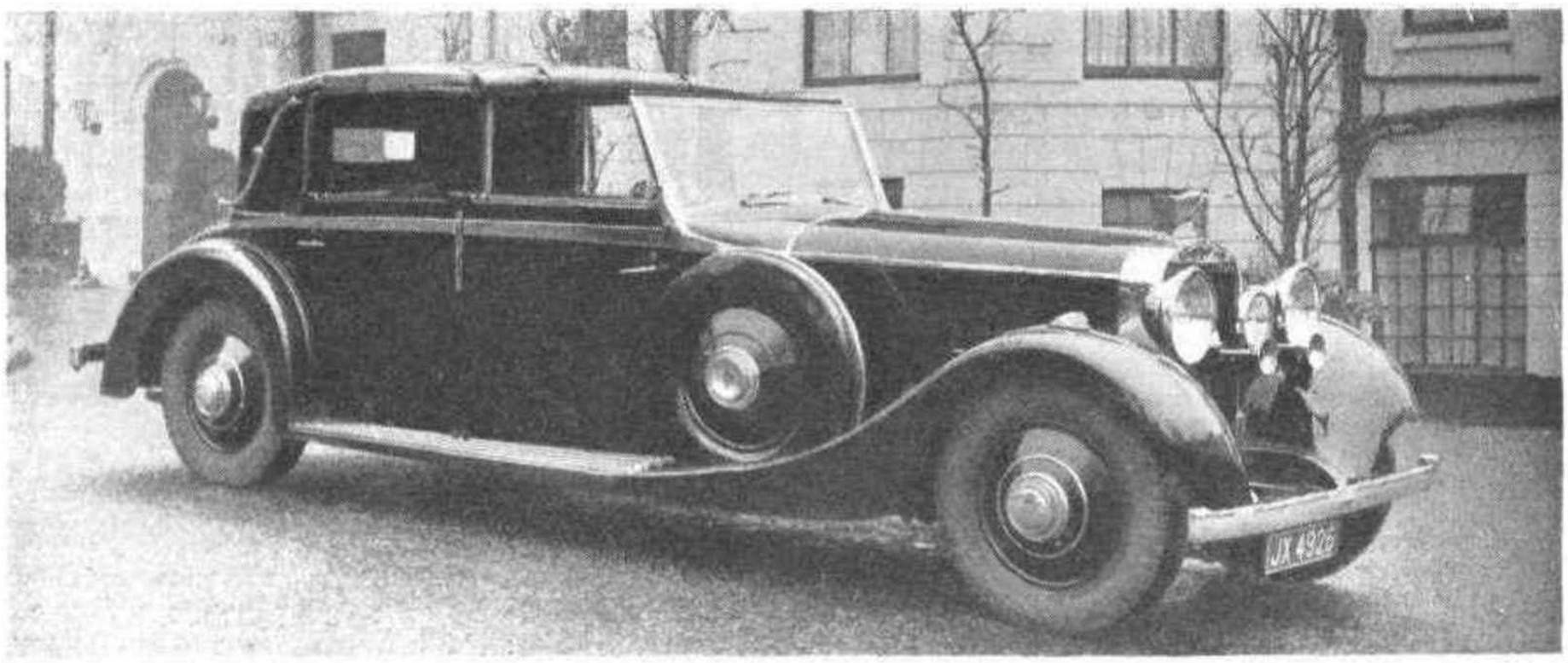
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Reports of Recent Events

N. LONDON E.C.C. JACOBEAN TROPHY TRIAL (Feb. 24th)

JACOBEAN TROPHY (BEST PERFORMANCE).—E. J. Chandler (1,172-c.c. Chandler Special, s/c.).
FIRST-CLASS AWARDS.—D. Read (1,172-c.c. Dellow), J. C. Smith (1,172-c.c. J.C.S.), H. R. Smart (1,172-c.c. B.S.T. Special, s/c.), B. Blundell (1,172-c.c. B.E. Special, s/c.).
SECOND-CLASS AWARDS.—H. F. Collings (1,098-c.c. H.F.C.), E. W. Vero (1,172-c.c. Dellow, s/c.), N. H. Overton (1,172-c.c. Overton Special).
TEAM AWARD.—The Falcon Team (E. J. Chandler, H. R. Smart, J. C. Smith).

PARIS-ST. RAPHAEL RALLYE FEMININ (Feb. 28th-Mar. 2nd)

GENERAL CATEGORY.—1st: Mme. Simon (Renault); 2nd: Mme. de Roquefort (Dyna Panhard); 3rd: Mme. Pochon (Renault); 4th: Mme. Delorme (Renault); 5th: Miss Betty Haig (2.5 Healey Silverstone); 6th: Mrs. Nancy Mitchell (H.R.G.); 7th: Mme. Parsy (Dyna Panhard); 8th: Mme. Thirrion (1,500-c.c. Porsche); 9th: Miss Barbara Marshall (M.G. TD).
CLASS RESULTS:
750 C.C.—1st: Mme. Simon (Renault); 2nd: Mme. Pochon (Renault); 3rd: Mme. Delorme (Renault).
1,100 C.C.—1st: Countess della Chiesa (Fiat); 2nd: Mme. Demcenko (Fiat).
1,500 C.C.—1st: Mrs. Nancy Mitchell (H.R.G.); 2nd: Mme. Thirrion (Porsche); 3rd: Mme. Henriot (Simca Aronde); 5th: Miss Marshall (M.G.); 10th: Mrs. Branford (Hillman Minx).
2 LITRES.—Mme Dubois (Citroen), walk-over.
UNLIMITED.—1st: Miss Haig (Healey Silverstone); 2nd: Mme. Badarry (Ford Vedette); 3rd: Mme. Gallion (Hotchkiss).

SESTRIERES RALLY (Feb. 22nd-25th)

GENERAL CATEGORY.—1st: Valenzano (Lancia Aurelia), 586.98 marks gained; 2nd: Count von der Muehle (Porsche 356), 586.79; 3rd: Von Berckheim (Porsche 356), 586.61; 4th: Bertone (Lancia Aurelia), 586.25; 5th: Piodi (Lancia Aurelia), 585.98; 6th: Fusar Poli (Lancia Aurelia), 585.98.
CLASS WINNERS:
750 C.C.—Bosi (Fiat 500 C).
1,500 C.C.—Von der Muehle (Porsche).
2 LITRES.—Valenzano (Lancia).
UNLIMITED.—Leopardi (Ford Custom).

RILEY M.C. WINTER RALLY (Feb. 23rd)

Although billed as a Surrey event, this popular Rally of a club claiming to be the largest one-make organisation, took place mainly in south-east Hampshire. It attracted 63 entries, inclusive of a No. 13, who had to find their route along the by-ways from a not entirely-accurate route-card and undergo a number of timed tests. One of these tests was a series of up-hill stops and restarts, calculated to test clutches and back axles. Another was an ingenious affair in which drivers had to start their engines, reverse round a corner and uphill over a line, stop, then coast in neutral back to and over the starting line. H. V. Fisher, in a white roadster 2½-litre, made a hash of reversing, getting his off-side rear wheel in the ditch, with consequent severe wheel spin. In contrast, E. Haigh's 1935 Twelve tourer took it neatly, and G. D. Knight performed splendidly in his modern 1½-litre saloon. C. A. Pike came backwards so fast that his rear axle juddered and he overshot the stop-line. Capt. Murray (1947 1½-litre saloon) was extremely proficient, although he, too, didn't stop in time, while J. Williamson (1948 1½-litre saloon) was outstanding.

They say competitions test the breed and the Nuffield organisation can now be quite certain that reverse gear jumps out on the present-day Riley. This happened to many competitors, on some occasions as many as three times, losing them valuable marks to the accompaniment of dreadful crunches and cost C. Allan Reed the entire gearbox on his 1950 2½-litre!

At Lasham aerodrome, watched from aloft by gliding exponents, the cars did a lengthy zig-zag test. E. Brinkman's 2½-litre saloon was hectic in the extreme in making f.t.d.—33.5 sec. Three others tied with 35 sec., but while we were watching the fastest was 36.2 sec. by J. G. Hadley's 1½-litre saloon, on a neat run. Cuff-Miller's 1928 Brooklands Riley was making a horrid noise and jumped out of gear (38.4 sec.) and C. W. Cooper's very nicely preserved 1927 11.9 tourer took the nonsense steadily (44.0 sec.). Miss Sears' 1½-litre was slow, but both G. Gelberg's and L. W. Range's 2½-litres went sufficiently fast to invoke front-wheel slides, whereupon Range put on his brakes and momentarily stopped! Gelberg missed negotiating two of the obstacles and P. L. Howe, intrepid dog navigator in his 2½-litre, and G. Martin's 1937 Twelve missed some "zigs." Both Mrs. Johnson (1½-litre) and H. J. Mash (1½-litre) drove well, the latter's girl passenger somewhat apprehensive. As we left for home another vintage Riley, D. Wood's 1923 10.8 coupé, was seen coming steadily on its way.

Results:

R. JAMES CHALLENGE CUP (best performance by an open car).—H. S. M. Wilkinson (1950 2½-litre).
R. C. PORTER CHALLENGE CUP (best performance by a closed car).—C. Audrey (1948 1½-litre).
RIPLEY MEMORIAL TROPHY (best performance by a lady).—Mrs. M. M. Hughes (1949 2½-litre).
VICTOR RILEY CHALLENGE CUP (best performance by a novice).—L. W. Range (1951 2½-litre).
"COUNTRY LIFE" CHALLENGE CUP (best performance on age, formula).—D. F. H. Wood (1923 10.8-h.p. coupé).
FIRST-CLASS AWARDS.—A. P. Warren (1952 1½-litre), V. H. Tuson (1951 2½-litre), E. D. Dottridge (1947 1½-litre), E. Brinkman (1949 1½-litre), C. A. Pike (1950 1½-litre), J. Williamson (1948 1½-litre), G. F. Hayward (1950 1½-litre), K. J. Kerr (1949 2½-litre), D. J. Scott (1946 1½-litre), D. E. Todd (1932 "Nine"), H. M. Yeats (1949 1½-litre), A. E. Williamson (1948 2½-litre).

N. STAFFS M.C. BURNHAM RALLY (Mar. 1st/2nd)

OUTRIGHT WINNER OF RALLY.—R. Spence Brown (1,265-c.c. Hillman), 5 marks lost.
CLASS AWARDS:
SPORTS CARS UP TO 1,500 C.C.—1st: R. White-Smith (1,250-c.c. M.G. TD), 25 marks lost; 2nd: R. A. Gouldbourn (1,250-c.c. M.G. TD), 31; 3rd: C. E. Emberton (M.G. TC), 38.
SPORTS CARS OVER 1,500 C.C.—1st: C. Heath (3,442-c.c. Jaguar XK120), 21; 2nd: Dr. J. T. Spare (2,443-c.c. Healey Silverstone), 42; G. Cope (1,767-c.c. Lea-Francis), 51.
TOURING (SALOON OR DROPHEAD) CARS UP TO 1,500 C.C.—1st: C. H. Davies (1,250-c.c. M.G.), 16; 2nd: W. Bancroft (1,200-c.c. Austin), 34; 3rd: A. D. Jones (1,496-c.c. Riley), 62.
TOURING (SALOON OR DROPHEAD) CARS OVER 1,500 C.C.—1st: M. S. Shepherd (1911 Citroen), 38; 2nd: J. H. Greenwood (2,443-c.c. Riley), 43; 3rd: J. P. Boardman (2,660-c.c. Austin), 51.

LAGONDA C.C. "24" (March 1st/2nd)

BEST PERFORMANCE: J. A. Ambrose (Ford Zephyr.)
FIRST CLASS AWARDS: S. C. Wilkinson (A.C.), F. Stark (Vauxhall).
SECOND CLASS AWARDS: R. A. Hopkinson (M.G.), D. Hutton (M.G.), G. E. Tapp (Buckler), C. Whitehall (Bentley), S. P. A. Freeman (Healey).

LIVERPOOL M.C. JEANS GOLD CUP TRIAL (Mar. 2nd)

BEST PERFORMANCE OF THE DAY (JEANS GOLD CUP).—J. R. Preston (1,228-c.c. Austin Special), 9 marks lost.
BEST PERFORMANCE BY LIVERPOOL M.C. MEMBER (COURIER CUP).—A. W. Lilley (1,172-c.c. Clegg), 11 marks lost.
BEST IN OPPOSITE CLASS (WADE CUP).—J. C. Wallwork (1,776-c.c. Standard Special), 38.
BEST LIVERPOOL M.C. MEMBER IN OPPOSITE CLASS (BLAKE CUP).—A. H. Bateson (3,622-c.c. Parker), 89.
BEST NOVICE.—J. Rayner (1,172-c.c. B.N. Special), 38.
FIRST-CLASS AWARDS.—H. Cryer (1,172-c.c. Trident), 12; K. R. Bailey (1,442-c.c. Bailey), 15; A. D. Alldred (1,172-c.c. Austin Special), 15.
SECOND-CLASS AWARDS.—F. Harrison (1,172-c.c. F.H. Special), 18.
THIRD-CLASS AWARDS.—H. D. Pritchard (1,172-c.c. Austin Special), 24.
TEAM AWARD.—Lilley, Preston and Bailey, 35 marks lost.

CIRCUIT OF SICILY (Mar. 9th)

1st: P. Marzotto (2-litre Ferrari), 11 hr. 23 min. 23 sec.; 94.812 k.p.h.
2nd: F. Bonetto (Lancia B-20), 94.122 k.p.h.
3rd: G. Valenzano (Lancia B-20), 94.096 k.p.h.
CLASS WINNERS:
750-C.C. TOURING: C. Siciliani (Fiat 500).
1,100-C.C. TOURING: P. Tacci (Fiat).
1,500-C.C. TOURING: G. Frangiamone (Fiat 1,400).
OVER 1,500-C.C. TOURING: L. Bellucci (Lancia B-21).
750-C.C. SPORTS: A. Vici (Lancia Ardea).
1,100-C.C. SPORTS: L. Piotto (Osca).
2,000-C.C. SPORTS: P. Marzotto (Ferrari).
OVER 2,000-C.C. SPORTS: E. Castellotti (2.6 Ferrari).
1,500-C.C. GRAND TOURING: G. Musitelli (Cisitalia).
OVER 1,500-C.C. GRAND TOURING: F. Bonetto (Lancia B-20).

LONDON M.C. COVENTRY CUP TRIAL (Mar. 9th)

COVENTRY CUP.—R. W. Faulkner (Paul Special).
BEST PERFORMANCE IN OPPOSITE CLASS.—W. H. Waring (W.H.W. Special).
FIRST-CLASS AWARDS.—A. E. Rumfitt (Cotton H), N. H. Overton (Overton Special), E. G. Spence (Spence Six), P. S. Chappell (Cotton III).
SECOND-CLASS AWARDS.—A. E. Day (Spence Special), L. F. Notley (Cox Special), B. H. Dees (Dellow).
TEAM AWARD.—Southern Lights Team (R. W. Faulkner, W. H. Waring, A. E. Rumfitt).

YORKSHIRE S.C.C. 4/44 TROPHY TRIAL (Mar. 9th)

1ST BEST PERFORMANCE OF THE DAY (4/44 TROPHY).—G. P. Mosby (1,172-c.c. Ford), 4 marks lost.
2ND (CAMPBELL TROPHY).—E. Harrison (1,172-c.c. Harford I), 4 marks lost.
3RD (CLUB CUP).—T. C. Harrison (1,172-c.c. Harford III), 9 marks lost; 4th: H. H. Cryer (1,172-c.c. Trident), 12 marks lost; 5th: M. Wilde (1,172-c.c. Ford), 17 marks lost; 6th: W. Underwood (1,172-c.c. Underwood), 20 marks lost; 7th: A. G. Imhof (1,250-c.c. Imhof), 20 marks lost; F. Harrison (1,172-c.c. F. Harrison III), 20 marks lost; 9th: A. W. Lilley (1,172-c.c. Clegg), 24 marks lost; 10th: J. W. Fleetwood (1,172-c.c. G.R.H.), 24 marks lost; *11th: P. Clegg (1,172-c.c. Clegg)*, 25 marks lost; 12th: A. M. Beardshaw (1,190-c.c. Wharton), 30 marks lost; 13th: J. R. Preston (1,238-c.c. Austin), 30 marks lost; 14th: A. Richardson (1,172-c.c. H.R.F.), 30 marks lost; 15th: P. J. Clay (1,172-c.c. Phoenix), 30 marks lost.
TEAM AWARD.—West Riders (Mosby, Wilde, T. C. Harrison), 30 marks lost.

LANCIA M.C. DRIVING TESTS (March 9th)

HAMILTON AWARD (BEST PERFORMANCE).—C. H. Whitehall (B.A.R.C.), (Bentley).
FIRST-CLASS AWARDS.—H. O. Cormacey (W.E.C.C.), (Austin); E. Laker (Cranleigh), (Riley); A. G. R. Wood (B.A.R.C.), (Jaguar); P. L. Pulver (L.M.C.), (Lancia); W. A. Law (U.H.U.L.M.C.), (Healey).
SECOND-CLASS AWARDS.—T. C. Sanders (V.S.C.C.), (A.C.); R. J. Randall (W.E.C.C.), (Austin); D. R. Warren (Cranleigh), (Hillman); F. T. G. Gibson (W.E.C.C.), (Riley); W. B. Fowler (V.S.C.C.), (Aston-Martin).

Continued on page 170

THE BUDGET AND THE SPORTING MOTORIST

THE Budget of Mr. Butler will have been received by motorists with mixed feelings. We are grateful to him for introducing a fairer system of car taxation, namely £12 10s. per year for all cars, commencing from January, 1953. Owners of all pre-1947 cars of over 10 rated h.p. will fling their caps into the air and rejoice generally. Those with 10-h.p. carriages are unaffected, but the many users of 8 and 9-h.p. cars and those happy few with diminutive Peugeots and the older Jowetts who paid only £8 15s. a year, all pay more, in company with those clever or affluent folk running recently-built automobiles. Mercifully, people driven to two or three wheels by the high cost of living and of low-octane petrol go untroubled.

Certainly the £12 10s. flat-rate tax will assist the vintage movement even if it secures not more than a few hundred votes for the politicians. A 3-litre Bentley owner will pay £7 10s. less next year, and a 30/98 Vauxhall man £17 10s. less, for example.

The reduction in entertainment tax should assist motor-racing. But the further savage increase in the petrol tax is unjust and will have nasty repercussions for most of the population, not merely for motorists. The average fuel consumption of private cars in this country is probably about 20 m.p.g., certainly amongst users of high-performance cars. Assuming an average, every-day speed of 30 m.p.h., one hour's motoring costs 1½ gallons, equal to 6s. 4½d. In the same time a man might quaff three pints of beer or smoke three cigarettes, but not only does this cost him nothing like 6s. 4½d. but it costs him no more under the Butler Budget than under the previous Budget. If you want to feel angry, work out the actual differences! Moreover, annual licences to the value of £12 15s. are not required of each smoker or drinker. Note, too, how the price of petrol rose in a matter of *hours*, whereas benefits will take several *months* to come into effect. So it is too clearly obvious that yet again the motorist has been the major scapegoat who must pay for the nation's past follies and present responsibilities. *This is a state of affairs which has gone on far too long* and which each of us should bring very clearly to the attention of our M.P.s. The tax increase of 7½d. a gallon on petrol may not sound too dreadful, so accustomed have the British become to thrusting their hands deeply into pockets and wallets. But, in sober fact, 5,000 miles' motoring (equal to a *mere* 100 *miles each week-end*, discounting Christmas and one *other in the garage for servicing) now costs* £26 11s. 3d. for petrol alone, assuming the most insignificant little car doing a genuine all-the-year-round 40 m.p.g. (We are assuming that weekday motoring is charged to employer or business.) Allow only 200 miles per weekend (which the enthusiast can easily exceed) at 20 m.p.g. and the cost of petrol rises to £106 5s. per annum—over £2 a week, most of which is tax.

For this point of view emphasis would at first seem to be on small-engined cars, but it is significant how much the new flat-rate tax humours the retention of large-engined cars by those who can afford a reasonable expenditure on motoring, particularly up to an annual mileage of around 10,000.

For example, the 30-h.p. car saves £25 a year in tax, equivalent to being given over 117 "free" gallons of petrol at the latest price of 4s. 3d. a gallon. On the other hand, a 12-h.p. car saves only 50s., equal to approximately 11 "free" gallons. Expressed another way, a 12-h.p. car doing 28 m.p.g. cost £47 11s. per 5,000 miles for tax and petrol prior to Butler's Budget but now goes up to £50 6s., whereas over this distance a 30-h.p. car giving 18 m.p.g. formerly cost £88 9s., which now comes down to £71 11s. Over 10,000 miles the new figures become £88 2s. for a 12-h.p., £130 12s. for a 30-h.p. car, respectively an *increase* of £8 and a *decrease* of £8 16s. Over 20,000 miles the 12-h.p. costs £163 15s., the 30-h.p. £248 17s., respectively, an *increase* of £17 9s. and £30 17s. Users of large cars are being given a long overdue "bonus."

On the other hand, increased petrol costs will maintain a bias towards small-engined cars and although many people who already run big cars will have little reason to dispose of them, it is unlikely that a saving of less than £10 over 10,000 miles will be sufficient to promote widespread sales of large used-cars; in other words, even at the most "favourable" mileage, the difference in running costs between small and large cars remains appreciable and sufficient to keep static the h.p./sales groups. The *general* tendency will be for fewer people to motor fewer miles in smaller cars. In any case, remember that the sooner buyers refuse to pay silly prices for old cars the sooner will vendors cease to request them.

As one of the biggest tax-payers it is to be hoped that we motorists will be accorded the privileges due to us and that the police have already been instructed to treat us with respect, *i.e.*, to cease to charge us for obstructing deserted side roads or for failing to keep our number plates free from mud on wet days, etc.!

It remains only to order a set of economy jets for the Editorial Plus Four (which should reduce the Morgan's thirst from 22 to 32 or more m.p.g.) and to buy the music of "For He's a Jolly Good Fellow" in Mr. Butler's honour, remembering that he might have raised the car-tax to £25 per annum and the price of petrol to half-a-sovereign a gallon!

STUTZ *versus* MERCEDES-BENZ

American motor journals in general are addicted to sensationalism and catch-phrases, but P. S. de Beaumont, formerly of the *Antique Automobile* and now one of the seven Associate Editors of *Speed Age*, steers clear of such methods and has a scientific approach to a subject worthy of our Laurence Pomeroy. Consequently, we are forced to take notice of his interesting article "Was America Eleven Years Ahead in Grand Prix Cars?", published in the March issue of *Speed Age*. In it he states fairly and clearly the case for the 3-litre V16 Stutz Black Hawk designed, built and driven by the late Frank Lockhart, comparing this very advanced car with the W163 3-litre V12 Mercédès-Benz G.P. car of 1939.

The Stutz Black Hawk was officially timed at 203.5 m.p.h. (on a one-way run and not, therefore, a Class D record as Beaumont suggests) at Daytona in 1928, when attempting to break Sir Malcolm Campbell's Land Speed Record of 206.96 m.p.h., as described in Chapter 4 of "The Land Speed Record," by W. Boddy. On the return run Lockhart hit the sea and on a later attempt the Stutz crashed at an estimated 225 m.p.h. and Lockhart was killed.

It may seem unfair to compare a Land Speed Record and a G.P. car, but it should be borne in mind that, according to Beaumont, the Stutz had been intended for subsequent use on dirt and board tracks (its engine was, indeed, afterwards used at Indianapolis for many years), and that the W163 Mercédès-Benz was specially streamlined for a successful attack on short-distance Class D records, which in 1939 it took at 248.29 m.p.h. for the mile, or much the equivalent of going out for the absolute speed record 11 years earlier; also both cars were of 3-litres capacity. Beaumont sensibly makes the point that to compare the 1928 Stutz with a road-racing car requires stretching the imagination, and its suspension and transmission might not have given it a chance against the Mercédès-Benz on a road circuit.

Nevertheless, the comparison is an absorbing one, and Beaumont sifts his evidence very impartially, pointing out, for instance, that Lockhart arrived at an estimated output for his V16 Miller engine of 385 b.h.p. *via* slide rule calculations, which may have been optimistic. Conversely, he remarks that the Mercédès-Benz may have been giving more than its road-racing 483 b.h.p. in record-breaking form.

Certainly this comparison between the American 3-litre record-breaker of 1928 and the 1939 G.P. Mercédès-Benz, which is usually accepted as the fastest road-racing car built to date, shows up the Stutz Black Hawk in a very favourable light. The figures got out by P. S. de Beaumont are so interesting that, with full acknowledgment to *Speed Age*, we republish them on page 172.

Another task which Mr. Beaumont should embark upon is that of comparing the straight-eight 1½-litre Miller with which Lockhart set the International Class F mile record to 164.009 m.p.h. in 1927 (which in 1926 would have broken the Land Speed Record itself!) with cars which did not beat this figure until ten years later!—W. B.

See Table on page 172.

CHAIN CHATTER

by "CARROZZINO"

AMONG the many useful jobs carried out by the Secretary-General of the F.I.M. is the publication of a most comprehensive booklet containing all the recognised motor-cycle records ever recorded. The latest issue, which has been brought up to date to the beginning of this year, is a most useful reference for anyone interested in fast motor-cycling. Similarly, for those interested in the International Road Racing season, the F.I.M. *Annuaire* is a small pocket book full of most useful data, with a comprehensive racing calendar as its main part. Both of these are obtainable from the F.I.M. Secretary.

* * *

As each racing season progresses it becomes more noticeable that public support in racing is still very much on the increase, and the result of this popularity is a keen interest taken by radio, television and film people. Crowds seem to be getting larger and larger and, while this enthusiasm for the sport is most gratifying, it brings in its wake certain disadvantages. One is the need to provide much stricter control of the public whilst watching the racing, and to the dyed-in-the-wool enthusiast this can be most irritating. I had an example recently when attending a scramble at which, not so long ago, one rode into the venue at leisure, leant the model on a convenient tree and joined the lads to watch the fun. Now one is shepherded along by cordons of police. Organised car parks and their suffering attendants are evident, and the enjoyable air of freedom usually associated with a scramble event is sadly missing. In some ways the days when motor-cycle sport was limited to the minority were preferable; the present era of widespread popularity among the general public may bring benefits in the way of tolerance and support from "the powers-that-be" and great financial backing, but it brings the inevitable "organised-control" in its wake.

* * *

Shortly after my remarks appeared last month about the drab appearance of English racing machines in comparison with the Italian models, I happened to pay a visit to the Francis Beart establishment. Although Beart is very fully occupied in making Norton engines go quickly for the Formula III cars—a sacrilegious use of a good engine in some people's view—he still spends plenty of time on his own racing machines, and it was good to see his two special "Featherbed" Nortons being built up for the Irishman McCandless to ride. Of particular interest was the fact that his machines are finished in a vivid, but not gaudy, green paint, backed off by polished dural and aluminium. Altogether the Beart machines present a most attractive appearance and show that a racing machine can be made to look a show piece quite easily.

This matter of colours for motor-cycles is one that has now become established among manufacturers, such firms as Triumph, B.S.A. and Sunbeam offering a range of machines that do not involve the sombre black beloved for so long by the English motor-cyclist. There is no doubt that an all-blue Triumph Thunderbird sidecar outfit can look just as pleasing to the eye as a modern car painted other than black.

* * *

Easter will naturally see the commencement of the road-racing season and, at home, Cadwell Park will undoubtedly be as popular as ever, and it holds hopes of a great future now that the circuit is being lengthened. The first big event in this country takes place on April 19th, when the B.M.C.R.C. hold their annual race day, this time at Silverstone, as Goodwood is too full of car meetings. The meeting will cover every type of event from 125 c.c. to sidecars and will provide an opportunity for the "works" machines of this country to have an early try-out.

One hears already that the Porcupine A.J.S. is going better than ever before, while Nortons are said to be surrounded by an air of quiet confidence. Both teams are using a rider from "down-under" and they will probably be in action at Silverstone. The stocky little Ken Kavannagh is on a Norton and Rod Coleman on the Ajay. Some may think that the inclusion of these riders from the Dominions in preference to English riders may be merely a gesture towards the Empire, but I can assure anyone who studies riding that they are both riders with remarkable ability, though in their amusing Southern way each thinks the other is quite useless.

The B.M.C.R.C. are using the full outer circuit of Silverstone for this first meeting and it will constitute a very fine National G.P. Later in the year the club are running a meeting on the inner circuit, up to now retained exclusively for car clubs. This meeting will be closed to Bemsee members only, but should still be very entertaining.

* * *

The first clash of the rival "works" teams of Italy and England will be at Berne on May 18th, on the occasion of the Swiss G.P., and by that time they should all be in fine fettle and ready for a real battle. Gileras will be using a new version of the fabulous "four," M.V. have been trying numerous suspension experiments, but Guzzi have announced the complete withdrawal of that delightfully untidy machine the 500-c.c. Bicilindrica. It is a pity that these machines will not be raced again for, although in some ways they were the most ungainly looking machines ever conceived, they were also extremely functional and left a deep impression, rather like some of the pre-war Brough Superiors. The Guzzi concern are concentrating on the 250-c.c. class with Fergus Anderson, Enrico Lorenzetti and Bruno Ruffo forming the team. As a team pair, the first two take a lot of beating, for many is the time I have seen them in deep discussion in some quiet corner and you can be assured that they are dispensing some very deep track-craft.

* * *

After the efforts on the part of the Daytona Beach race organisers to prevent the "Featherbed" Manx Nortons from competing, and, it seems, the rule kept out Harley-Davidson's most potent machine, it is rather ironical that Norton machines won the event anyway, using plunger-sprung models. It is significant that a twin B.S.A. made fastest lap at over 88 m.p.h. for one hears all sorts of rumours about the power being produced at the B.S.A. factory and, while there is no sign of a "works" B.S.A. team appearing in the 500-c.c. international class, there are some very powerful engines being supplied to various people.

* * *

I had an opportunity recently to try one of the latest touring B.M.W. machines, the R66 model, and though I was greatly impressed by its touring qualities, I felt they could not be taken beyond anything but touring. The traditional B.M.W. smoothness, silence and cleanliness were all present and many practical features, such as a green indicator light in the body of the headlamp that glowed when the correct neutral was selected, and complete enclosure of the carburation system. But if one tended to assume the machine to be a sports model as distinct from a touring one then the handling left much to be desired, as did the gear-change, inevitable on an engine-speed gearbox. Outwardly the finish appeared excellent but closer inspection revealed a surprising number of things that had been made by a German blacksmith, the footbrake pedal being one in particular.

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REPORTS OF RECENT EVENTS

—continued from page 168

TEAM AWARD.—Profanum Vulgus (U.H.U.L.M.C.)—W. A. Law, R. Gascoigne-Pees, D. H. Stout (Hillman).

TEAM AWARD (RUNNER-UP).—Aprilia Team (L.M.C.)—G. Robson (Lancia), R. Snowdon (Lancia), P. Pulver (Lancia).

NOVICES' AWARD.—R. Gascoigne-Pees (U.H.U.L.M.C.), (Ford).

NOVICES' AWARD (RUNNER-UP).—B. W. Warner (Cranleigh), (M.G.).

SPECIAL AWARD (best L.M.C. member driving a Lancia motor car).—A. G. P. Wills (Lambda).

SUNBEAM REGISTER TREASURE HUNT AND TESTS (Mar. 9th)

TREASURE HUNT:

1st: R. Mennell (Aston-Martin), A.M.O.C., 110 marks.

2nd: R. S. Osmaston (14/40 Humber), Humber Register, 105 marks.

3rd: Tie—B. F. Burgess (Sunbeam Sixteen), Sunbeam Register; A. D. Forshaw (Sunbeam Sixteen), Sunbeam Register; 100 marks each.

TESTS:

1st: R. Mennell (Aston-Martin), A.M.O.C., 394 marks.

2nd: R. S. Osmaston (14/40 Humber), Humber Register, 432 marks.

3rd: A. D. Forshaw (Sunbeam Sixteen), Sunbeam Register, 452 marks.

HANTS & BERKS M.C. BLACKWATER TRIAL (March 9th)

CLASS A: J. Paul (Austin Seven).

CLASS B: Mrs. Mitchell (Ford Ten).

FIRST CLASS AWARDS: D. Small (Jowett Special), Miss Hopkinson (Ausford), M. Ness (Ford Eight), Miss Cooper (H.R.G.).

SECOND CLASS AWARDS: D. Mitchell (H.R.G.), H. Gilling (H.R.G.), C. Tapp (Ford Ten).

The Importance of American Enthusiasm

An Article of Topical Interest, by Alan K. Clark

TO the majority of enthusiasts in this country the word "Continental" has for long been evocative of respect, admiration and the desire to emulate. Behind and supporting this notion there stands a long tradition of efficiency in the design, the construction and the driving of motor cars and in the organisation of events in which they compete. And it is true that in all these matters the Continentals are still if not pre-eminent then at least highly competent. But it is well at times to conduct an objective inquiry into the existence and validity of traditional beliefs and see if they are still tenable on their original, or any, grounds. And this I propose to do.

One may permissibly, I think, start from the premise that the object of competition is to increase sales, both directly, of the products of the victorious manufacturers, and indirectly, by means of elevated prestige and so forth, of the national product in general. Before the war the motoring markets of the world were to a far greater extent than today divided into watertight compartments. America satisfied her own needs and to a large extent those of the undeveloped and pioneering areas of the world, many of which today are in what is known as the sterling area.

England also satisfied her own singularly tasteless requirements and, having no need to export, produced a singularly unimaginative and tedious type of car.

In Europe, however, demands were more exacting and consequently competition stimulated by the forced-export policies of Germany and Italy was more evident. Naturally, to appeal to such an enthusiastic buying public it was necessary to race the products against one another, and so, amongst other advantages, there was bred a race of motor cars all highly controllable and rapid. English gentlemen-enthusiasts took tremendous trouble about competing in Continental events, but as there was no economic necessity impelling the manufacturers there was no real backing. The gentlemen were unable to bear the cost alone and the efforts of Sunbeam, Bentley, E.R.A. and others petered out and sometimes never even really got going. [In the case of Sunbeam must be acknowledged the enthusiasm of a Frenchman, Louis Coatalen, and another article in this issue emphasises what a strong combination allied English and French participation in racing proved to be.—Ed.]

English enthusiasts thus tended to gravitate more and more to the Continent, a process which was not discouraged by the motoring journalists who enjoyed having drinks with Monsieur Noghes, chatting with Herr Uhlenhaut, and getting big meals on expense accounts in French restaurants.

Today, however, the watertight compartments have broken down, England must export to save her life, and the race is on (in more senses than one). And what of the Continent? The cocktails with M. Noghes, the interviews with Uhlenhaut, the steaks at the Chapon Fin, these are still going on, but the market is worthless, not because the Europeans won't buy our products, but because we don't want them to. With the exception of Belgium, Switzerland, Portugal and Sweden, European currency is worthless—worth even less than the pound—and these four countries have big Continental manufacturers right on their doorsteps, long-established agencies in their cities, and are the scene of very stiff competition by manufacturers of very worthwhile motor cars who know just what their public want. To sell there on an increasing scale would be very difficult, and even were it possible to increase sales a hundred per cent., these countries could still not begin to absorb the number of cars which we must export every year.

English exports have, in fact, to go to two areas, the Empire and the ogre's den itself—the Americas. Sales inside the sterling area are helped by the dollar shortage common to the whole bloc which excludes American cars in competitive numbers, but how long this will last (*vide* the latest Australian import-slashing regulations), and what is their true worth in terms of real financial gain to the national economy, is doubtful.

In America, however, we have available a real, lasting, and expanding market, of which we must take advantage if the motor industry and, indeed, the national standard of life, is to survive on its present scale. This advantage rests on two bases, American riches and American enthusiasm. Both North and South America have one tremendous advantage over the rest of the world. You can be quite certain that for every ten people who can afford to buy a car today, there will be twelve who can afford it next year. The living standard and purchasing power in these countries goes up and up each month and (up to a very distant point) the richer people get the more they want to show how rich they are. First sign of prosperity—owning a car; next stage, own a better car; next, own a better, and soon better means nicer, *more distinctive*—a terribly important term in America—and *faster*. Running parallel to this desire to be distinctive there is a very rapidly increasing enthusiasm for speed, controllability, responsiveness—qualities in a car for their own sake. The bulk of this enthusiasm resides still in the "hot rod" movement, but the real "foreign car" enthusiasts are nearly as numerous in some parts of the country, and from my own experience I would regard the ultimate fusion of these two groups as inevitable. There is, as you have been told recently in your own correspondence columns, as yet little fraternisation between "hot rodders" and foreign-car drivers, but the fact remains that they both have something in common—the desire to go fast and the desire to "show off." You have also been told from the same source that the average "hot rod" will out-perform all imported cars except the Jaguar XKC and the Ferrari America, and this one may take leave to doubt, although such a direct contradiction is really outside the scope of this article, which is devoted to basic principles. The fundamental point as seen by the author is: Fast, specialised motoring has come to stay in the U.S.A., and its development from the admittedly adolescent cult of the "hot rod"—an excellent "round-the-houses racer" with breath-taking acceleration and bizarre appearance—into the more sophisticated taste for something that will sit on a shallow curve at 110 m.p.h. when the "hot rod" is feeling



[Photo by Harry E. Harps

CADILLAC, CADILLAC, CADILLAC!—This picture depicts the Seneca Cup race at Watkin's Glen, not this year, not last year, but in 1950, with C. R. Argetsinger's Le Mans Cadillac leading two Cadillac-powered Allards, driven respectively by J. Davidson and E. Goldschmidt.

a little uncomfortable at 80, is simply a matter of time.

I am not suggesting that the "hot rod" will soon be extinct; it is far too entertaining and thrilling a toy for that. But I do feel that from the main body of its devotees will be drawn a fast-increasing number of enthusiasts for cars with more reliable handling qualities, not to mention the advantages of an elegant appearance and generally enhanced "sex-appeal." As an example of this trend one may note the remarks of Roger Huntington, one of the high priests of "hot rod" technology, who admits the superiority of the best English power units but rules them out on the grounds of expense. His actual words in print on one occasion were: "Let's not pine for the Jaguar but work on the stock block and save a couple of thousand clams." However, he hardly mentions the chassis, and his works almost totally ignore the question of keeping all four wheels on the ground while twice the designed power gushes out of the stock block, an indication of how much the Americans have still to learn about fast road cars.

This ignorance of the chassis and how good and safe it can make a car is reflected in American drivers' technique, which, with one or two notable exceptions, like Walters, Fitch, and Hill—is still the old "hot rod" style: "Slam on the brakes at the last fire hydrant on 23rd Street, jerk her round the corner into Main, and then start burning rubber." Even their race tracks are influenced by this concept, compounded of round-the-block Hop-up Races and Midget Speedway technique (one should not forget that the latter is practically the only form of competitive motoring that the majority of Americans have seen up to now), and the circuit at Sebring has no fewer than seven corners that traverse through more than ninety degrees in a lap of 5.8 miles.

What, then, is the American market? Enormous latent enthusiasm — more people watched Watkins Glen than the total attendance at all Silverstone meetings last year!—considerable ignorance, and an amazing ingenuity and adaptive genius. Whoever thought in this country of a supertuned TC M.G. being cooled with dry ice? Or of hacking 8 in. out of a Jaguar XK120 frame and then winning races with it? Or of Ford V8 engines in TD M.G. chassis? Or of boring the 2.6 Alfa-Romeo out to 3 litres and then fitting a blower? Or of putting the Jaguar XK120 engine into an S.S.100? Our market and behaviour is far too set, both by custom and by Government restrictions, for such imaginative flights. But in America the market is wide open; there they will try anything, and are immensely susceptible to the results of competition. And that means *racing* as well as big-talk behind plate glass.

The old adage, "If the name wins the race the factory product sells," was never truer than here. In my opinion the entry of factory teams in all the American sports car races is far more important to the individual manufacturers and indeed to the British Motor Industry generally than entry in any Continental event (with the exception of events like Le Mans and the Alpine Rally, whose results have a world-wide significance).

What, in terms of sales and foreign currency, does the result of, for example, the Targa Florio mean? The lire is worthless and so is the franc, so prestige in Italy and France, though agreeable, has little direct relation to economic reality. The most for which one could hope would be a dozen orders from Switzerland and the same number from Belgium. Net gain—to the Treasury about $60,000 of hard currency; to the manufacturer—a day's output sold. But win the Reno Road Race and the whole of Nevada and the adjoining States are wide open to your salesmen. I know the car that won at Reno had an English chassis, but we have seen what little heed the majority of Americans pay to that part of the design as yet. It's the "motor" that counts, and the "motor" in this case, as in so many others, was a Cadillac. Cadillac, Cadillac, Cadillac—"Jeez, bud, you can't beat a Caddie!" "No, suh, you can't beat a Caddie; these furrin' cars, they sure had their hides tanned off."

So there we are. Not so good. American "motors" finished in front of English engines in all but one of the six major U.S.A. and two chief S.A. races last year. The exception occurred when the leading American "motor's" (English) chassis packed up.

Let me close what I am afraid will be an unwelcome, though sincere expression of opinion, by reiterating my points. With very rare, and obvious, exceptions, competition in Europe has no economic and therefore no real significance. The seat of our competitive effort should be transferred to the United States, where there exists boundless enthusiasm and tremendous opportunity.

This opportunity will not last for ever because both American and Italian manufacturers are alive to it and have already begun to try to take advantage of it. And for us to take real advantage of it we must have factory teams and drivers operating more or less permanently in the U.S.A.—*i.e.*, we must introduce a fully professional touch into what is still, although decreasingly, an amateur occupation. Finally, let me say that, in my opinion, unless it is quickly repaired, the Jaguar factory's omission to enter a team of Mark VIIs in the Pan-American road race, or even *one* XKC at Sebring, will do us more harm than any and all of the B.R.M.'s debacle last year. [And now ponder the news that Stirling Moss had planned to fly to America to drive a Jaguar at Sebring, but, according to current reports, changed his mind in favour of some more B.R.M. testing at Monza.—ED.]

A JAGUAR FOR 4s. 11d.

Minimodels, who have already produced excellent toy versions of John Cobb's Railton Mobil and "Goldie" Gardner's famous record-breaking M.G., have recently added to their range of "Scalex" key-less clockwork cars a 1 : 33-scale Jaguar XK120. This pleasing replica is available in various colours, bears a racing number and retails at 4s. 11d.

STOP PRESS

B.A.R.C. Speed Hill-Climb will take place at Brunton on April 6th, open also to Southsea, W. Hants & Dorset, Gosport, 750, B.D.C., S.E. Centre M.G. Clubs. Entries to: G. Holland, 98, Stockbridge Road, Winchester.

* * *

BUDGET AFTERTHOUGHT: Petrol costs 1s. 9d. a gallon—the remaining 2s. 6d. is tax.

* * *

NO SHELSLEY WALSH: Owing to insufficient entries the Midland A.C. has cancelled the International Hill-Climb due for April 26th.

STUTZ versus MERCEDES-BENZ *—continued from page 169*

	Stutz Black Hawk	W163 *Mercedes-Benz*
Year of construction	1928	1939
Years raced	1928	1939
Designer	Lockhart	Wagner and Hess
Wheelbase	112 inches	107.3 inches
Tread	52 inches	58 inches front, 55 inches rear
Height of cowl	36 inches	34½ inches
Height of driver's head	43½ inches	42½ inches
Body width	24 inches	39 inches
Frontal area	10 square feet	12.5 square feet
Laden weight	3,000 pounds	2,700 pounds
Maximum speed*	204 (240) m.p.h.	195 (250) m.p.h.
Speed in gears:		
First	60 m.p.h.	60 m.p.h.
Second	160 m.p.h.	109 m.p.h.
Third	204 (240) m.p.h.	133 m.p.h.
Fourth	—	157 m.p.h.
Fifth	—	195 (250) m.p.h.
Horsepower	385 at 7,500 r.p.m.	483 at 7,800 r.p.m.
H.P. sq. ft. of frontal area	38.5	38.6
Bore	2.188 inches	2.638 inches
Stroke	3 inches	2.756 inches
Stroke bore ratio	1.37 : 1	1.045 : 1
Number of cylinders	16	12
Displacement	181 cubic inches	181 cubic inches
Piston area	61 square inches	62.5 square inches
H.P. sq in. of piston area	6.52	7.95
B.M.E.P.	226 p.s.i.	270 p.s.i.
Piston speed	3,750 ft./sec.	3,600 ft./sec.
Valves	Two per cylinder	Four per cylinder
Inlet valve diameter	1.187 inches	1.181 inches
Inlet valve area	17.7 square inches	26.2 square inches
Exhaust valve area	17.7 square inches	26.7 square inches
Supercharge pressure	28 p.s.i.	26.5 p.s.i.
Number of piston rings	Three	Three
Piston pin diameter	.625 inch	.787 inch
Per cent. of bore	28.6	29.8
Connecting-rod length	6 inches	5.945 inches
Rod length stroke	2	2.15
Valve timing:		
Inlet opens	5° b.t.d.c.	40° b.t.d.c.
Inlet closes	38° a.b.d.c.	67° a.b.d.c.
Exhaust opens	35° b.b.d.c.	47° b.b.d.c.
Exhaust closes	8° a.t.d.c.	31° a.t.d.c.

* *Estimated top speed in brackets.*

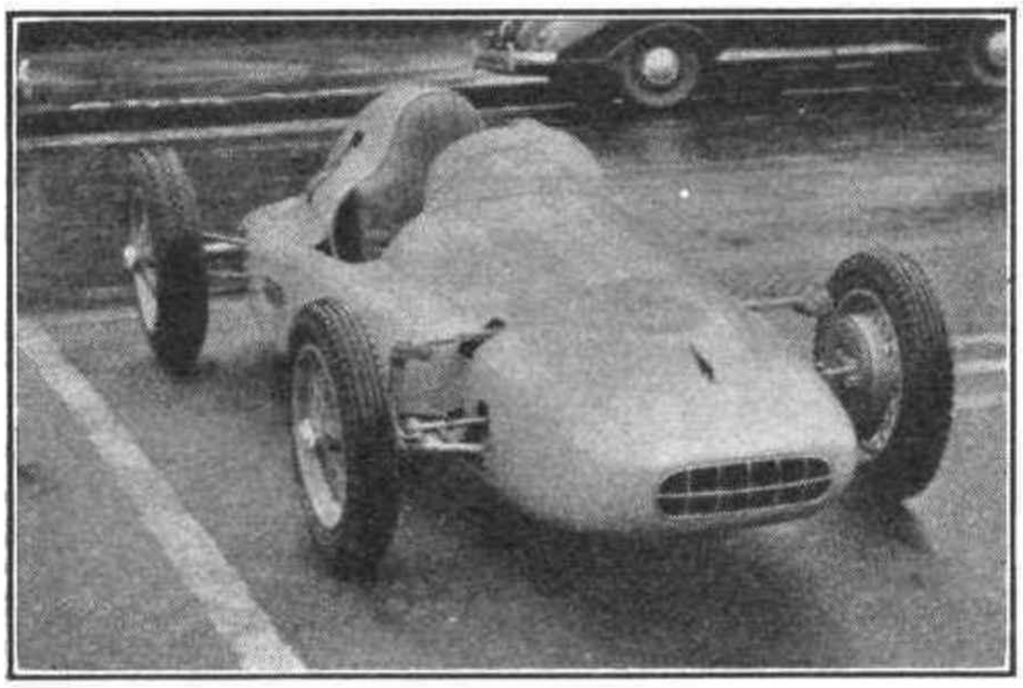
RUMBLINGS

Javelin in Disguise

The accompanying photograph shows a very neat racing car, which you might be excused for thinking was a near-relative of the rear-engined Cisitalia or something equally top-line. In actual fact it is the means whereby enthusiastic Arthur Wylie, Editor of *Australian Motor Sports*, intends to practise what he preaches. For this trim single-seater racing car is, in fact, his new Wylie-Javelin.

Its chassis is that classic modern form, the double-tube frame, the main side-members being straight 2-in. diameter 16-gauge steel tubes, with subsidiary longitudinal 1-in. diameter 16-gauge tubes beneath. The cross-members are mostly 2-in. diameter tubes, and the whole frame is of welded construction, reinforced by the ¾-in. diameter tubes of the body framework.

Suspension, front and back, is by transverse leaf spring above wishbones fabricated from ⅞-in. by 10-gauge chrome molybdenum



tubing. Swinging half-axles are used at the back, in conjunction with radius-arms fabricated from steel tube. The wheelbase is 7 ft. 2 in., the front track 4 ft. 4 in., rear track 3 ft. 10 in., and the weight is 8½ cwt.

In this workmanlike chassis is installed a Jowett Javelin engine, carefully balanced and with enlarged ports. It is supercharged with a Shorrock compressor mounted above the engine, drawing from a 1¾-in. S.U. carburetter and feeding into an 18-gauge sheet-steel manifold. The flywheel is now 7 in. in diameter and weighs only 11 lb. Transmission is *via* a 1 to 1 bevel gear from the crankshaft to a transverse shaft having a starting-handle dog at one end and a sprocket at the other. Chain drive is used from transverse shaft to a motor-cycle clutch, and close-ratio gearbox and final drive is by chain. A pressurised radiator is carried in the nose and a water pump is belt-driven from the aforementioned transverse transmission shaft. Javelin steering swivel-pins and knuckles are used, adapted to take Rudge splined hubs. The front wheels use Fiat 500 rims and Rudge hubs, and Dunlop supplied the back wheels. Fuel is carried in tanks at the sides of the chassis and supercharger oil is in a small tank under the headrest. The body panels are aluminium. The supercharged Javelin engine is expected to develop 100 b.h.p. and Wylie should have an exceptionally exciting car in this interesting special.

* * *

Goodwood

The English motor-racing season opens with the International Easter Meeting at Goodwood on bank-holiday Monday. This year the B.A.R.C. has made further improvements to the excellent Goodwood circuit. A new S-bend has been introduced just beyond Woodcote Corner and the members' stands here have been re-sited and doubled in capacity so that cars can be seen taking the old Woodcote and the new corner. The stands have also been re-roofed to give better protection from rain, and in places round the circuit more concrete safety barriers have been erected. There are now terraced banks in all enclosures.

The new bend will naturally reduce the lap speed somewhat and thus the B.A.R.C. has presented for all time the pre-1952 lap record to Farina—fitting enough when you remember how calmly and skilfully this great driver got his Alfa-Romeo round the 2.4-mile course at 97.36 m.p.h. last year. There is accommodation for 75,000 spectators at Goodwood and the B.A.R.C. now has a membership of over 4,500. This explains why so many cars with the B.A.R.C. badge are encountered these days, although some members who have not yet got their new badge sport the fine old Brooklands Club badge—and it will be a sad day if every one of these were to disappear.

The Easter Monday races will number seven or eight and will include the Richmond Trophy, a 500-c.c. race, and Formula II and Formula Libre events. Racing starts at 1.30 p.m. and there is little need to persuade you to be present! Advance bookings and information are available from 55, Park Lane, W.1 (Tel.: Grosvenor 4471).

Besides its members' race meetings and open meetings, on August 16th the B.A.R.C. is organising a very ambitious new race at Goodwood for the *News of the World*, which has put up prize money totalling £2,500. This will be a 9-Hour International Sports-Car Race, starting at 3 p.m. and finishing at midnight. Thus for an hour or more the cars will race in darkness, and the pits will be illuminated *a la* Le Mans. With a first prize of 1,000 guineas, a strong international entry of manufacturers' teams, probably limited to 30 cars, is hoped for. The outright winner will be the car which covers the greatest distance in the nine hours, but there will also be up-to-2-litre, 2-3-litre and over 3-litre classes. A Le Mans start will be used.

From the spectators' viewpoint there is the attractive proposition of being able to lunch comfortably before seeing the start and of getting to bed in London or at local hotels before 2 a.m. after seeing the winner, headlamps ablaze, cross the finishing line. This 9-Hour Race looks, indeed, like another B.A.R.C." winner."

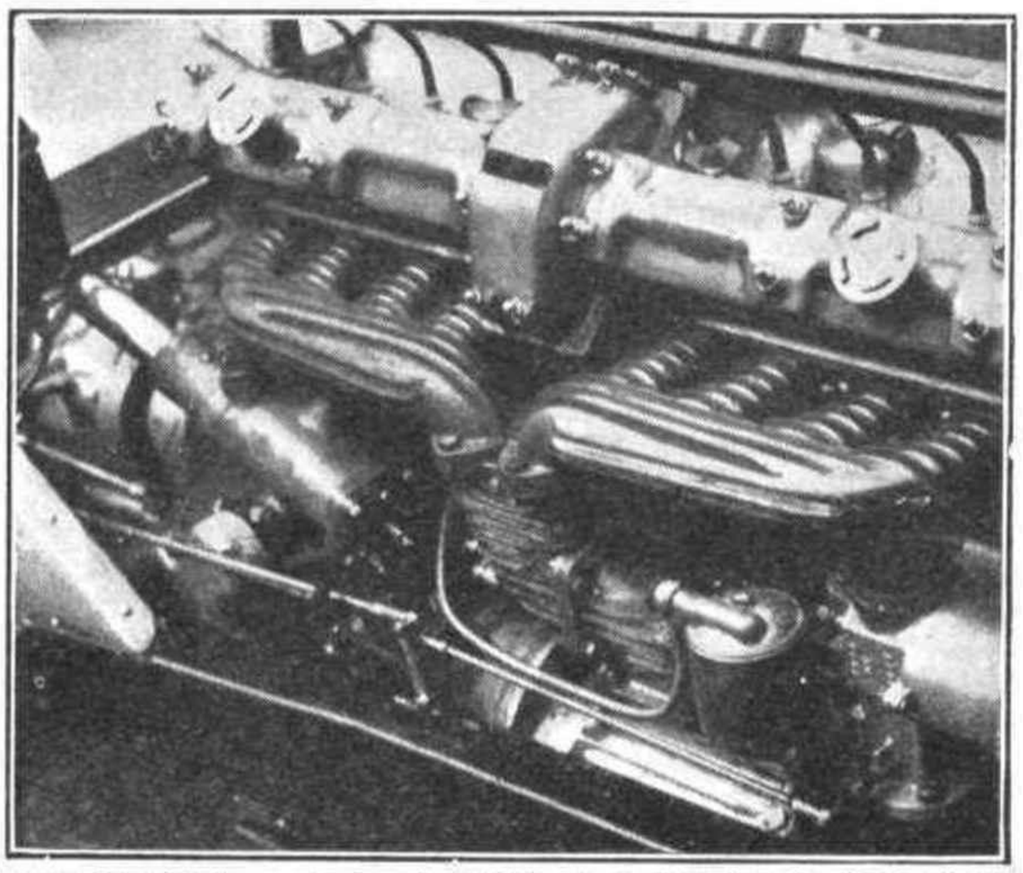
Incidentally, both our major circuits, Goodwood and Silverstone, see quite a lot of "business" these days apart from races. For example, on March 29th, the Bentley D.C. Eastbourne Rally competitors took part in a regularity test at Goodwood, and on March 22nd the entrants for the V.S.C.C. Pomeroy Memorial Trophy took acceleration tests and a one-hour high-speed run at Silverstone. Moreover, on March 31st the R.A.C. put drivers in the British Rally through a high-speed trial at Silverstone (they also took tests at Castle Combe circuit on the same day), which last year proved to be some of the most varied and exciting "dicing" we have ever seen. And two Members' Practice Days have been held at Goodwood.

* * *

The Aston-Martin "works" team, mainly of open DB.III cars, will compete this year in the Coppa Inter-Europe at Monza on April 14th, the Mille Miglia, *Daily Express* Production Car Race, Empire Trophy, Monaco G.P., B.A.R.C. 9-Hour Race and the T.T.

* * *

Two Rallies: As quoted elsewhere in this issue, the Sestrieres Rally was won by Valenzano's Lancia Aurelia and the Paris–St. Raphael Rallye Feminin by Mme. Simon's little Renault.



APRIL QUIZ.—Make of engine on a p.c. by the 10th of the month, please, so that we can publish the Names of the Knowledgeable in the May issue.

Club News

WE HEAR

Phil Hill's Alfa-Romeo, well known in American races, is a short-chassis 2.9 not a 3.8 as stated last month. A 1½-litre twin o.h.c. racing Austro-Daimler, one of which was driven by Malcolm Campbell in the nineteen-twenties, is safely stored in London. A two-stroke three-wheeler Harper Runabout is awaiting restoration in the South, and we believe that its originator and his son are restoring another in the North of England.

F. J. Brymer, the photographer, has opened an office at 170b, High Street, Lewes, where he will be pleased to see old friends. P. Taruffi's International Class E 50-mile record of 144.00 m.p.h. with his 1,720-c.c. Italcorsa has been officially recognised by the F.I.A.—congratulations!

S. F. Gough, 71, High Street, Bognor Regis, seeks a companion to share expenses and driving his Jaguar XK120 on tour in France, Switzerland and Belgium next July. The telephone number of Bridge Motor Works, where the H.W.M.s are made, is now Walton-on-Thames 2404-5-6. We are informed that if the owner of the Tracta d.h. coupé JD 725 cares to contact the Alpha Garage & Eng. Co., Westergate, Aldingbourne, near Chichester, he can have a spare engine free of charge.

A reader-sleuth tells us that the green vintage car of Stokes, of the Oxford boat-race crew (see page 128, last month), is in fact a Hyper Lea-Francis. Another reader reports an Ansaldo, with Studebaker body, running in the Manchester area.

N. Ledson seeks technical data on a recently acquired 1913 25-h.p. Argyle. Stradling—he of the yellow Unic—has unearthed the actual 1913 Pipe in which Parry Thomas installed his experimental Thomas electrical transmission—quite a find!

John Vessey has saved a 1912 33-h.p. Cadillac from, as he puts it, "atmospherie destruction in a field." The car made its last run, from Land's End to John o' Groats, and then presumably to its field, in 1926.

Amongst the 750 Formula cars this year will be the Stoneham 750, run by "Steve" Stephens in conjunction with Stoneham's Rolls-Royce mobile motor book-shop. This is an Ulster Austin Seven with de-blown Ulster engine modified by Colin Chapman, a three-speed Ulster gearbox, non-i.f.s. suspension with softer springs than standard, an Ulster chassis with sub-structure at the back and alloy body panels on a tubular steel sub-frame.

FIXTURES FOR APRIL

T.A.=Touring Assembly (permit free). R.=Restricted. C.=Closed. C.I.=Closed Invitation. N.=National. I.=International. S.P.=Special Permit.

3rd.—Jersey M.C. & L.C.C. Sprints, St. Ouen. *C.*

5th/6th.—750 M.C. Night Rally, Stokenchurch, 9 p.m. *C.*
Bugatti O.C. Northern Week-End, Palace Hotel, Southport. *C.*

6th.—Torbay M.C. Driving Tests, Dartmoor. *R.*
Winfield Joint Comm. Race Meeting, Winfield. *C.*
Bugatti O.C. Rally, Southport. *C.*
Hagley & Dist. C.C. Trial, Shropshire. *C.*
Chester M.C. Trial, North Wales. *C.I.*
Liverpool M.C. Trial, Lancs and Cheshire. *C.I.*
Horsham & D.M.C. & L.C.C. Trial, Horsham. *C.I.*

6th/7th. — M.G.C.C. (S.E. Centre). Rally, Southend-Dunstable. *C.*

11th.—W. of England M.C. Trial, Mid-Devon. *C.*

11th/12th.—M.C.C. Land's End Trial (with Vintage section). *C.(S.P.)*

12th.—Bristol M.C. & L.C.C. Race Meeting, Castle Combe. *C.I.*
Veteran C.C. Rally, Abingdon. *C.*
Aston-Martin Owners' C. Trial, Mendips. *C.I.*
Tenby M.C. Hill-Climb, Lydstep. *C.I.*

12th/14th.—Scot. Sporting C.C. Rally, Highlands. *N.*

12th/15th.—Ulster A.C. Circuit of Ireland Trial, N.I. and Eire. *N.*

13th.—Berkhamsted M.C. & C.C. Sprint, Tewinwater. *C.I.*
Aberdeen & Dist. M.C. Trial. *C.*

14th.—B.A.R.C. Race Meeting, Goodwood, 1.30 p.m. *I.*
West Cornwall M.C. Hill-Climb, Trengwaintor. *C.I.*
Half-Litre C.C. Race Meeting, Brands Hatch, 2 p.m. *I.*
Nottingham S.C.C. Race Meeting, Nottingham. *C.*

14th.—Jersey M.C. & L.C.C. Sand Race Meeting, St. Ouen. *C.*

18th/19th.—Midland Motoring E.C.C. Rally, England. *C.I.*

19th.—West Hants & Dorset C.C. Race Meeting, Ibsley, 12.30 p.m. *N.*
M.G.C.C. (Scot.).—Driving Tests. Edinburgh. *C.I.*
Herts C.A. & A.C. Night Rally, Herts. *C.*
A.C. Owners' C. Rally, Shropshire. *C.*
Armagh & Dist. Trial, C. Armagh. *C.*
V.S.C.C. Rally, Yorks. *C.*
Herefordshire M.C. Driving Test, Shobdon Airfield. *C.*
Shenstone & Dist. C.C. Evening Trial, S. Staffs. *C.*
Manchester U. M.C. Night Rally, Derbys. and Cheshire. *C.*
London M.C. Little Rally, Hindhead-Hindhead, 8 a.m.-6 p.m. *C.*

19th/20th.—Bugatti O.C. Rally, Prescott. *C.*
Sunbeam-Talbot O.C. Rally, Southport. *C.*
Cranleigh & D.M.C. & C.C. Rally, Surrey. *C.I.*
Rhyl & D.M.C. Rally, Wales. *C.I.*
A.C. O.C. East Anglian Rally, finish Gt. Yarmouth. *T.A.*

20th.—Falkirk & D.M.C. Trial, Central Scotland. *C.I.*
Lancs & Cheshire C.C. Derbys. Sporting Trial, Derbyshire. *R.*
Coventry & Warks M.C. Trial. *C.*
Brighton & Hove M.C. Driving Tests, Sussex. *C.*
Plymouth M.C. Ladies' Rally, S. Devon. *C.*
Cambridge "50" C.C. Trial. *C.*
S. Scot. C.C. Rally, Dumfriesshire. *C.*
Peterborough M.C. Trial, Peterborough area. *C.*

20th.—Eastern Counties M.C. Race Meeting, Eastern Counties. *C.*
Thames Est. A.C. Rally, Norfolk and Essex. *C.*
Welsh Counties C.C. Rally, S. Wales. *C.*
Burnhope District M.C. Rally, Durham/Cumbs. *C.*
Maidstone & Mid-Kent M.C. Night Trial, Gravesend. *C.*
Maidstone & Mid-Kent M.C. Speed Trials, Gravesend, 2 p.m. *C.*

21st.—N. Cornwall M.C. Trial, Launceston. *C.*

26th.—Falcon M.C. Night Rally, Essex, Herts. *C.*
Scottish M.R.C. 500-c.c. Race Meeting, Beveridge Park. *C.*
Newry & Dist. M.C. Driving Tests, Cranfield. *C.*
Veteran C.C. Rally, Hendon. *C.*
Citroen C.C. Night Rally, Oxford, Bucks, Leics, Warwicks. *C.*
Midland A.C. Hill Climb, Shelsley Walsh, 1.30 p.m. *I.*
Hants & Berks M.C. Versatility Trial, Wiltshire. *R.*

26th/27th.—Pathfinders & Derby M.C. Rally, Derby. *C.I.*
Severn Valley M.C. Rally, Criccieth. *C.I.*

27th.—Gosport A.C. Sprint, Gosport. *C.I.*
Exmoor M.C. Trial, Exmoor. *C.I.*
East Anglian M.C. Sprint, Boreham. *C.I.*
Stockport M.C. Rally, Lancs and Yorks. *C.I.*
Newcastle & D.M.C. Trial, Newcastle area. *C.*
Cemian M.C. Chiltern Cup Trial, Chilterns. *C.*
Edinburgh Univ. M.C. Rally, Edinburgh. *C.*
Weybridge M.S.C. Rally, Weybridge area. *C.*
Lloyd's M.C. Driving Tests, Biggin Hill. *C.*

In a recent article in the *News Chronicle* on the Rolls-Royce factory it was stated that Lord Hives was the first man to drive at over 100 m.p.h. on Brooklands Track—in sober fact he was forestalled of this ambition by some three years. A complete Model-T Ford tourer, *circa* 1923, is believed to reside in a shed in the West Country. J. W. Crouch, designer and builder of Crouch cars, died in Coventry recently. Tom McCahill, writing mainly in praise of the Singer Roadster in *Mechanix Illustrated*, admits that "the first time I saw the post-war English Singer, the little sack of bolts didn't send me." [!—ED.] In the course of his test report he also contrived to refer to the Singer as a "self-propelled egg-crate," "hot tomatoe," "egg-beater" and "no ball of fire." [! ! ! !—ED.] But he is warm in his praise for the quality of finish and sums it up as "a swell small car." Incidentally, *Mechanix Illustrated* is another American paper which publishes figures for speedometer-error in its road-test reports.

★

R.A.C.

Recent important R.A.C. announcements correct the erroneous impression that the R.A.C. has had any hand in suggesting a change from Formula I racing, as at present constituted, prior to 1954. The R.A.C. has stated that medical certificates will be required for races only, not for sprints or hill-climbs. It has issued the following lists of trials in which those wishing to compete in the Fifth R.A.C. Trials Championship on December 20th may qualify—by being placed in one of the first three places in the general classification of *any two*, or in one of the first six places in general classification in *any three*. (Entry in the Championship will be by invitation, up to December 12th, and the entry fee is £1 1s.).

Feb. 3rd.—Hagley & District L.C.C. Clee Hill Trial.
Feb. 10th.—Southsea Motor Club President's Trophy Trial.
Feb. 17th.—North Midlands M.C. Kitching Trophy Trial.
Mar. 9th.—Yorkshire S.C.C. 4/44 Trophy Trial.
Mar. 22nd.—S.U.N.B.A.C. Colmore Trophy Trial.
Mar. 23rd.—M.G.C.C. (N.W. Centre) Cockshoot Trial.
April 20th.—Lancs & Cheshire C.C. Derbyshire Sporting Trial.
May 25th.—B.A.R.C. Wilson Trophy Trial.
Sept. 28th.—West Hants & Dorset C.C. Knott Cup Trial.
Oct. 4th.—Lancs A.C. Davis Trophy Trial.
Oct. 12th.—Taunton M.C. Allen Trophy Trial.
Nov. 1st-2nd.—Sheffield & Hallamshire M.C. High Peak Trial.
Oct. 25th.—Harrow C.C. Cottingham Memorial Trophy Trial.
Nov. 8th.—Cheltenham M.C. Cheltenham Trial.
Nov. 9th.—Cemian M.C. Knowland Trophy Trial.
Nov. 16th.—Plymouth M.C. 200 Challenge Trophy Trial.
Nov. 22nd.—Bristol M.C. Roy Fedden Trophy Trial.
Nov. 30th.—Kentish Border C.C. Kentish Border Sporting Trial.
Dec. 6th.—North-West London M.C. Gloucester Trial.

★

A FREE R.A.C. FIXTURE LIST

The Notwen oil people have again issued the R.A.C. list of 1952 car fixtures in this country as a handy little booklet, which also contains useful addresses, a list of locations of British circuits and speed venues, etc. It is available free of charge from Dick Wise, Competition Manager, Ernest Newton & Co., Ltd., Faraday Chemical Works, Holt Street, Birmingham, 7, mentioning MOTOR SPORT. It should be in every enthusiast's wallet.

A CHANGE OF NAME

The N.W. London M.C., which was founded in 1904, has become known as organisers of the tougher type of trials, but during the last year has considerably altered its appeal to the club-type motorist, and the great success of the London Rally last year has prompted it to enlarge its sphere of activities, which will include this year the same London Rally under an International permit, the Little Rally on April 19th, two gymkhanas, and a standard car trial. Membership has almost doubled in the last twelve months and members can no longer be said to live largely in North-West London.

Consequently a decision was reached at the A.G.M. on February 28th to re-christen the club, which will henceforth be known as The London Motor Club. The club magazine will continue to be known as the *Nor'wester* and the Gloucester, Lawrence Cup and Coventry Cup trials will continue as heretofore.

The club has enrolled as Vice-Presidents Lt.-Col. A. T. Goldie-Gardner, O.B.E., M.C., and Stirling Moss, both of whom have expressed keen interest.

THIS MONTH'S CONTINENTAL RACES

F.I = *Formula I cars, i.e., up to 1½-litres s/c., up to 4½-litres non-s/c.*
F. II = *Formula II cars, i.e., cars up to 500 c.c. s/c., up to 2-litres, non-s/c.*
C. = *Formula Libre, i.e., any type of racing car.*
S. = *Sports cars.*
T. = *Touring cars.*

13th.—Coupe Inter-Europe (*S.T.*), Italy.

14th.—Grand Prix de France (*F.II*), Pau.

27th.—Grand Prix de France (*F.II*), Marseilles.

CLUB AFFAIRS

The A.C. Owners' Club will hold its East Anglia Rally Round, open to members of any British motor club recognised by the R.A.C. and to one-make clubs and registers, on April 19th/20th.

This is to be a new type of event, recognised by the R.A.C. as a Touring Assembly, for which competition licences, etc., will not be required. It is intended as a quite normal, if rather hard pressed weekend commission for an ordinary touring or business motorist in his ordinary car. He is free to select his own route, find his own way and set his own speed; yet his skill at this will be both tested and rewarded.

The organisers hope that this event, which calls for no forced speeds (neither fast nor slow) and excludes specialist regularity or clock-watching sections, will appeal to club motorists of all types. Prize money totals £30 and the event centres around Great Yarmouth.

Details from: T. C. Sanders, The Little Cottage, Chertsey Road, Shepperton, Middlesex.

A North-Western Centre of the 750 Club has been formed and is in successful operation. The Secretary is R. Pilgrim, 17, Marland Avenue, Cheadle Hulme, Cheshire. Local Austin Seven enthusiasts are invited to contact him.

* * *

A Renault Owners' Club has been formed. Although primarily for owners of the rear-engined models, all owners of Renault cars are eligible for membership. Owners are cordially invited to write to N. H. Atkinson, 7, Belle Vue, Hill Rise, Greenford, Middlesex, for details.

* * *

A D.K.W. Owners' Club has been formed recently to enable owners to meet each other and exchange news, views and general information on these interesting cars. Three meetings have already been held, with encouraging attendances, and a joint meeting with the Fiat 500 Club will be held on April 27th. All D.K.W. owners interested are asked to contact the joint secretaries for further details. (Northern readers will be pleased to know that a Cheshire and District Branch has been formed and held its first meeting on January 27th.) D. Middleton, Tel.: Reliance 3811, after 6.30 p.m.; S. Williams, 35, Stanley Avenue, Beckenham, Tel.; Beckenham 6241; A. Barritt, Orchard-side, Elton, near Chester.

* * *

The A.G.M. of the 750 M.C. was held at Stonebridge Park on March 3rd. The Secretary, Ken Bickle, was able to report most satisfactory progress during the preceding twelve months. The membership continued to rise steadily and now stood at 536. In status, too, the club had progressed, largely on account of the ambitious Six Hours Handicap Relay Race.

The balance sheet, together with the treasurer's report, had been circulated to all members with the March 750 *Bulletin*. Thanks largely to the Six Hours' event and to two very successful dances, the cash balance stood at close on £200, with virtually no outstanding liabilities. The annual subscription could remain at the very modest figure of 10s.

The Secretary went on to announce that to further the club's policy of catering for the impecunious, a sub-section would be formed among the associate membership for those with Ford Eight and Ten-engined cars, with space in the *Bulletin* to cover their interests, and with special classes in club events. [Rather a drastic departure this from the 750 Club as originally conceived, when it was to seek rivals to the Austin Seven, which formed the bulk of its membership, only from cars of, at most, up to 850 c.c. The title 750 Club, which I fought for at the time, is rendered rather droll and should be reconstituted as the 1,172 Club—more like a night-club title than ever!—ED.]

The club officials for the forthcoming season will be: Chairman, Holland Birkett; Captain, Rob Yeats; Secretary, Ken Bickle; Treasurer, Ken Welfare; Committee, A. W. Butler, A. W. Cannon, A. C. B. Chapman, T. Lush, J. S. Moon and L. West.

After the conclusion of the A.G.M., the Austin film "Round the World in 21 Days" was shown. [This, too, was placing emphasis on considerably more than three-quarters of a litre, especially if you include the aeroplane.—ED.]

THOSE WERE THE DAYS—Or the Glory That Was England's

A CONTROVERSIAL RACING ANALYSIS BY W. A. TAYLOR

IN February, 1949, there appeared in MOTOR SPORT a most excellent article on the 6½-litre Bentley, which is without question one of the finest sports cars ever produced by any country in the world. Towards the end of the article, after a summary of the 6½'s racing successes, these words appear :—

> "Such was the way of closing of the greatest chapter which any single marque has ever added to the annals of British motor-racing history."

This sentence very neatly summarises a widely-held opinion which has been expressed dozens of times in many different ways by all sorts of people. I am an enthusiastic Bentley owner myself, and am extremely proud of the Bentley record at Le Mans, and yet I am going to be rash enough to risk being expelled from the Bentley Drivers' Club by saying that I simply do not agree.

Periods of history, like people, have a curious habit of only acquiring fame and glamour posthumously. I was born in the year of the first French Grand Prix, a year which belongs to an era which stirs the modern imagination perhaps as much as any other in motoring history—the great age of that romantic creature, the Giant Racer : an era peopled by supermen such as Duray and Héméry and "Happy" Nazzaro. And yet Gerald Rose, writing in 1908, says : "... 1906 ... ended as unpleasantly as it had begun. It is a year which stands out above all the others for lack of sport and a recrudescence of every unpleasant feeling connected with motor-racing. The cars were almost without exception ... big, heavy, and over-engined."

While Charles Jarrott, writing in 1906, says : "A race of the present today would offer none of the charm which a race of five years ago afforded." And later in the same book—"The sporting side of motor-racing is now practically non-existent."

I am not suggesting that my quite incidental birth did anything to alleviate this prevailing gloom : I merely mention the fact to prove that I am old enough to be able to remember at first hand the great Bentley era of 1927-1930, and I remember it quite distinctly as a particularly dull and uninteresting period when motor-racing—*real* motor-racing—was, to all intents and purposes, as dead as mutton. Not only were the new Talbot-Darracqs so disappointing that they might well have been called E-type Talbots, but Grand Prix racing itself had, after the change of formula in 1926, degenerated into a series of processions by either Delage or Bugatti, and the old glory had departed.

What is more, I was not alone in my opinions—they were shared by MOTOR SPORT, for in April, 1927, you published a leader headed "Is Motoring Sport on the Decline ?" while in October, 1927, the leader was entitled "Wake Up, England !" and contained such passages as :

> "Another racing season is drawing to its doleful close. In the last International *race, counting for the world* championship, England has made one of her most feeble exhibitions. What *is* wrong with British cars ? Surely we can run a team of cars adequately representative of the industry in this country."

Not a word, mark you, about "Old Number Seven's" victory three months previously. The truth is that we did not take sports-car racing very seriously. We considered it a very poor consolation prize for the eclipse of Grand Prix racing in general, and for the demise of Sunbeams in particular.

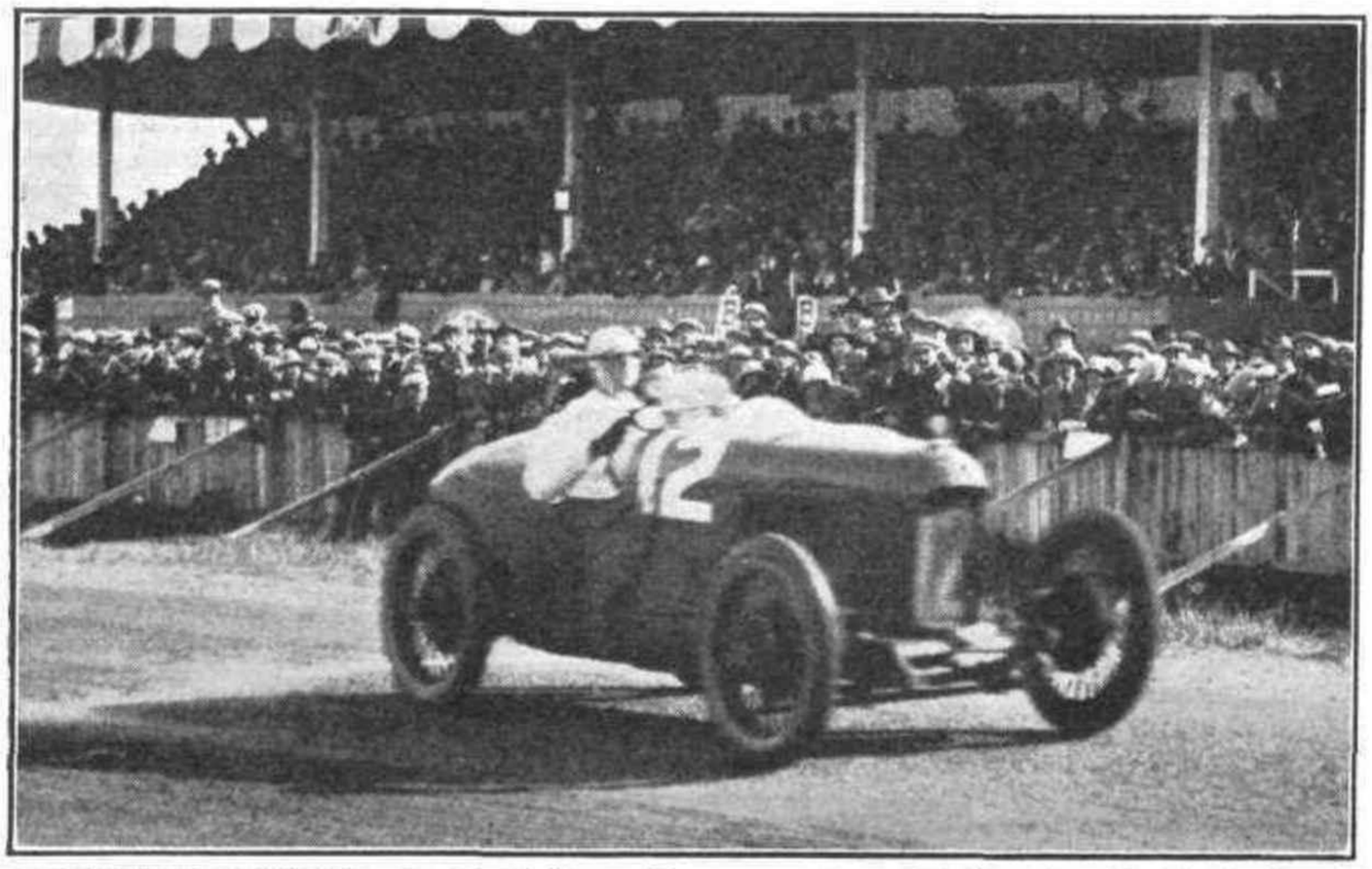
In February, 1950, MOTOR SPORT published a very complete article by A. S. Heal on the Sunbeam racing history up to 1916, yet even now I doubt whether many people realise how well Sunbeams really did in the French Grand Prix. Everybody knows they won in 1923, and most people know they won the *voiturette* class in 1912, but they did much more than that. During the period 1912-1925 inclusive, a total of eight racing years, their record is as follows :—

1912 : 3rd, 4th, 5th.
1913 : 3rd, 6th.
1914 : 5th.
1921 : Entered, but scratched.
1922 : No finishers.
1923 : 1st, 2nd, 4th.
1924 : 5th.
1925 : 3rd.

It was a time of most intense competition—far more intense than the Bentleys had to face at Le Mans. During the period no less than 34 makes entered at one time or another, of which only Peugeot scored more than one win. Every race was as open as the Grand National : it was not a question of Alfa *v.* Ferrari or Mercédès *v.* Auto-Union. In each year any one of half a dozen or more makes might have provided the winner, and in six of these eight tremendous races Sunbeam finished not lower than fifth.

If anyone wishes to capture the spirit of the times, let him read the *Autocar's* accounts of the race and practice periods in 1922—I remember them very well, for they were my first introduction to motor racing. [As they were mine, at all events from 1924.—ED.]

Now I believe I am right in saying that the international drivers' championship of the present day is worked out on the basis of eight points for a win, six for a second place, four for a third, three for a fourth, and two for a fifth, and I thought it might be interesting to apply this method of scoring to every make of car that made a fifth place or better in the period under review. The result was so astonishing that I think it deserves to be put on record :—



BRITISH VICTORY.—H. O. D. Segrave's unsupercharged 2-litre six-cylinder Sunbeam winning the 1923 French G.P. at Tours. It averaged 75.30 m.p.h. and Sunbeam cars also came in second and fourth.

Car and Position	Wins (8 pts.)	Seconds (6 pts.)	Thirds (4 pts.)	Fourths (3 pts.)	Fifths (2 pts.)	Total Points
1. Sunbeam	1	1	3	2	3	38
2. Delage	1	2	1	1	1	29
3. Peugeot	2	1	–	1	–	25
4. Bugatti	–	1	2	1	1	19
5. Mercédès	1	1	1	–	–	18
6. Fiat	1	1	–	–	–	14
7. Alfa-Romeo	1	–	–	1	–	11
8. Ballot	–	1	1	–	–	10
9. Duesenberg	1	–	–	–	–	8
10. Darracq	–	–	–	–	1	2

(I may say that this does not include fourth place in 1921, which I have been unable to trace, and I am a little doubtful about Bugatti's fifth place in 1925, but in any case the main issue is not affected.)

The extremely open nature of the races is very apparent. Of the ten placed makes only three failed to gain a win, and only one won twice. Sunbeam take the lead, of course, on consistency: they get 10 places to Delage's 6, Bugatti's 5, Peugeot's 4, and Mercédès' 3. Fiat, Alfa, and Ballot each get 2, Duesenberg and Darracq 1. It is interesting to note that Delage, which used to be known in the 'twenties as the "French Sunbeam," come second, also on consistency.

Of course, the choice of the period favours Sunbeam: they were the only make to enter every year (although they did not start in 1921): but then surely they deserve some credit for being such regular competitors? However, to be quite fair, I thought I would extend the table to include 1906-7-8, thus covering the whole classic period of the French Grand Prix.

We now have 11 races with a total of 51 competing makes at one time or another, of which three gained a double win, and five gained one win; I repeat, extremely open and competitive. Here are the scores of the fifteen place-winners:—

Car and Position	Wins	Seconds	Thirds	Fourths	Fifths	Points
1. Sunbeam	1	1	3	2	3	38
2. Fiat	2	2	–	–	1	30
3. Delage	1	2	1	1	1	29
4. Mercédès	2	1	1	–	1	28
5. Peugeot	2	1	–	1	–	25
6. Bugatti	–	1	2	1	1	19
7. Renault	1	1	–	–	–	14
8. Alfa-Romeo	1	–	–	1	–	11
9. Ballot	–	1	1	–	–	10
9. Benz	–	1	1	–	–	10
11. Duesenberg	1	–	–	–	–	8
12. Brasier	–	–	1	1	–	7
12. Clement-Bayard	–	–	1	1	–	7
14. Darracq	–	–	–	–	2	4
15. Lorraine-Dietrich	–	–	–	1	–	3

So there you have it. The same system of marking that made Fangio champion driver in 1951 makes Sunbeam champion car for the greatest race in the world during its greatest period—and by a good margin too.

I submit that the practically unopposed Bentley superiority in mere sports-car racing in the late 'twenties, meritorious though it was, cannot bear comparison with the Sunbeam contribution.

Incidentally, the scoring for the present British Hill-Climb Championship is 10, 9, 8, 7, 6 points for the first five places, respectively, which is even kinder to Sunbeam, who get 75 to Delage's 49, with Fiat a mere 44 for the whole period.

In MOTOR SPORT for July, 1950, you will find (pages 347 and 348) a letter from a Mr. Eric E. B. Vereker. Near the bottom of page 347 you will see the following: "Right from the earliest days our motor-racing record is pretty terrible. Have we ever produced a car or driver to compare with the best of the Continentals?"

I am sorry Mr. Vereker has had to wait so long for his answer. I am even sorrier that he evidently did not see the driver in action, as I was privileged to do in 1924 and 1925! The foregoing reflections have been partly inspired by the news that Formula I racing seems to be already defunct, and the exciting Alfa-Ferrari duels of last year are not apparently to be repeated. I take comfort from the thought that if Formula II is to predominate, then England will once again, after 27 years, have suitable cars. In 1950 there were 19 Formula II races, in which H.W.M. achieved one win, two seconds, and three thirds. Last year, in 15 races, they got four seconds and four thirds. Personally, I think this compares not unfavourably with Sunbeam's first two seasons. I am looking forward to the coming season with intense pleasure. We may well be living in stirring times, and one day our grandsons may look back to the middle nineteen-fifties and exclaim nostalgically—"Those were the days!"

MATTERS OF MOMENT

—*continued from page* 163

Consequently we are glad that the B.R.D.C. has the backing of the *Daily Express* in taking over Silverstone and organising the International Trophy Meeting and British G.P. there, that the *Daily Mail* is interesting itself in Boreham circuit, that the *Daily Telegraph* sponsors 500-c.c. racing at Brands Hatch Stadium, and that the *News of the World* is again backing the Formula I Ulster Trophy Race at Dundrod and the B.A.R.C.'s ambitious International 9-Hour Sports Car Race (see page 173) to be held at Goodwood on August 16th. The *Daily Graphic* also puts up valuable trophies and cash prizes for Goodwood races, and, incidentally, the *Daily Telegraph* has put up the major prize in the R.A.C. British Rally and the *Daily Express* sponsors the M.C.C. Rally.

Provided experienced organisers retain control of the actual circuits and contests, much good must result from this generous liaison between the newspaper barons and motor sport.

HEAVY DEMAND FOR CASTROL FILMS

The demand for the new Castrol films, "European Motor Racing" and "Motor Cycle World Championships," has been so great that every one of the large number of copies is now fully booked until the end of July. We understand that bookings are now being accepted for next autumn and winter, and interested clubs are invited to apply to C. C. Wakefield & Company, Ltd., 46, Grosvenor Road, W.1.

TOURISTS, ATTENTION!

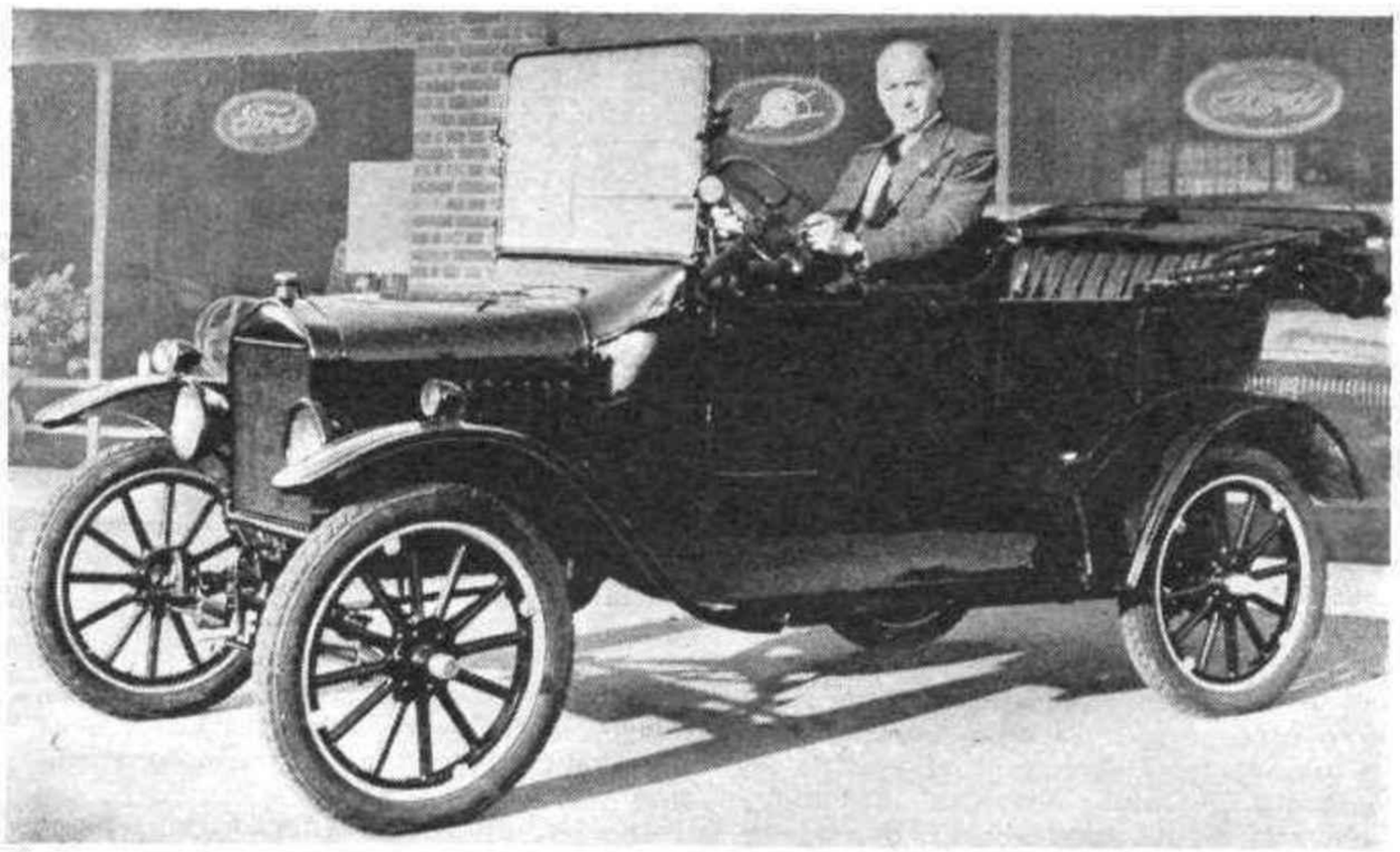
If you are touring abroad this year you should not fail to slip into pocket or cubby-hole before you leave home, a gay little red-and-yellow-cover booklet containing a map of the country it covers, and such useful data as entry and passport facilities, import regulations, currency regulations, availability of petrol and oil, hotel accommodation, food and clothes, useful addresses and telephone numbers (including those of consulates) and general information. Such booklets are available, free of charge, covering Algeria, Austria, Belgium, Denmark, Egypt, Eire, Finland, France, Britain, Greece, Italy, Morocco, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Tunisia, Western Germany and Yugoslavia. They are obtainable from any Shell Company (Shell-Mex House, Strand, W.C.) on mentioning MOTOR SPORT.

DEWAR TROPHY PRESENTATION

At a pleasant luncheon party at the R.A.C. on the last day of Leap Year February, Mr. Wilfred Andrews of the R.A.C. presented the Dewar Trophy to "Bill" Lyons, of Jaguar Cars, Ltd., for the most outstanding engineering and technical achievement of 1951. Thus is the name Jaguar inscribed on this vast silver trophy along with those of Dennis, Rolls-Royce, Cadillac (twice), Daimler, Napier, Thomas, National, Thornycroft, Armstrong-Siddeley, Rapson, Rover (twice), Invicta (twice) and Mercédès-Benz. Never can the awarding of the Dewar Trophy have been less in doubt, for Jaguar's victory at Le Mans alone fully entitles them to it, linking their name with Bentley and Lagonda as the immortals in this great 24-hour contest.

W. H. Heynes, Jaguar's talented Chief Engineer, the Permanent Secretaries to both the Ministry of Transport and Supply, and the President and Director of the S.M.M.T. and the Chairman of the Shop Stewards at Jaguars were amongst the guests. Harold Nockolds, of *The Times*, made the last and neatest of the speeches, but we were disappointed that the drivers Stirling Moss, Peter Walker, Tony Rolt, Jack Fairman, Leslie Johnson and rally-man Ian Appleyard were not called upon to speak.

VINTAGE VEERINGS



[*Picture courtesy "Model Maker"*

"TIN LIZZIE."—The article in last month's MOTOR SPORT *on the model-T Ford aroused widespread interest and, as a flat-rate tax will operate in* 1953, *this famous car is likely to be popular in V.C.C. and V.S.C.C. events. Here is a splendidly preserved example owned by the Luton Motor Co.*

IF blower-Bentleys, 30/98 Vauxhalls, twin-cam 3-litre Sunbeams, Hyper Lea-Francis and similar types constitute the cream of vintage cars, spare a thought for those lofty, Emmet-like vintage closed carriages, the like of which will never be made again. Such cars evoke cries of "taxi" from the uninitiated, but they possess great serviceability and charm. There is the Editor's Delaunay-Belleville Maythorn limousine, for instance, the rear doors of which lock with a spidery key like a back-door key—*very* "Emmett"!—and whose occasional seats swivel out and raise their backs so easily the children can do it for themselves. There is that big sleeve-valve Peugeot with Victor Broome saloon which we referred to last February as seeking a kind home. And there is John G. Hay's 3-litre Bentley Blue Label Harrison partitioned-landaulette, about which he writes at length in the current issue of the B.D.C. *Review*, describing how it did a tour to Scotland and back, 1,750 miles, with no more mishap than one puncture and loss of water due to a badly furred-up radiator, and at 21.5 m.p.g. Incidentally, this reminds us yet again what a marvellous organisation is the B.D.C., its membership now exceeding 1,100.

* * *

It is nice to know that Archie Butterworth is out and about again after his sensational carobatics at Shelsley Walsh last year. Moreover, he follows the vintage cult, for recently we encountered him driving an early A.C. Six two-seater, which was proceeding, hood up, at a good 45 m.p.h.

* * *

From the Vintage Postbag

Sir,

I am a member of the Cornwall Vintage Car Club and have recently acquired a 1923 12/50 Alvis. This, I believe, was one of the first 12/50 models produced and, considering its age, it is in remarkably fine condition. It has been somewhat spoiled by a previous owner who, perhaps with good intentions, removed the gravity-feed fuel tank to the rear and fitted an electric petrol pump. Cycle-type wings have also been fitted and the wheels have been rebuilt to take 600 by 16 tyres, no doubt due to difficulties in obtaining the original 21-in. tyres. This has made the steering a little heavy at low speeds, but has improved the car's ability to climb the local hills.

I would be pleased to hear from any previous owners of OL 330, and for any information available regarding the tuning and maintenance of these fine cars.

I have had the usual difficulty in insuring the Alvis. My usual insurers offered me Road Traffic Act Cover only at a premium of nearly £13 per annum! I replied by removing all my insurance business to a more reasonable office.

I am, Yours, etc.,

DAVID SHELDRICK.

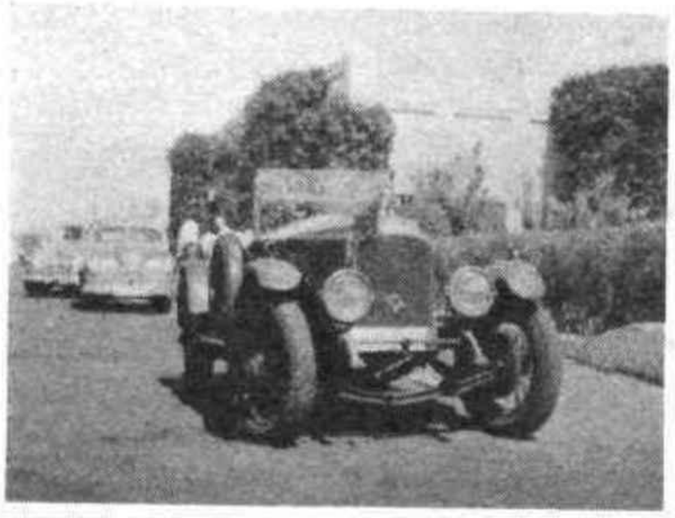
Mount Hawke.

* * *

Sir,

Having read with great interest the letter from Mr. L. W. Rawlings concerning his E-type 30/98 Vauxhall, I feel compelled to tell you of my own car of the same type and, strangely enough, bearing the next engine number to his—E 396.

I acquired this car whilst on Bahrein Island in the Persian Gulf, after the departure for the U.K. of its late owner,



Johnny Woods, who had it shipped out there in, I think, 1948.

When I took her over the Vauxhall was in poor voice and only running on three cylinders, which trouble was found to be due to a broken valve. This was not too bad, but the real blow came when, after large helpings of desert and some very black oil were drained from the sump, a sizeable piece of main bearing stud complete with nut and split pin issued forth! It took three months of hard graft to get it into reasonable running order, and in this I was ably assisted by Bill Froggatt, who has kept a benevolent eye on the car throughout its stay on Bahrein.

Unfortunately I was due to leave for the U.K. the very day after we got it going! You can imagine my feelings at having to leave the car behind, one day's driving having confirmed for me the many things I had been told concerning the merits of 30/98s. So much so, that during last summer the old car was shipped to the U.K. and it is now being overhauled.

I shall be coming on leave in the course of the next month or two, and would very much like to get in touch with Mr. Rawlings if it can be arranged. I think we might have some fun comparing notes, and possibly his friend, the former owner of his car, may be able to throw some light on the early history of my car.

The snap, which was taken in Bahrein, is a favourite of mine, as I feel, in it, the 30/98 is shown up to some advantage by the "tinware" in the background.

I am, Yours, etc.,

DAVID F. SILLEM.

Acera.

* * *

Sir,

It gave me considerable pleasure to read the letter from your correspondent, M. J. Huckstepp, in the issue dated March, 1952, as I too am the proud possessor of a Triumph Super Seven.

My model is also of 1929 vintage, having been first registered at Kingston-upon-Hull in April of that year. This car has been in my possession since February, 1951, and has had but two previous owners, both enthusiasts like myself.

Perhaps a few details of the body and engine would be of interest to Mr. Huckstepp, and, dealing with the engine first, I had this rebored about 3,000 miles ago, and this has brought the measurement to 40 thou. oversize. She will still do a steady 35 miles to the gallon at 30 m.p.h., and has an all-out top speed of about 40 m.p.h. or a little more; the oil consumption is very small. The ignition is by B.T.H. magneto (clockwise). The

chassis is as sound as a bell and built like a battleship, and the body is solid from end to end. Certain slight mods. have been made at the tail end and, up front, in the headlamp mountings.

I am, Yours, etc.,
VINCENT P. G. BRYAN.

West Kirby.

* * *

Sir,

Following up Mr. G. C. W. Wilson's letter in the January edition of this magazine, I own a 1926 Lancia Lambda. Last August and September my sister and I took this car down through France to the French Riviera, then down the coast of Italy to Naples. We then returned *via* Switzerland, crossing the Alps over the Stelvio Pass, the highest pass in the Alps, and home. Mileage was just over 4,000 and the fuel consumption about 27 m.p.g. The only trouble we had on the trip was a big oil consumption, due to want of a rebore, and also a noisy water pump due to worn bearings.

This car has been owned by my father and me since 1928, and the total mileage is 47,000 miles. At the moment the car is having a rebore, and when I get her back I consider she will be good for quite a number of years.

These are indeed very good and strong cars. Can anyone tell me how many there are left in England now?

I am, Yours, etc.,
A. J. PATON.

Portmadoc.

Sir,

I thought you might be interested to hear that having sold my Alvis Silver Eagle, once more with the help of MOTOR SPORT, I have bought a rather nice 1925 12/50 Alvis. I should like to say how pleased I was to find Lodge Plugs so helpful and interested in the Alvis. As it was tending to oil up



plugs, I wrote to them for "gen." The suggestion put forward was to change over to 14-mm. plugs as there is a wider choice, CLNs being their pick for my oily engine, and not only did they supply the plugs by return, but also the adaptors free of charge, which, if not entirely satisfactory they will investigate and change. "Dad is regaining some of his faith in human nature."

I am, Yours, etc.,
R. E. AICKIN.

Winnersh.

[But has dad read what the *Sunday Express* has been saying about the excessive cost of sparking plugs?—ED.]

V.S.C.C. OF AUSTRALIA

The V.S.C.C. of Australia recently elected 14 new members, whose cars included Speed Six Bentley, Lea-Francis, Amilcar, Austin Seven and 1926 Morris-Cowley. The December Trial was won by M. Ney's Renault 760 from G. Robinson's Fiat 500 and P. Austin's TC M.G. In the Opening Rally of 1952, R. Wood's 15/40 Napier won the Edwardian Class, B. Butler's Type 37 Bugatti the Vintage Class, and N. S. Webb's Sunbeam/Ford the Modern Class. Details regarding membership from: R. Short, Box 236, G.P.O., Sydney.

CHANGES IN THE 1¼-LITRE M.G.

A slightly-revised version of the popular M.G. 1¼-litre saloon, series "YA," to be known as the series "YB," is announced by the Nuffield Organisation. Detail improvements which have been carried out include a hypoid rear axle, similar to that used in the "TD" M.G., to give quieter riding. Bigger shock-absorbers all round are a feature of the suspension, and an anti-roll bar is fitted at the front end. Braking is improved, and an 8-in. clutch is used instead of the 7¼ in. size of the series "YA."

External differences are few. Both front and rear bumpers now have overriders, and the valance on the rear wings has been slightly deepened.

WHAT PRICE THE TON?

Walking round Earls Court last October the thought came to us that it would be fun to construct a MOTOR SPORT sports car entirely from proprietary parts supplied by the components and accessories firms who were exhibiting. The plot embraced the simplest possible construction compatible with a genuine maximum speed of 100 m.p.h. This project was still-born within the Exhibition Hall, but we were reminded of it when a reader drew our attention to an article in January's *Mechanix Illustrated* about how to build a 100-m.p.h. sports car for under 500 dollars, or for less than £165.

This M.I. Sportster, devised by R. E. Whitehead, follows the conventional American "hot-rod" or "hop-up" pattern. The basis is a 1932 Ford V8/30 two-door sedan, stripped of its body and drastically lowered so that the occupants can touch the ground with their hands. A *reconditioned Ford or Mercury* V8 engine up to 1948, with high-compression heads, is installed and a simple two-seater sports body of 20 and 22-gauge sheet steel on a framework of ¾-in. steel electrical conduit tubing, with 16-gauge floorboards on 1-in. angle irons, is fitted. The wheelbase is unaltered but weight is reduced to "just under 1,000 lb." [!—ED.], and it is claimed that only a dual carburetter manifold and 8.5 to 1 compression ratio are needed to enable the angular but exciting M.I. Sportster to "see off" such sports cars as Delage, Jaguar, M.G., A.C., Aston-Martin, Nash-Healey, Lagonda, Simca, Jupiter, Riley and Bentley—to quote in full this rather mixed list in the *Mechanix Illustrated* article. Full constructional details are available for three dollars, for what seems to us to be the least-expensive 100-m.p.h. car ever, especially as later in the article the cost estimate falls to under £135. We note, however, that in the U.S.A. 1932 Ford V8 sedans are available for approximately £15, which should (but, alas, probably won't) shame those dealers in this country who ask at least fourteen times as much for these cars.

* * *

WHY NOT A REAL VERSATILITY CONTEST?

We have remarked before in MOTOR SPORT, and we now return to the subject, that one of our more alive clubs should organise a true versatility trial or contest. We are aware that on April 26th the Hants and Berks M.C., in co-operation with the Bristol M.C. & L.C.C., is again holding its Versatility Trial, which proved successful last year. But this event, excellent in its way, embraces only a high-speed run at Castle Combe, some trials hills to be climbed on normally inflated tyres, and the scoring of points for features of convenience and practicability amongst the competing cars.

What we would like to see would be an event starting, perhaps, near London, involving a timed lap or laps of Goodwood, Silverstone or Castle Combe, some muddy trials hills, a restart test on a hard-surfaced but steep gradient, a timed climb up a venue such as Prescott or Shelsley Walsh, a timed sprint of a quarter or half a mile on private ground, and some rally-style driving manoeuvres at the finish—with, perhaps, an examination of competing cars for faults which have developed *en route* thrown in for good measure.

That would be a *real* versatility trial and the winning car should be a very good general-purpose vehicle. The driver, too, would have proved his all-round skill and should have been vastly entertained. There would not seem any insuperable difficulties of organisation, given generous co-operation between a number of clubs.

In time the event might be extended to our high-faluting long-distance rallies and a piece of additional versatility imported by insisting on sealed bonnets throughout and heavy penalties for replenishing or doing work of any kind on the cars, perhaps reviving "official observers," one per car, to ensure compliance. Such a rally would surely be more popular with entrants, drivers, spectators and publicists than our present affairs which consist of many hundreds of miles of mostly main and secondary-road motoring—and, heaven knows, these attract enough entries! In a big-scale versatility event a one-hour high-speed trial round one or other of our circuits would form a fitting conclusion.

The recent Lagonda C.C. 24-Hour event seems to have got quite close to what we have in mind.

We refer to this matter again because one day an enterprising organiser is going to put on just such an event and discover how enormously interesting and successful it will prove. And then we shall be able to enjoy the satisfaction of saying, "We told you so."—W. B.

SIDESLIPS

by

"BALADEUR"

MOTORING historians have been relatively silent with regard to the Grand Prix of 1909—for the fairly good reason that no Grand Prix was run in 1909. For all that, the 1909 Grand Prix, like many other things which never happened, does possess a history; and not the least intriguing chapter of it concerns the meeting of delegates from the various national automobile clubs which took place on October 19th, 1908, at the Automobile Club de France in Paris, to discuss the formula which should govern it.

As a matter of fact the French delegates had quite made up their minds what the formula was to be before ever the meeting was convened, and as it was their race that was under discussion, they did not intend to brook much interference from outsiders.

The 1908 Grand Prix had been run under a bore limit of 155 mm., and soon after it was over the Sporting Commission of the A.C.F. had come to the conclusion that the rules for the 1909 race should stipulate a maximum bore of 140 mm. for four-cylinder engines and a minimum weight of 900 kgms. Their delegates, it had been reported at the beginning of October, had received an "imperative mandate" to defend this decision at the Congress of the Automobile Clubs. Nobody expected a very easy passage for the resolution, as there was at least a strong suspicion that the Germans were going to suggest something silly like a maximum bore of only 120 mm. However, the French delegates seemed to be in a pretty strong position, even apart from the fact that it was the French race that was going to be discussed. They were all decidedly impressive people, fully equipped with titles—the Baron de Zuylen de Nyevelt, the Marquis de Dion, the Chevalier Réné de Knyff, and Comte Robert de Vogüé; and the Baron de Zuylen was not only President of the A.C.F. and President of the Federation of International Automobile Clubs, but also President of the meeting. On top of all which, for some reason that is, I must admit, obscure to me, he represented not only France but also another most interested party—Egypt. The other countries represented were England, Belgium, Germany, Italy, Switzerland, Spain, the United States, Austria, Hungary and Portugal. The attitude of all these countries was more or less doubtful, but what was really worrying the French delegates, and perhaps some of the others, was what had come to be known as "the Gobron question."

When the formula makers had first decided to limit cylinder bores, they had thought that they were in fact expressing, in more homely terms, a decision to limit piston area. Since the relation between the diameter of a circle and its area, while not exactly known, can be found approximately by the use of a factor that has been worked out, I believe, to some eight hundred places of decimals, this proposition seemed to be broadly true, in the case of any cylinder whose piston fitted. But what about those engines, such as the ones built by MM. Gobron et Brillié, in which each cylinder was provided with two pistons, one driven upwards and the other downwards by the combustion of the same charge in a common chamber between them, and both serving, directly or indirectly, to turn the same crankshaft? Calculating from a single bore, you arrived, more or less accurately, in this case not at the area of one piston, but of two; and in 1908, much to the indignation of M. Gobron, the pundits had come to the conclusion that a four-cylinder Gobron-Brillié engine should be regarded not as a four-cylinder engine but as an eight.

On the face of it, of course, there was everything to be said for this proposition. The pundits of 1908, like their successors of today, were inclined to declare that the power of an engine depended on the area of the pistons, the piston stroke, crankshaft speed and b.m.e.p. (though they tended to express this last factor somewhat differently). Obviously, therefore, if a regulation were designed to limit one of these factors, namely piston area, and the designer doubled his piston area, he could hardly hope that nobody would notice. The Gobron-Brillié engine had as much piston area as an eight-cylinder engine of the same bore, and so must be regarded for this purpose as an eight-cylinder engine.

The Gobron-Brillié, in consequence, was absent from the 1908 Grand Prix; but very soon after the race was over, the pundits, or at least some of them, began to wonder whether they were right. M. Charles Faroux, in particular, wrote a very long article in *l'Auto*, adorned with some very terrifying-looking formulae, which I do not reproduce because I am not at all sure whether I could translate, for example, the line

$$\frac{N}{2} \times \frac{n}{60} \times \text{intégrale de 0 à C de p d v}$$

However this does not greatly matter, because what he said, in effect, to his adversaries, was, "Do you mind if for the words 'piston area' in this discussion I substitute the words 'cylinder section'?" I cannot imagine that they could mind, and having established this point, he went on to declare that "the power of an engine . . . depends solely on the number of explosions per revolution, the number of revolutions per minute, the capacity and the mean pressure. The number of pistons is conspicuous by its absence . . ." The number of cylinders in a Gobron-Brillié engine, in fact, depended solely on the number of its cylinders.

While matters were in this state, the Reunion of the Automobile Clubs opened peaceably enough. The President extended a welcome to the delegates. M. d'Aoust, representing Belgium, proposed the creation of an International Juridical Council. This proposition was unanimously adopted. Then they began to discuss the Gobron question . . .

At this point, Mr. Mervyn O'Gormon, who, in spite of his name, is invariably described in French accounts as representing "England," struck a note of protest. To discuss the Gobron question at this stage, he said, was to commit oneself to using cylinder bores to measure horsepower, which was quite contrary to the theory which England was going to put forward. He did not apparently mention the fact that the club he represented had fathered a formula using cylinder bores to measure horsepower, and of course he could not know that the taxation authorities were going to continue to use it for the purpose for nearly forty years. In so doing, incidentally, they decided, or so I believe, at some date of which I am ignorant, to adopt M. Faroux's view of how a Gobron-Brillié engine should be regarded in this connection.

M. Réné de Knyff thereupon declared, perhaps a trifle disingenuously, that it was quite possible to discuss the Gobron question without embarking on the subject of cylinder bores, but M. Hammersfahrt (Germany) sagely suggested that it would be best first to decide what formula they were going to adopt for racing, and then see how the Gobron situation would fit in with the formula.

Mr. O'Gormon, seizing the opportunity thus presented to him, thereupon gave vent to "a very peculiar proposition." In the minds of the Frenchmen, the object of the formula was to present designers with some kind of a limit on their activities, and then to see how far they could overcome this limit in order to extract more power from an engine than could their competitors. To the French race organisers the limitations of the formula were all-important, their effect on actual power output of no importance at all. On the contrary, said Mr. O'Gormon, the formula is of no importance at all, its effect on actual power output is what matters. "We must limit the output to 90 *n*.p.," he said, "for even 100 h.p. is too much. In England, manufacturers refuse to build engines of more than 90 h.p."

To contemporary French observers this extraordinary effort to put the cart before the horse could only be described as an "English proposition." To an Englishman brought up in the French school of thought it could doubtless only be described as an Irish one.

"But have you got a formula or some means of checking the output?" asked the astonished de Knyff; "otherwise everyone will be forced to cheat. Ninety horsepower," he added, obviously scandalised, "that will hardly take more than four cylinders of 90-mm. bore!" The exclamation mark is not mine but the contemporary reporter's.

"For 90 h.p.," opined M. Hammersfahrt, "you need an engine with 125-mm. bore and 125-mm. stroke."

It would be interesting to know which, if either of them, was right. The 1908 Targa Florio Fiat engine, for example, with dimensions of 130 by 140 mm., was rated at only 50 h.p., and it has been generally assumed that the rating of contemporary Grand Prix engines coincided fairly accurately with the actual output. If even Herr Hammersfahrt's estimate was correct, however, this Fiat

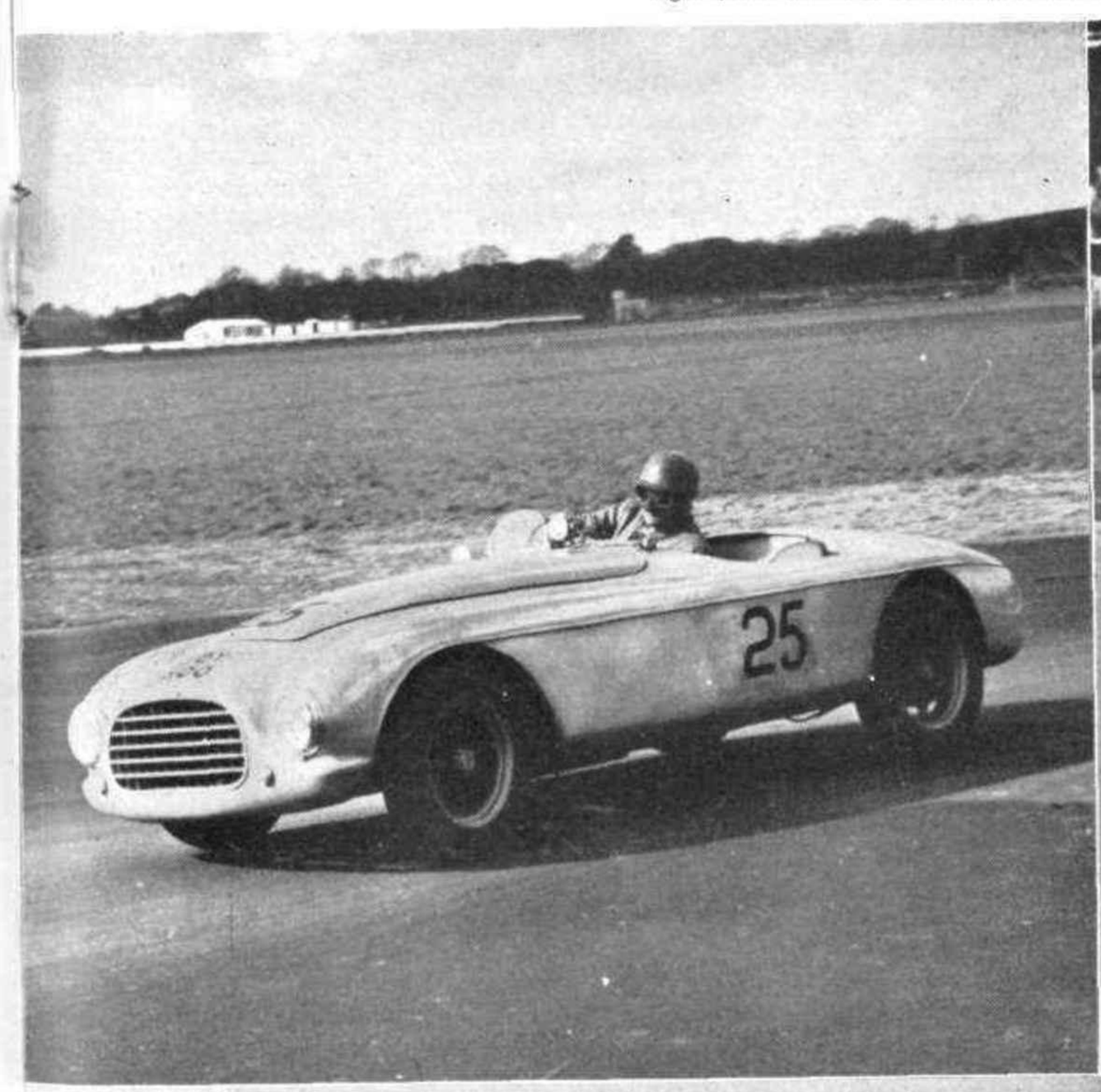
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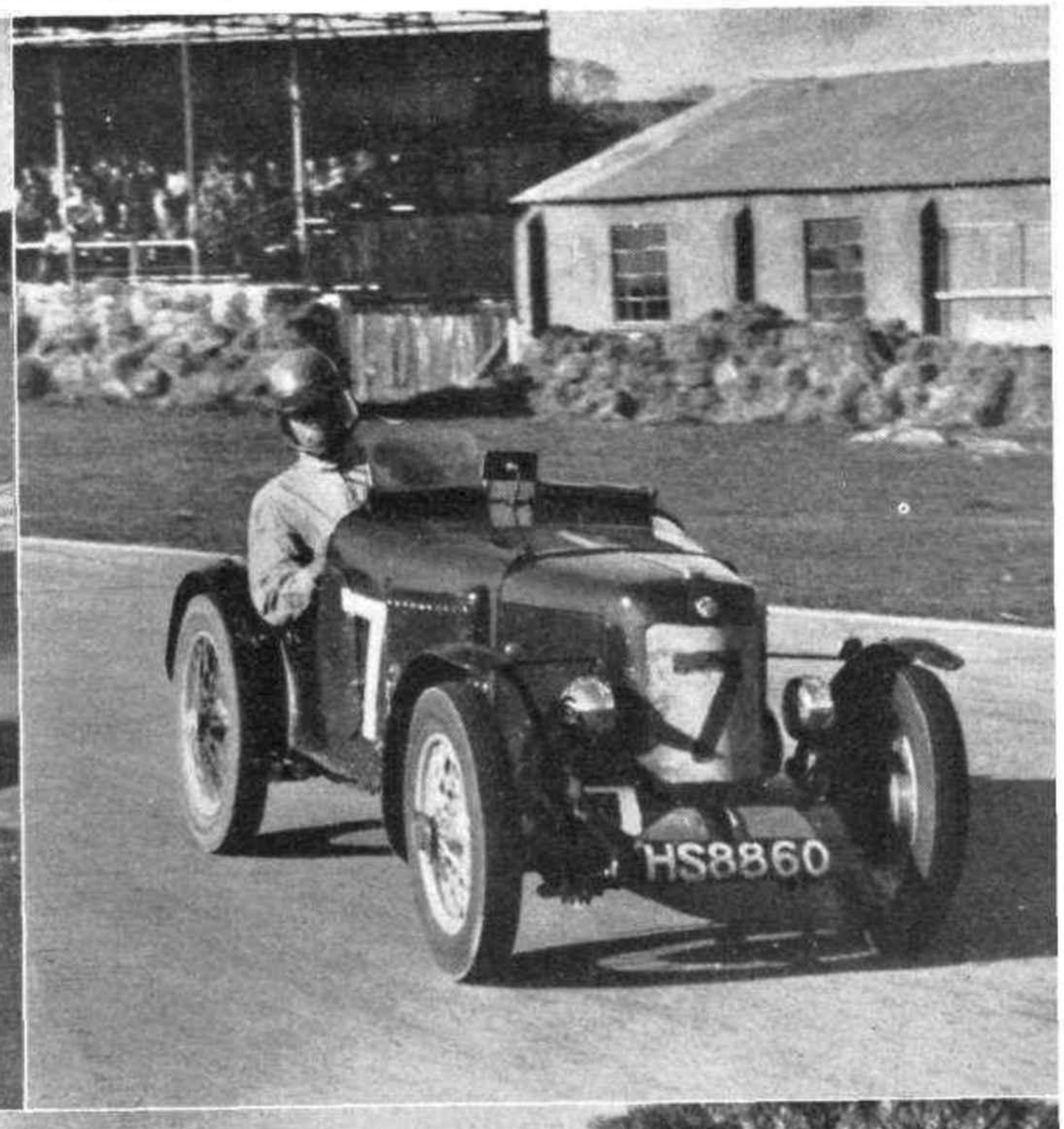
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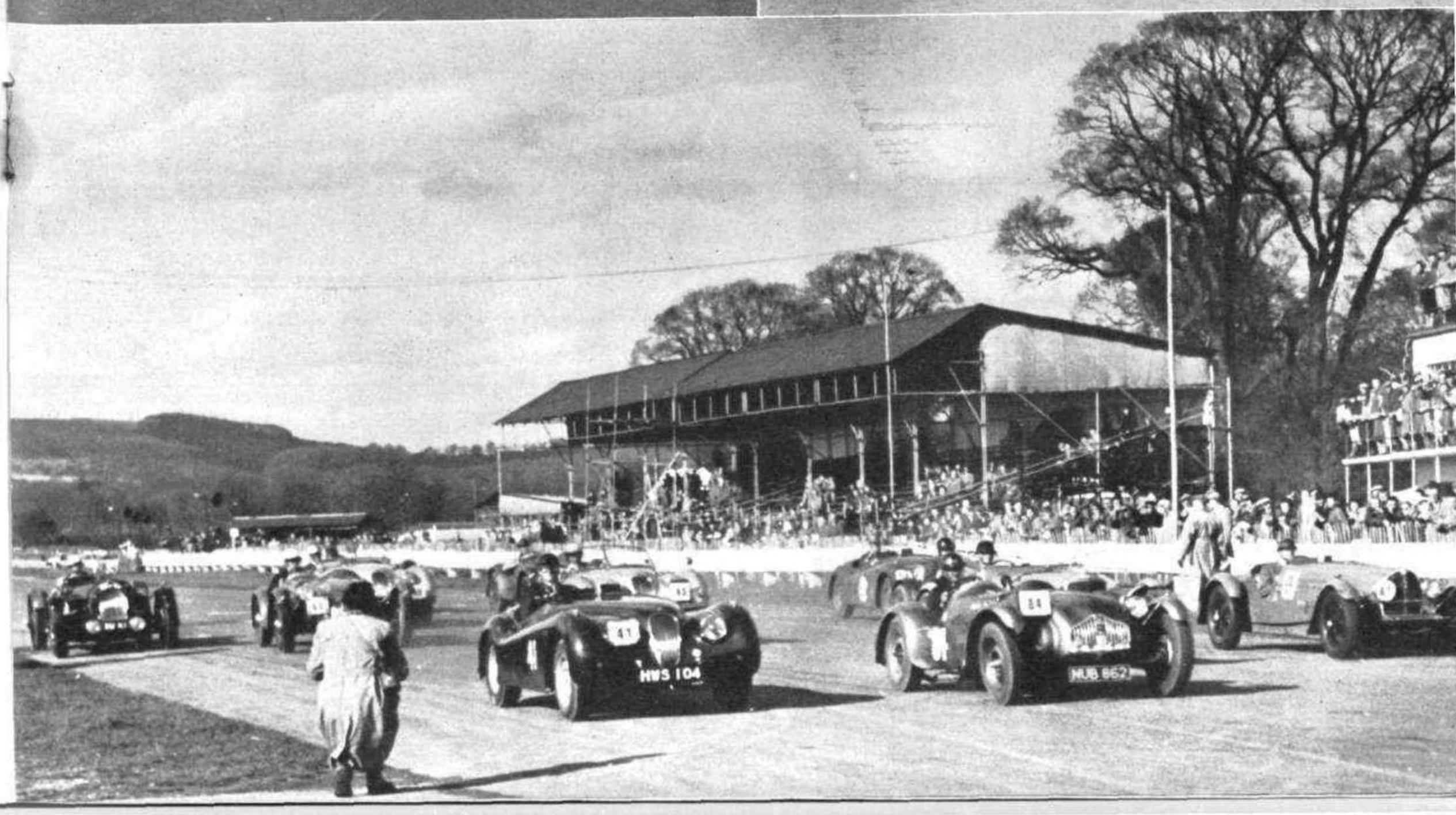
B.A.R.C. GOODWOOD MEMBERS' MEETING AND LONDON M.C. COVENTRY CUP TRIAL

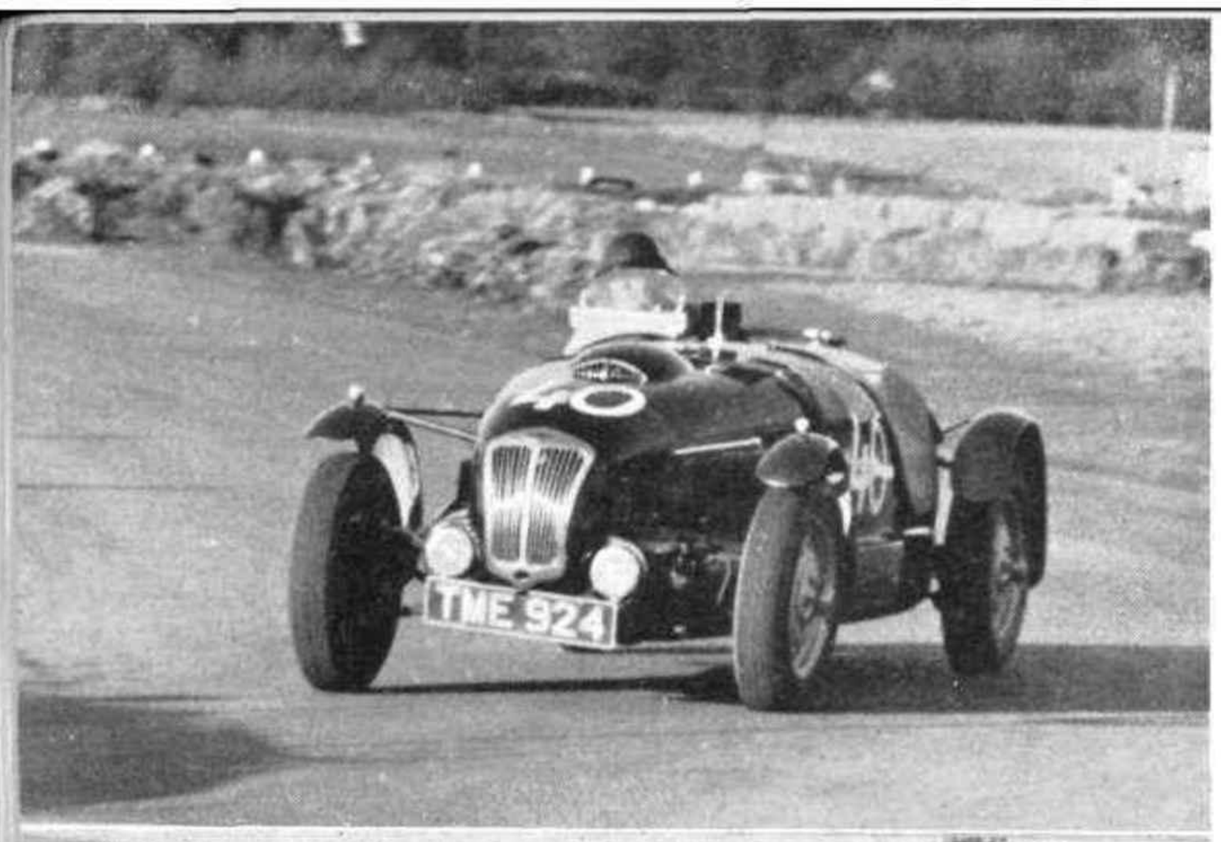
Top : LEADERS ON POINTS for the MOTOR SPORT Brooklands Memorial Trophy. Left : J. C. Davis, who drove his Cooper-M.G. really fast winning the 1½-litre 5-lap Scratch Race at 72.24 m.p.h. and finishing third in a handicap race. Right : Another swift M.G., E. C. C. Harewood's blown PB which won one handicap at 67.29 m.p.h. and was second in another.

Below : OFF ! A fine picture of the start of the 5-lap scratch race at Goodwood for sports cars over 3 litres. Jackson's Allard (84) just out-accelerates Bill Dobson's very fast Jaguar (41), with Symondson's 3.3 Bugatti (67) well up. Guy Gales' Darracq is coming up fast on the right from the last row, Simpson's Allard (63) a length ahead of him.





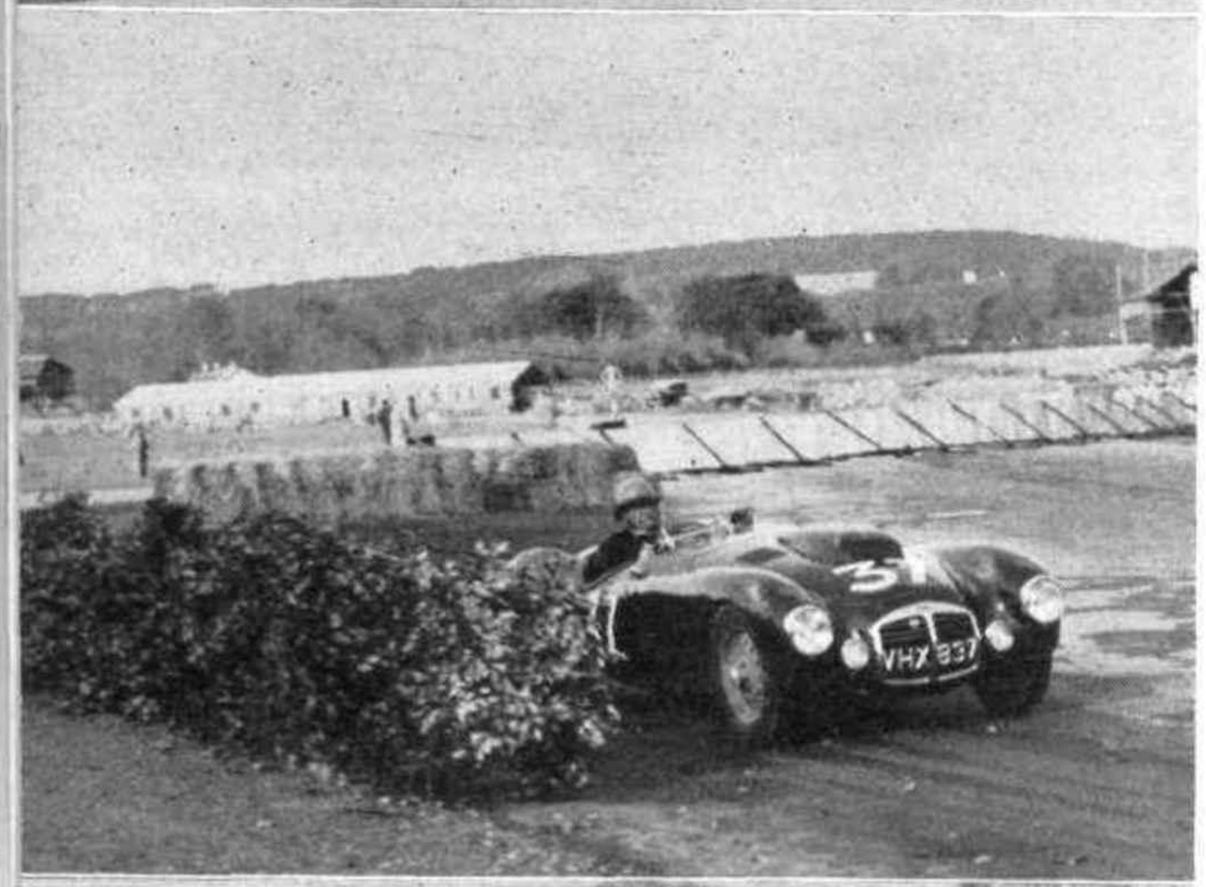






NICE WORK.—H. A. Mitchell, a comparatively new man, sprung a surprise at Goodwood, leading Tony Crook, to win the 1½-3-litre scratch race in his Frazer-Nash at 72.97 m.p.h., lapping at 76.32 m.p.h., he took third place in a handicap.

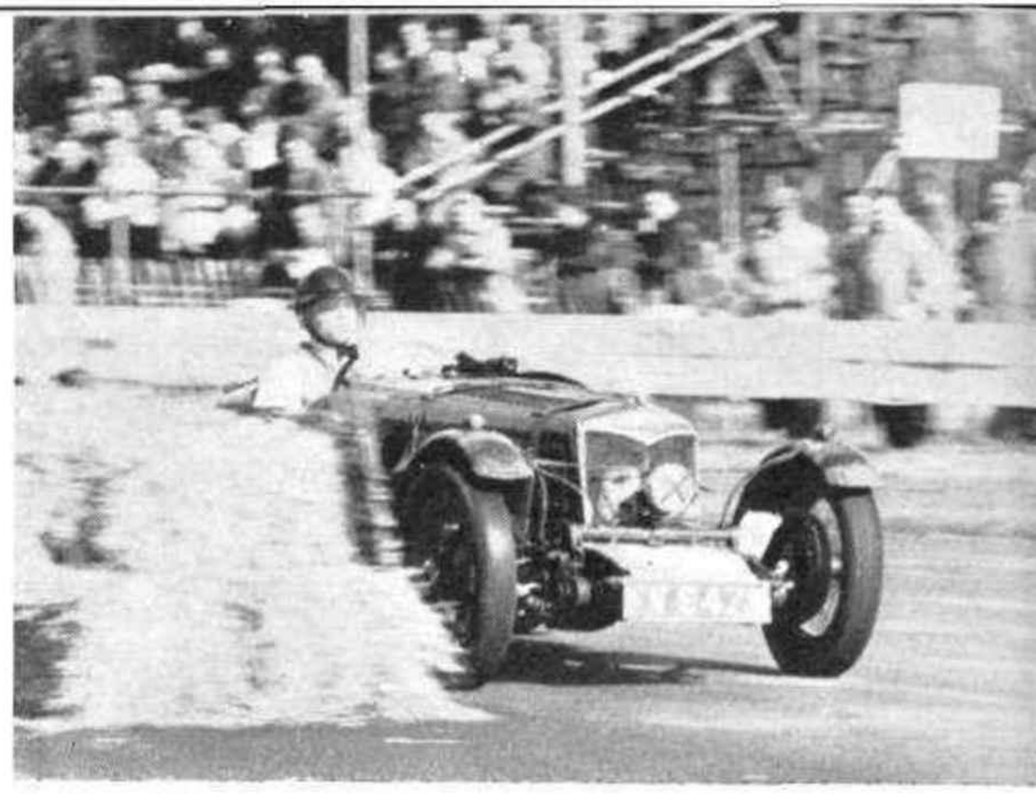
OUTSTANDING XK120.—Bill Dobson, from North o' the Border, proved his Jaguar, prepared by W. E. Wilkinson, to be a very fast car. Here he leads Mitchell's Frazer-Nash during a handicap, earlier he was second to Moore's H.W.M. in the over-3-litre scratch race.



THE NEW CHICANE.—This picture, looking towards Woodcote, shows Goodwood's much-discussed chicane *corner. Leaving it for the Paddock straight is J. R. Stoop's Mille Miglia Frazer-Nash.*

PROCESSION.—F. C. Davis' Cooper-M.G. won this 1½-litre scratch race, 53.6 sec. ahead of the Lester-M.G.





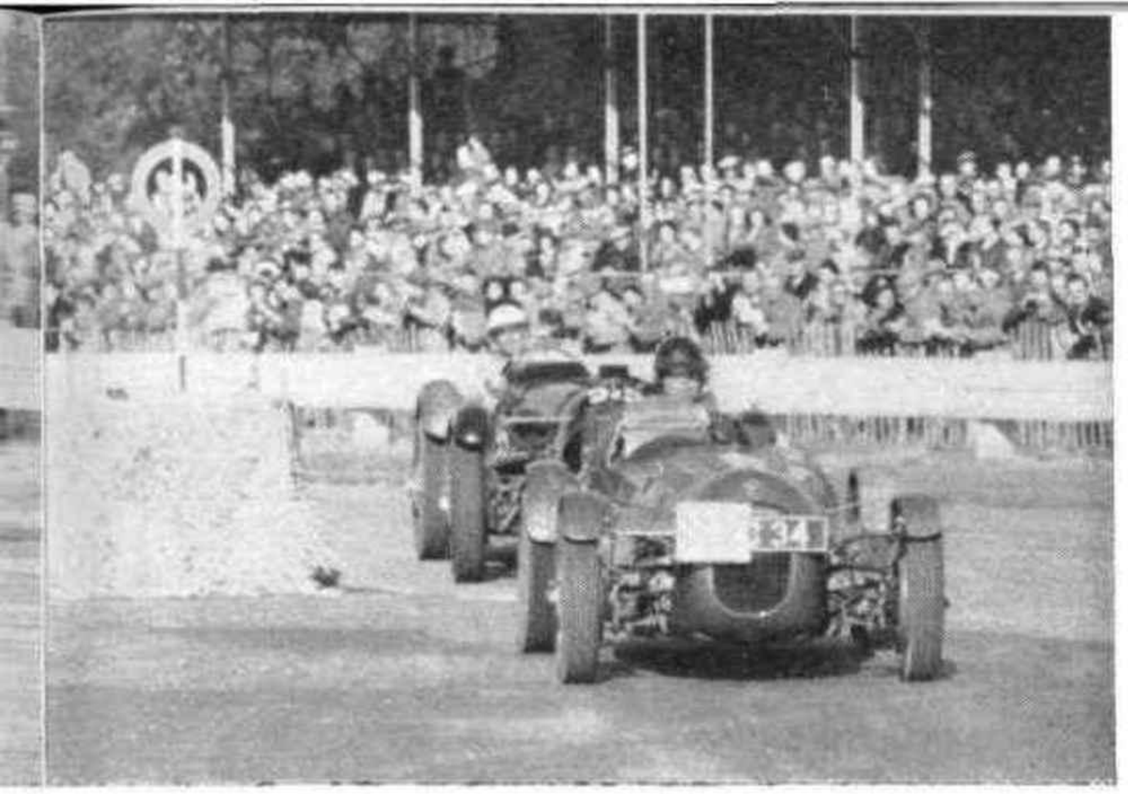
TROPHY HOLDER Mick Hawthorn takes the new chicane *at Goodwood to win the 1,100-c.c. scratch race at 64.86 m.p.h. in his Riley. The car is positioned close to the straw bales for its left-hand sweep over to the middle of the corner.*



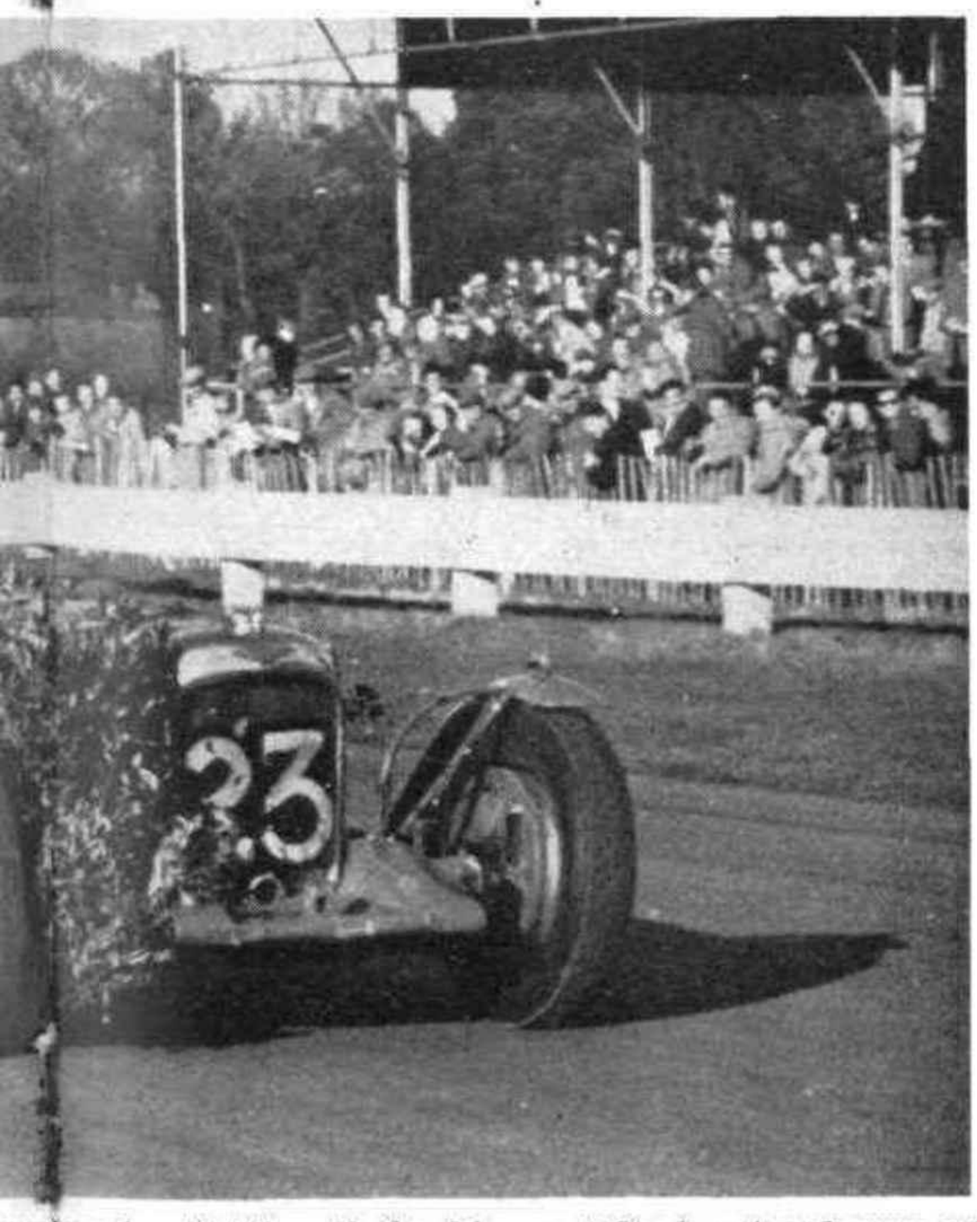
CAMOUFLAGE!—J. Goodhew found his 4½-litre Lag of it with much of the shrubbery which forms the outside were still as shown.

BETWEEN TREES.—P. G. Cooper tackles a difficult section during the London M.C. Coventry Cup Trial last month.





DUEL!—Oscar Moore in his exciting Jaguar XK120-engined H.W.M. leads Gale's Darracq by a very small margin at the Goodwood chicane. The H.W.M. made fastest lap of the day, at 75.39 m.p.h., and won the over 3-litre scratch race. It also netted a third place in one of the handicaps.



gonda a handful through the chicane at Goodwood and came out of the new corner firmly attached to his car. Indeed, the bushes at the conclusion of the race.

IN THE SLIME.—R. Chappell's Cotton III going well, to judge by his confident expression, in the Coventry Cup Trial. Note the steeply-cambered front spring and the fact that the passenger appears to be wearing a special version of crash hat.





WALTER WARING concentrates on getting his W.H.W. Special up a "section" in the Coventry Cup Trial, the first event to be organised by the London Motor Club, as the old N.W. London M.C. has been renamed. Note the rearward-disposition of engine weight.



NAVIGATOR becomes "observer" in T. H. Church's Dellow during the London M.C.'s Coventry Cup Trial.



GOOD FUN! Driver and passenger enjoy themselves in the London M.C.'s Coventry Cup Trial—in spite of a good deal of wheelspin.

RIDING HIGH!—R. W. Faulkner has plenty of visibility from his Paul Special. He is to be congratulated on adding the Coventry Cup to his long list of trials successes.



CAR'S INSIDE STORY

What car's he got?

He gave you a lift last week—now can you remember what kind of car that was? Probably not.

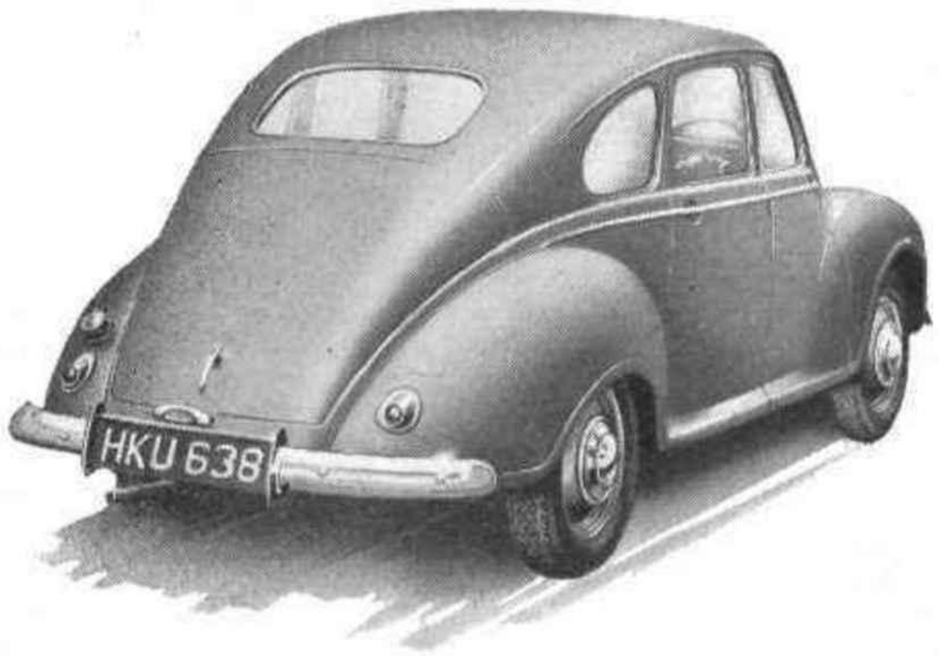
If that car had been a Javelin you'd have noticed.

When you're in one you feel something happening—you know it's not an ordinary car. There's that quick change gear all the experts praise ; flashlight acceleration (0 - 60 in 22.4 secs.) ; a genuine 80 m.p.h. and torsion bar suspension that does what only torsion bars can do to bumps.

It only needs one short ride in a Javelin for you to start thinking, yes, one day this car's going to be yours.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands — real family comfort — and performance.

Top speed, electrically timed, 80 m.p.h. Acceleration 0 - 60 m.p.h. in 22.4 secs. ("The Autocar " 1951 Road Test). Horizontally opposed 13 h.p. flat-four engine gives 30 m.p.g.



The 1½ litre

JOWETT JAVELIN

one day — it has to be YOURS!

Made by Jowett Cars Limited, Idle, Bradford, Yorkshire, who make the Jowett Jupiter convertible — class winner of 9 major trials and races in 1950/51 — and, of course, the famous range of 8 h.p. Bradford commercial vehicles.

SIDESLIPS—continued from page 180.
engine must have developed about twice its rated horsepower, while if M. de Knyff really knew how to get 90 h.p. from a 90-mm. engine, MM. Panhard et Levassor must have had some pretty sensational design up their sleeve. All they were known to have up it at this time was sleeve-valves.

But Mr. O'Gormon was not interested in bores. The English representative wanted to know what output the Congress wished to adopt as a maximum.

"One can't know," replied M. de Knyff, one suspects a trifle testily by now; "we have got to define something and let people bestir themselves to get as much power as possible."

"We have got to choose between three formulae," added the Marquis de Dion, obviously trying to keep the discussion on the plane of common sense, "cylinder capacity, a bore limit or fuel consumption."

"We are opposed to the bore limit," replied Mr. O'Gormon rather surprisingly, "because the bore limit is what has just been used. We do not want to limit any outward indication of power, but the power itself. Let us limit it by testing engines on the bench."

M. Reiss, representing Germany, and rather rudely cutting across all this, proposed, in the name of Germany, a bore limit of 130 mm. "It is impossible," he said, "to allow a bigger bore. Opinion is adamant against excessive power output."

At this point the President, very reasonably, put to the meeting the question of the use of the bore limit in principle. It was unanimously adopted except for one dissentient—in the shape of perfidious Albion.

Having reached this point, the haggling really began. Everyone knew that the French wanted a limit of 140 mm., and everyone else wanted a smaller one. "M. Reiss (Germany) went to war again against big bores." His colleague Herr Hammersfahrt declared that with a bore of 130 mm. you could build cars as fast as the 1908 ones with a bore of 155 mm. M. de Knyff replied that France preferred 140 mm. in order to avoid excessively specialised engines. "With engines of 120-mm. bore," he is reported as saying, "we have seen cars in the Isle of Man doing 120 an hour [say 75 m.p.h.] thanks to engines turning at 2,500 r.p.m." I think that he was misreported: fairly obviously he was referring to the recent "Four Inch Race" in the Isle of Man, called after its bore limit of 4 in., which is equivalent, as near as may be, to 101.6 mm., which the Chevalier doubtless regarded as 102 mm. "For his part," he added, "increases in speed should be obtained without requiring engines to depart too far from types which are of practical interest." There was obviously none, in his view, in buzz-boxes doing 2,500 r.p.m.

M. le Marquis Ferrero di Vintimiglia, for Italy, proposed a bore limit of 130 mm. In the Targa Bologna, he shrewdly remarked, a *French* car with a bore of only 120 mm., and weighing 1,200 kgms., had averaged 106 k.p.h., or say 66 m.p.h. This was Porporato's Berliet, which had actually averaged 65.3 m.p.h. for 262.4 miles. "With a bore of 130 mm," added the Marquis, "it will be possible to exceed 115 k.p.h. [say 70 m.p.h.], which is quite sufficient for the public." This craving for speed among spectators at motor races evidently grows with what it feeds on.

At this point the matter was put to the vote, and the representatives of France, Portugal, Spain, Sweden, America and Hungary all dutifully voted for 140 mm. Germany, Italy, Belgium and Holland, however, all plumped for 130 mm., and England, just to be difficult, or perhaps because the R.A.C. would really have liked 4 inches, put in a bid for 120 mm. Egypt, in the person of the Baron de Zuylen, for some reason, abstained.

Matters were obviously approaching a deadlock, but no one had as yet mentioned the minimum weight limit, which it was known that France wanted to set at 900 kgms. and the other countries at a higher figure. The Baron Pierre de Crawhez, representing Belgium, therefore, cunningly proposed at this point that each side should make some concession, that France should accept the 130-mm. bore limit and that the other countries should accept the 900-kgms. weight limit. The French must have been really keen on the latter, for they fell for this at once: M. de Knyff, in fact, promptly declared that France would propose a joint resolution, for 130 mm. and 900 kgms.

Some of the Baron's 130-mm. party, however, were still inclined to be difficult. Herr Reiss declared that you could not make a touring car weighing 900 kgms. "Do you think they are going to be touring cars whatever they weigh?" retorted M. de Knyff. "We have," he added darkly, "even thought about 800 kgms." Undaunted, the Marquis Ferrero de Vintimiglia proposed 1,000 kgms. In exchange, he offered to go up to 135 mm. for the bore limit, "which would conciliate all the propositions." Herr Hammersfahrt, more intransigent, proposed 1,000 kgms., with no concession on the 130-mm. bore limit. Mr. O'Gormon, rather curiously, ranged himself with the Belgian party, provided that they could have a maximum weight limit of 1,100 kgms., as well as a minimum limit of 900 kgms.

At this point, Herr Hammersfahrt, apparently overlooking the fact that he had voted for the bore limit in principle, threw a complete spanner into the works by asking whether a bore limit of 130 mm., which he himself had just proposed, would not result in "extraordinary engines with excessively long strokes, and whether they ought not to limit the capacity as well as the bore." Presumably he was ruled out of order, and, the matter being put to the vote, the formula of a bore limit of 130 mm. and a minimum weight limit of 900 kgms. was adopted, although Germany and Italy still voted for 1,000 kgms.

Unfortunately the result of their deliberations was never put to a satisfactory practical test, as, owing to the defection of manufacturers who were tired of racing under any formula, the 1909 Grand Prix, as already mentioned, never took place. There is little doubt, however, that the engine of the Type S 61 Fiat, an example of which is still owned in this country by Mr. Anthony Heal, was designed to this formula, and it would seem that if the object of the Congress was to produce cars comparable in performance with those that had run in 1908, it had arrived at just about the right answer. With a stroke of 190 mm., the Fiat engine had a capacity of only 10 litres, compared with 12 litres in the case of the 155 by 160-mm. 1908 Grand Prix Itala, in spite of which the Fiat engine developed 120 h.p., compared with the Itala's 100 h.p. Nor was this improvement due, as M. de Knyff seems to have feared might be the case, to excessive crankshaft speed: indeed, as a result of its longer stroke, the Fiat engine was actually restricted to 1,650 r.p.m., compared with the Itala's 1,800 r.p.m. The increase in output, in fact, was due to a genuine advance in engine design in the shape of an overhead camshaft, as a result of which b.m.e.p. went up from 60 lb. per square inch to 78. The Fiat, in fact, in spite of what is hardly a racing chassis, appears to be slightly faster than the Itala, and there seems no reason to suppose that the 1909 Grand Prix would not have been run at a speed at least as high as its predecessor—if it had ever started.

Having disposed of the Grand Prix formula, the Congress went on to discuss voiturette racing, which it seems to have found a good deal easier. In 1908 the organisers of the Coupe des Voiturettes had decided on bore limits of 100 mm. for single-cylinder engines, 80 mm. for two-cylinders and 65 mm. for four; whereupon the A.C.F., as if just to be difficult, decided that for its Grand Prix des Voiturettes, the limits for two- and four-cylinder engines should be 78 mm. and 62 mm., respectively. Now, however, M. de Knyff announced that the A.C.F. proposed to increase these limits for 1909 to 80 mm. and 65 mm., respectively, "so as to avoid two-and four-cylinder engines being as much handicapped as they were last year compared with single-cylinder engines." It seems a pity that the Club had not thought of that for 1908! However, nobody raised any objections now, and, the proposal having been unanimously adopted, the Congress went on to discuss—the Gobron question.

Herr Hammersfahrt opened the ball by declaring that there was no technical objection to the admission of the Gobron engine. He simply took exception to its profiting from the possession of a longer stroke. At this point M. Gobron himself suddenly appears on the scene, presumably in the capacity of a technical witness, to declare that "the power of an engine is in no sense dependent on the quantity of its pistons." "If my engine represents progress," he said, "is it not the duty of the societies for encouragement to encourage it?" The Baron de Crawhez considered that all this further discussion was quite unnecessary anyhow. The previous vote on the bore limit, he observed, makes no mention of the number of pistons per cylinder, and engines of the Gobron or similar type are authorised to compete with the same bore as ordinary engines. The matter was nevertheless put to the vote, but the Baron's view prevailed, and the way was wide open for cars with Gobron-type engines to compete under the limited bore formula.

It seemed on the face of it that in these circumstances the Gobron design should possess most marked advantages. With the bore of his engine limited the designer had three variables left to play with: the stroke, crankshaft speed and b.m.e.p. If he increased either of the others, b.m.e.p. would tend to suffer, and, of course, whatever else he did, it was his business to see that it did not. But as far as the first two variables were concerned, the limiting factor in both cases seemed to be piston speed: it did not matter whether he increased the stroke or the crankshaft speed, sooner or later he would arrive at a piston speed that proved intolerable. But suppose instead of one piston in each cylinder, you had two; then as each piston only had to travel half the distance of their combined stroke, the piston speed would only be half that obtaining in an ordinary engine with the same stroke and at the same crankshaft speed. If the Type S 61 Fiat engine had been built on the Gobron principle, and had continued to indulge in a piston speed of approximately 2,000 feet per minute, it could either have had its crankshaft speed put up from 1,650 r.p.m. to 3,300 r.p.m. (which would have doubtless shocked M. de Knyff rather severely) or else it could have had a combined stroke of 380 mm. instead of 190 mm. (which would certainly have made the car on the high side!) and a capacity of twenty litres instead of ten. Finally, as a compromise between the two, it could, without exceeding a piston speed of 2,000 feet per minute, have used a crankshaft speed of 2,500 r.p.m., like the "Four-Inch" racers in the Isle of Man, and a combined stroke of 240 mm., which would at least have been less than the 250-mm. stroke of the Sizaire-Naudin which won the 1908 Coupe des Voiturettes.

But although there was no Grand Prix in 1909 there were some entries for it, and these did not include the name of Gobron-Brillié. Nor, so far as I know, is there any evidence that Guillemin-le Gui, Cottin et Desgouttes, Mors or Rolland-Pilain, who did enter, had any intention of using Gobron-type engines. Moreover, although there was a race for the Coupe des Voiturettes in 1909, this was not run under the simple bore limit adopted by the A.C.F. for the Grand Prix des Voiturettes, which, like the Grand Prix proper, did not take place in 1909. Instead, *l'Auto* allowed competitors for the cup to use the same dimensions for a single-cylinder engine, 100 by 250 mm., as had been used by the winning Sizaire-Naudin in 1908; and also permitted them to increase the bore, up to 120 mm., if at the same time they decreased the stroke down to 124 mm. No one seems to have been very much interested in this latter proposition, and the Lion-Peugeot which won in 1909 had an engine of the same dimensions, and apparently much the same performance, as the Sizaire-Naudin which won in 1908. This Sizaire-Naudin engine, in spite of a stroke of 250 mm., attained a crankshaft speed of 2,400 r.p.m. and, in consequence, a piston speed of nearly 4,000 feet per minute. How much more comfortable would have been a Gobron-Brillié engine at half the piston speed!

But although Gobron-Brillié had wanted to enter both for the Grand Prix and for the Coupe des Voiturettes in 1908, and had been debarred by the heretics who counted pistons instead of cylinders, now that it was presumably permitted to, the firm showed no inclination whatever to enter for the Coupe des Voiturettes in 1909 and, indeed, the historian hears very little more either of the Gobron system or of the Gobron question. The answer, I suppose, is that even under a bore limit the system was more valuable in theory than in practice. In 1908 bearings would probably not stand up to more than about 2,500 r.p.m. and there was correspondingly little scope for increasing crankshaft speed compared with that of the Sizaire engine. The latter, of course, ought not to have been reliable at a speed of 4,000 feet per minute, but it was; and I expect that the factor which was beginning to tell against the Gobron-Brillié design was b.m.e.p. With only one piston in its cylinder, the whole head of the Lion-Peugeot engine and those of its successors bristled with valves, reflecting their designers' frenzy to get the gas in and out quickly enough. Gobron-Brillié, with only the gap between two pistons to work on, must have been set a far more difficult problem in this respect, although one would have thought that horizontal valves, in the manner of the 1911 Coupe de *l'Auto* Delage, might have met the situation fairly adequately. Be this as it may, however, very little more seems to have been heard of the opposed-piston engine, at least for racing, until 1927, when Fiat produced an experimental 1,500-c.c. unit which developed over 170 h.p., a figure that was rather sensational for an engine of this size at this time. It could, moreover, attain a crankshaft speed of over 6,000 r.p.m.; but then it was a supercharged two-stroke and relied on the pistons themselves to uncover the inlet and exhaust ports, with the result that it had plenty of troubles of its own, one gathers. By now, however, a capacity limit was in force for racing, and at least nobody quarrelled with Fiat for using twelve pistons in its six horizontal cylinders.

Book Reviews

"Continental Sports Cars," by W. Boddy (Foulis, 7, Milford Lane, W.C.2) will soon appear in revised, enlarged form, errors in the first edition corrected and additional information added, notably under such headings as Alfa-Romeo, Ferrari, Lancia, Mercédès-Benz, Maserati, Pegaso, Talbot, etc., and the complete list of known Bugatti types brought up to date. Servicing data is included, in some cases for rare vintage sports cars. The attractive dust-jacket of car badges is retained. The price is 15s.

* * *

Temple Press Ltd., Bowling Green Lane, E.C.1, recently issued the third edition of No. 5 in their Modern Car Easy Guide series, "Carburetters and the Fuel System," by E. P. Willoughby, B.Sc., M.I.Mech.E., C.A.E. It is an excellent means of thoroughly understanding this aspect of your car and of how modern Zenith, Solex, S.U., and Stromberg carburetters function. Petrol gauges, air silencers and cleaners, petrol pumps, economisers, reserve supplies, etc., are clearly dealt with—and the price is only 2s. Not many of our readers will dread taking the driving-test but their wives or girl-friends or kid-brothers may. In this case the comprehensive book, "The Driving Test Fully Explained," by F. S. Hollidge, also in its third edition, and from the aforementioned publisher, is "just the job." Its price is 5s.

* * *

A book which I have enjoyed particularly is "Traction Engines Worth Modelling," by W. J. Hughes (Percival Marshall & Co., Ltd., 23, Great Queen Street, W.C.2; 160 pp.; 12s. 6d.). Traction engines may be far removed from motor sport (although the racing of them is a recent development), but as so many of our readers enjoy studying the historical aspect of road transport, and as the author includes anecdotes that strike a parallel with those told at gatherings of vintage-car enthusiasts, we are glad to refer to this book, the many illustrations in which will be a source of pleasure to those who appreciate the transport of an age long past.—W. B.

* * *

So many people dwell in caravans in this enlightened twentieth century that all manner of 'vans are offered for sale, and choice is consequently baffling. To the aid of those in this predicament comes "The Motor Trailer Trades Directory and Year Book" (Trailer Publications, Ltd., 1s. 6d.). It lists caravans under three headings, gives the addresses of the manufacturers and subsidiary firms, and contains an index to sites, personalities, the law and kindred relevant subjects. You will even find a G.P. Bugatti therein—that of P. J. Stubberfield, A.M.Inst.B.E., who is managing director of a caravan company.

* * *

Faber and Faber have published another of the beautifully-produced and illustrated 12s. 6d. Shell Guides, this one dealing comprehensively with Gloucestershire.

RETREADS IN COMPETITION

A nicely produced booklet has been issued by Auto Tyre Services, of Basingstoke (copies free, on mentioning MOTOR SPORT), as a reminder that "Blue Peter" retreaded tyres are suitable for competition motoring. Excellent pictures are included of Peter Bolton (Jaguar XK120), Betty Haig (TD M.G.), Peter Howell (H.R.G.), Monica Whincop (Bugatti), Peter Binns (30/98 Vauxhall), Frank LeGallais (rear-engined Jaguar Special) and Martyn Thornycroft (Triumph), all of whom choose "Blue Peter" retreads for rallies, sprints or races.

AIR: *A THOROUGHBRED RACER*— THE PERCIVAL MEW GULL

by

DAVID F. OGILVY

Before the war MOTOR SPORT had a regular Air Feature. We do not intend to revive this at the present time but we do feel that private flying deserves the support of all motoring enthusiasts in the gallant effort it is making to survive, and if possible to prosper. Consequently, when space is available, we intend to publish articles about the sort of aeroplanes which appeal to the sporting fraternity, from the pen of David F. Ogilvy, Hon. Secretary of the Vintage Aeroplane Club and a keen light 'plane pilot. The first of these articles, dealing with the single-seater Percival Mew Gull racer which won the 1938 King's Cup Race at an average speed of 236 m.p.h. for over 1,000 miles, follows.—ED.

FLYING as a sport and air racing in particular have never thrived on such a large scale as have their counterparts in the motoring world, so special aircraft for the game have always been a comparative rarity; for example, a present-day meeting would find a preponderance of Austers, Proctors and Tiger Moths that between times probably warrant their existences by thrashing out circuits and bumps for the local flying club.

It is a pleasant change, therefore, to handle something of the calibre of the Percival Mew Gull, a diminutive single-seater built round the engine and pilot and tailored specifically for one purpose—that of speed. As with cars, a good aeroplane has breeding and the Mew is no exception.

Ancestry can be traced to 1929, when a prototype low-wing monoplane, the combined efforts of Captain Edgar Percival and Mr. B. Henderson, reached fruition as the Hendy 302, registered G-AAVT. Subsequently this was developed into the Gull, twenty-three of which were built by Parnall Aircraft Ltd. at Yate, near Bristol, fitted with a variegated assortment of engines, both reliable and otherwise.

By 1934 Percival was on a more sound footing with his own factory at Gravesend, where the theme was varied with the Gull Six, in one of which, G-ADPR, Miss Jean Batten carried out some memorable flights.

Later in the same year the original Mew Gull appeared, but this was somewhat ungainly in appearance and not entirely satisfactory in operation although capable of 205 m.p.h. on the level. However, much modified and remotored from a Napier Javelin to a Gipsy Six, this prototype, G-ACND, reached sixth place from scratch in the 1935 King's Cup.

Four further examples were completed and each of these achieved considerable fame, notably G-AEKL, which won the 1937 King's Cup at an average of 233 m.p.h., and G-AEXF, in which Alex Henshaw was first home the next year, managing 236 m.p.h. over a course of more than a thousand miles. For this success a specially tuned high-compression Gipsy-Six R. giving an output of 224 h.p. replaced the standard 200-h.p. engine. The last Mew to be built, G-AFAA, came to an untimely end after being set ablaze as a practice target by an aerodrome fire service!

At the end of the war there was, alas, no intact Mew Gull in existence in this country, but concerted efforts to find one eventually led to the discovery of G-AEXF at a small French aerodrome near Lyons. After a few days' repair work and paying a bill to the rightful(?) owner, 'XF was flown home to Blackbushe on July 2nd, 1950.

A few words about this outstanding machine and its no less remarkable pre-1939 owner should prove that the Mew as a design with Henshaw as pilot must have made the most successful combination ever put together.

Initially this aircraft bore the South African registration ZS-AHM, but after an abortive attempt at the 1936 Slesinger Race to Johannesburg in the hands of the late Major Alistair Miller, who was forced earthwards through fuel starvation, it returned to its native land and was allotted the lettering by which it is known today.

A short spell with William Humble, the well-known Hawker test pilot, and 'EXF fell into the hands of the man for whom it might almost have been conceived. The Henshaw-Mew combination achieved its first success by winning the 1937 Folkestone Trophy Air Race, after which the machine was docked for a number of modifications by Essex Aero Ltd.

In its new form with a Gipsy Six R. that had been removed from one of the original Comets, and fitted with a variable pitch propeller and very pointed spinner, the Mew reached second place in the 1938 Hatfield-Isle of Man Race at the phenomenal average of 247 m.p.h., after which it returned for some drastic alterations; these included the removal of four inches of fuselage top-decking and a similar lowering of the cockpit roof.

The King's Cup of the same year was the next major achievement, as 'XF finished nine minutes ahead of the second machine to average 236.25 m.p.h. over twenty laps of a fifty-mile circuit. After this even more modifications were undertaken, when the rather temperamental Gipsy Six R. was replaced by a standard Six 2 and the tankage was increased to give a total of 87 gallons, sufficient for more than 1,800 miles.

With the Mew in this form, Henshaw set off from Gravesend at dawn on February 5th, 1939, and reached Capetown 39 hours 25 minutes later, using some very rough undeveloped airstrips *en route*, some of them at night. After 24 hours on the ground 'XF was airborne for the journey home, and the round trip of 4 days 10 hours and 16 minutes stands as a record today, thirteen years later.

The last success was that of taking second place in the Hatfield-Isle of Man Race in May, 1939, after which 'XF was acquired by one Victor Vermorel, of Lyons, spending the war years under German surveillance; fortunately, however, no harm resulted apart from the loss of the journey log-book, which remains *untraced*.

Since returning home, G-AEXF has received a fresh C. of A. and was entered for both the King's Cup and *Daily Express* Air Races in 1951 but, alas, was flown in neither. Weather cancelled the former, and a landing accident, causing damage which so far has not been repaired, occurred just prior to the other event.

II.—HANDLING

It is natural for a racing aeroplane to be a trifle unusual in layout and it is no surprise, therefore, to find no seat in the cockpit; the process of clambering inside is a minor gymnastic feat, but once within it is possible to wriggle into some vague semblance of comfort before juggling with the very necessary Sutton harness. The entire hood hinges on the



starboard side and clamps in position with two suitcase-type clips, but when the lid is closed a small ventilating panel can be opened as required.

Internal equipage is sensibly presented and comparatively easy of access. Taking stock from the left there is a four-position manually operated flap lever, which is moved forward for the "up" position; on the floor in the centre is the fuel selector cock with settings for off, auxiliary and main tanks, and under the combing on the right is the pitch control, which operates in the reverse manner to accepted practice, with "fine" at the back stop; however, a clearly-marked red arrow prevents this forming a serious trap for the unwary. The array of knobs and levers, apart from the throttle and mixture controls which are in their customary places level with the top left longeron, is completed with an elevator trim wheel on the extreme right.

The instrument panel has a number of positions blanked, but the present facia incorporates an airspeed indicator, sensitive altimeter, cross-level, clock, rev.-counter, oil pressure and boost gauges, and a compass of unusually generous dimensions. The empty spaces could usefully be filled with a turn and slip indicator and directional gyro, each of which is a necessity for serious work in doubtful weather.

There is no starter or internal primer, so the metal propeller must be swung by hand after external carburetter flooding. Warming should be carried out in fine pitch and the usual run-up procedure applies, during which the oil pressure settles at about 50 lbs./sq. in., where it remains indefinitely.

The lowered windscreen allows no forward view, so taxying is not the easiest of pastimes; in fact, Henshaw formed a habit of walking alongside the aircraft with a hand on the throttle and manually heaving to change direction, but this is by no means necessary, especially if someone is available at the wingtip when in more confined spaces.

Vital actions are quite standard, with the trim slightly backward of neutral; no fuel gauges are fitted, but as the present all-up weight of 1,850 lb. allows up to 42 gallons, a moral provides the answer so long as the pocket allows.

During the take-off, which surprisingly is devoid of any tendency to swing, there is a pronounced rolling inclination caused by the narrow track of the undercarriage, and this creates an erroneous impression that things are not quite as controlled as they should be. However, the Mew unsticks happily at 85 I.A.S. and the speed builds remarkably quickly to the recommended climbing figure of 140 m.p.h., which at 2,400 r.p.m. (there is no constant speed unit) gives an ascent of about 1,500 feet per minute.

Under most conditions of flight and especially on the climb it is necessary to trim well back, due probably to the fuel tanks being positioned in the fuselage forward of the pilot.

One might expect an aeroplane of the Mew's calibre to possess some unpleasant low-speed characteristics, so I climbed immediately to 3,500 feet to put my mind at ease or otherwise. Here I throttled back at 150 I.A.S., after which there was a long and tedious wait for the speed to fall off; with flaps up, at 100 the controls became rather sloppy, at 92 there was an audible warning in the form of whistling round the cockpit, and at 86 I.A.S. the nose dropped slowly but firmly. I took recovery action almost immediately, but afterwards I learnt that if the 'stick is held back there is a very pronounced flick, although I experienced nothing of this nature.

The three controls (a spadegrip column is fitted) are quite normal in operation and effective throughout the speed range, and even during a dive to the airframe limit of 265 m.p.h. there is no undue stiffening or fore-and-aft loading. However, harmonisation is not as good as one would imagine, for while the rudder and elevators are equally light and sensitive, the ailerons are rather stiff and too restricted in their travel, resulting in a lack of that fighter-like crispness that one would expect to associate with a low-wing racer; a combination of static friction and the fact that the ailerons are of wooden construction with only fabric covering contribute much towards this.

A C. of A. in the normal rather than aerobatic category should, strictly speaking, hamper one's style, but it is no secret that a Mew was seen frequently performing slow rolls in public in pre-war days; however, I was reasonably content not to put 'XF on its back, indulging merely in a number of steep turns which can be made within a satisfyingly small radius.

It is perhaps in the circuit that the problem of forward view presents itself most noticeably; sideways and even downwards leave nothing to be desired, but as the cockpit is raised hardly above fuselage level there is a blind arc of about 30 deg. forwards—remembering, of course, that the other Mews and, in fact, 'EXF in its earlier days, had a normally-shaped hood which allowed quite normal vision.

Selecting fine pitch and throttling back to dispose of surplus speed, 110 m.p.h. feels right for the end of the downwind leg, from which a curved fighter approach should be made if anything of the aerodrome is to be seen. The flaps can be lowered in stages or *in toto*, but are singularly ineffective even when fully extended, so careful handling is necessary to reduce to a comfortable 95 I.A.S. over the hedge.

There is a long float during which the 'stick is held central, as the approach is made almost in the three-point attitude; there is a strong tendency to balloon owing to the sensitivity of the elevators, so the procedure is to sit and wait for the touchdown, after which the run is quite straight under into-wind conditions; the brakes, however, are of little use in bringing the machine to a standstill.

After the comparatively long period of taxying to the clubhouse at White Waltham, where I carried out the handling flight, I was accustomed to both the poor view and the inefficient brakes, so manoeuvring on the ground is not so tricky as might at first be imagined.

Clambering out, slightly deaf due to the rather above-average noise level, I considered the Mew Gull in its true perspective; such excellent performance on so little power, combined with a docility that one normally associates with an average light aeroplane, make something that cannot be measured by accepted standards, as there is nothing flying today with which to make a comparison.

It can only be hoped that G-AEXF will be fully restored to health in readiness for the coming season and that it will achieve continued success whether in the hands of its present *maitre*, Hugh Scrope, or with whoever is fortunate enough to be its owner in the years ahead.

Picture of a Spyker!

Sir,

As Mr. James P. Smith, of Oakworth, says, it is unfortunate that he has no photographs of the Spyker car, and I thought you might like to produce the enclosed photograph, which was taken in 1905 at Rhyl. The car was supplied by Lowe and Wood Ltd., of Birmingham. My mother and father occupy the front seats and with friends must have provided a fairish load, as I understand the gentleman standing in the rear weighed at



least 18 stone. It is not so surprising that on the return journey the Spyker overturned into a ditch. My mother—who was then sitting in the back—was the only one left in the car, and was heard to ask in a small voice, "Have I got to get out too?" With the assistance of two horses from a local farm the car was got going without more ado.

I think you will agree it looks a very fine car for its age.

I am, Yours, etc.,

L. S. Richards.

Solihull.

THE SOUTHERN JOWETT C.C.

The Southern Jowett C.C. announced that a dinner-dance will be held at The Clay Pigeon Hotel, Eastcote, Middlesex, on April 9th, at 7 p.m. Tickets for members and guests are 13s. 6d. each, and members are urged to bring as many Jowett owners and their friends as possible.

The first of the 1952 outdoor events is a Mystery Run in Surrey and Kent on Sunday, July 30th, commencing at 10.30 a.m., from the corner of Sandy Lane South and Foresters Drive, Wallington. Entrance fee, 5s. per car.

The Southern Jowett C.C. was founded in 1923 and claims to be the first one-make car club to be formed.

Cote d'Azur for Three Weeks—
A SOLUTION TO THE "£25 PROBLEM"

ALL you need are three reliable friends and one reliable car. We have had two such holidays. In 1949 four of us packed into a Standard Vanguard van with tents, mackintoshes, jumpers, cooking utensils, etc., bid fond farewells, and drove apprehensively to Dunkirk with only £25 each in our pockets. We had ambitions of seeing Italy, France and Switzerland, but expected to last out only a week. We were whisked with lightning speed through the English and French Customs, and endured many grins on account of our mountains of luggage—half of which we never used and were sorely tempted to empty into the blue Mediterranean.



Much to our surprise we found that the whole of France is seething with camping sites but, note, these are off the main road. On the Mediterranean, between St. Raphael and Menton, there are about a dozen excellent camps with showers, small shops, and private access to the beach, where cars and tents can park for only about 2s. per day. We used to leave the tents unattended in perfect safety whilst we went sightseeing.

The English are easy to find in these camps by their sloppy tents. The French are organised to the nth degree—it is quite usual to see four people, one dog, a wireless, tables, chairs, and tents come out of one small Renault.

The sun rose regularly at 6 a.m. and set at 8 p.m.—no idea what they do for water, as we never saw so much as a rain cloud. No wonder wine is cheap—it has to be!

Swimming, sunbathing and bikinis walking by for the boys, and magnificent shops for the girls; what more could anyone want! We bought ourselves some underwater glasses and a spear, intending to supplement our diet with fresh fish. The beauty of the sea bed along this coast has to be seen to be believed.

We stayed about 10 days on the French Riviera and, having acquired a super tan, we drove along the Italian coast as far as Rapallo. Camping in Italy can be a little trying, as the Italians don't seem to have seen anything like it before, and are inclined to gather round and stare as you are frying eggs.

After about three more days, loafing by the sea, it was time to tackle the mountains. Camping sites in Switzerland are plentiful, but don't be tempted to pitch tent at 7,000 feet, as we did one night. The temperature drops very rapidly once the sun has set, and all our blankets, jumpers and socks were of no avail. Here it is essential to shop only in the villages or you'll go broke in no time.

We went over most of the main passes and reached Montreux just as the sun was setting over Lake Geneva—a most unforgettable sight.

Then on to Paris, where we managed to fit in *cafe au lait* on the Champs Elysée, the Eiffel Tower and Notre Dame, and spent half the night on Montmartre watching the world and someone else's wife wander by.

We made a further stop at Le Touquet for a last swim in the icy Channel. We bought ourselves and friends a few presents and arrived safe and sound at Dover with £25 uncashed cheques between us. Including shipping and R.A.C. charges we had spent £25 each for 23 days.

We did a similar tour last summer in a Riley, but that time we only packed shorts, anti-midge cream, swimming and camping gear (including rubber dinghy), and one respectable outfit for swank. The main thing is to cultivate a taste for cheese, fruit and wine, and to look at hotel menus if you must, but don't go in!

We are off to see a bull fight this year. *Bonne voyage campos.*—J. E. P.

THE SPORT AT EASTER

Easter will provide a splendid variety of motoring fixtures, which British motorists, in the smallest possible cars using the tiniest carburetter jets imaginable, will no doubt attend in great numbers, to the satisfaction of the Rt. Hon. R. A. Butler, M.P. There will be two International race meetings on Easter Monday, one for 500-c.c. cars at Brand's Hatch Stadium, near London, at Farningham, Kent, when the Cooper, J.B.S., Kieft inter-marque battles should be resumed, and the other at Goodwood, the B.A.R.C.'s circuit, near Chichester (see page 173). Goodwood admission charges have been reduced to 6s. for the enclosures (children half-price) and 27s. for a grandstand seat, transfer to Paddock 20s. Easter Saturday will have seen racing at the excellent West Country circuit of Castle Combe.

There will also be a Lydstep speed hill-climb on Easter Saturday over the half-mile course near Tenby, with classes for blown and unblown sports cars and racing cars up to 2-litres unsupercharged, together with separate classes for saloon cars and M.G.s. This course is a very fast one, with four exciting bends (record, by Wharton (E.R.A.) = 29.87 sec.) and a determined attempt is being made to retain this fine venue for the benefit of Welsh sportsmen, in spite of restricted financial resources. The event is open to S.U.N.B.A.C., M.A.C., 500 Club, Bristol, Hagley and D., B.O.C., M.G.C.C. and Carmarthen club members. We recommend that you support it—details from J. R. Swain, 24, Pare-yr-afon, Carmarthen.

No Easter would be complete without the great M.C.C. Land's End Trial, which happens again this year, with a huge entry, starting from three different places—Virginia Water, Stratford-on-Avon and Plymouth—on the evening of Good Friday. This time there is an enthralling innovation—a pre-1928 light cars and vintage motor-cycles class will start (from 6 p.m. onwards) from Virginia Water, following the 1927 Land's End route and tackling such West-Country "terrors" as Beggar's Roost, Porlock and the old Bluehills Mine. They were "terrors" to new cars in 1927, so they will be a stiff proposition for the old vehicles, which include Jeddere-Fisher's team of 11.9 Lagondas (drivers—Audsley, Boddy and Vessey), teams of 8/18 Talbots, 8/18 Humbers and bull-nose Morris-Cowleys, an air-cooled flat-twin Rover, early Jowett, Trojan, etc.—in all, including motor-cycles, some 50 vintage entries. If you can, go and cheer these stalwarts on—the whole entry, vintage and modern, reaches Beggar's Roost about 4.15 a.m. on Easter Saturday, the moderns Darracott by 8 a.m., Crackington 10.34 a.m., New Mill 11 a.m., Hustyn 12 noon, the vintagents lunch in Perranporth from 12.50 p.m., and the whole surviving entry tackles Bluehills Mine from about 1 p.m., the old vehicles taking the famous hairpin.

Do not miss spectating if you are anywhere near an M.C.C. test-hill!

"VITAMINS" FOR MOTOR OILS

Just now the word "additive" threatens to become the most overworked in the garageman's vocabulary. As, in many cases, the garage attendants who use this word do not fully understand the subject, and as the chemists who produce the substances call them by such charmingly simple names as "mercaptobenzothiazole," the whole matter appears to be something akin to necromancy as far as the unfortunate motorist is concerned.

Actually it is all very simple. An additive is a chemical added to an oil to improve its performance. All motorists will have observed when starting from cold, that steam and a few drops of water issue from the exhaust pipe. When the engine is hot this moisture does no harm for it simply passes through in the form of super-heated steam, but under cold starting conditions it causes cylinder wall corrosion. Working on this problem nearly 20 years ago, a Castrol research team discovered that, if they added a little chromium oleate to engine oils, they largely prevented cold start corrosion

They also endeavoured to slow up the rate of deterioration of the oil by oxidation. When the hot oil in the engine is churned up in the presence of atmospheric oxygen, it tends to form sludge. This tendency is minimised by the addition of a little tin oleate to the oil. This advance, made in 1935, ushered in the era of oxidation inhibited motor oils. The age of additives had begun!

These tin and chromium compounds had a mildly detergent effect. They surrounded each particle of carbon with a film which prevented it adhering to anything. Thus it remained in suspension in the oil and was removed when the sump was drained, leaving the engine clean.

Having improved the oil by the addition of the chemicals, the research team were able to reduce its viscosity. In 1938 they introduced new light-bodied oils which simplified starting. Gone were the days when, on a cold morning, it was necessary to do some herculean business with the starting handle in order to ungum the oil. The new light oils, being free-flowing when cold, gave immediate lubrication as soon as the engine started and did not leave the bearings and cylinder walls unprotected until the oil was sufficiently warm to circulate properly. In 1949 improved oxidation inhibitors and detergent additives for engine oils were evolved and patented.

The advent of the hypoid rear axle produced a number of headaches for oil technologists since the curious sliding motion of the teeth caused the high spots on the tooth surfaces to weld together and tear apart, destroying the surface of the teeth. The research team produced extreme pressure additives. These chemicals remain in solution in the oil until subjected to intense local heat. Then they spread a film over the metal that prevents this welding action. They also overcome the rusting and corrosion of the differential unit—another of the headaches.

We asked a Castrol chemist what chemicals were used and he replied: "Di (3-carbomethoxy-4-hydroxyphenyl) polysulphide, Mercaptobenzothiazole and NNN^1N^1 tetra—substituted methylene diamines." He also gave us their patent numbers and asked if there was any further information we would like. We thanked him and said that it was unnecessary, as the matter was now all perfectly clear!

The first general meeting of the Chichester M.C. was held on March 4th. The Chairman, Mr. G. W. Wayts, and Committee were re-elected *en bloc*. In his report, the Chairman stated that the club now had 65 fully paid up members and that road events were to begin with a Road Regularity Test.

* * *

The official inaugural meeting of the Allard Owners' Club (Northern Centre) was held at Bradford on March 5th. The following members were elected as officers: Chairman, Jack M. Reiss; Secretary, J. H. Farrar; Treasurer, R. O. Sutcliffe; member of Committee, Frank Ambler. Hon. Sec.: J. H. Farrar, "Marldon Rise," Northowram, near Halifax.

LETTERS from READERS

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

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MORGANATICS

Sir,

During the past few months I have read in your correspondence columns two violent anti-Morgan tirades, both aptly headed " Oh dear," and after Mr. Marsh's letter in your February issue, I feel I must dash into print on the subject.

Mr. Marsh's formidable array of troubles are really nothing like as serious as they seem, or, at least, the causes of them aren't, and I do not think he has enough evidence to call the Morgan a " pansied-up cyclecar," although he certainly had a chapter of bad luck with his car, and no one can blame him for his opinions. Moreover, the Morgan Company do not come out of it with a completely clean sheet, but they certainly are not the villains Mr. Marsh makes them out to be.

It seems that his front shock-absorbers were taking a holiday. This curable defect would account not only for the hopping front end, the alarming cornering, and the lousy ride, but could also have had a lot to do with the broken rebound springs, the break in the scuttle, and the radiator slats coming adrift.

He then complains about difficult starting. I sympathise with him here because I suffered from the same trouble before I delved into the Morgan instruction book, which costs no less than 5s., but is well worth having. Here I found that the choke is an in or out affair, that the accelerator pedal must not be touched when pulling the starter, and that warming up before driving off is definitely discouraged. If these rules are obeyed I know of no car that is easier to start or keep running when cold, and if Mr. Marsh had been aware of them he would have had no trouble with the starting handle. Incidentally, I cannot see that the fact that the Morgan director could not understand this trouble implies that he was unwilling to do anything about it.

Mr. Marsh complains about noise. Considering how near the occupants are to the " works," and the number of louvres in the bonnet, I consider that actual mechanical noise is commendably small, although it must be admitted that there is a certain amount of Ford-like buzz. The next grumble is that bottom and reverse gears are noisy. Admittedly they are, but I can think of very few cars on which they aren't. The synchromesh is a bit vague, but straight-through downward changes can be made with nothing more than a grunt from the box, and in any case most sports car drivers prefer to double declutch.

He has every right to complain about the handbrake and clutch withdrawal mechanism. I have had two Morgan 4/4s. The first suffered from both faults, and my 1950 model has a very poor handbrake. I will not try to defend the noisy back axle and the leaking bulkhead, but presumably the car was still under guarantee after 3,000 miles.

I would like to make one final point. Several people have complained of the harshness of Morgan suspension. To these I would give this advice. Take a Morgan on a long fast run over indifferent surfaces, and then repeat the process in a car with a solid front axle and springs of comparable stiffness. You may be stiff for days after your second run, but you will feel none the worse for your trip in the Morgan. Here's to that very fine little car.

I am, Yours, etc.,

W. Scott.

Shere.

* * *

MERCEDES MATTERS

Sir,

In reply to the points raised by correspondents concerning my article on the 38/250 model, I first of all wish to thank them for their expressions of appreciation and secondly to comment upon the points raised.

Taking each in order, I have to thank Mr. Coustol for explaining the slipping fan clutch. In view of the vast " inside " knowledge gained by Mr. Coustol with Messrs. Daimler-Benz A.G. when these cars were produced, I consider he has let me off very lightly, and I should be delighted if he would communicate with me as I have many queries to which he doubtless has the answers.

Mr. Corke's suggestion for designing a diesel head for the existing engine is certainly a novel one. Not being an expert on such matters, I am not qualified to raise serious discussion on this point, but I do express the opinion that the cost of such a project would be insurmountable unless backed by the resources of a research department. I do not think the blower could be adapted very easily to suit a diesel head.

Regarding Mr. Monkhouse's check up on the racing history of the 38/250, I am extremely indebted to him for pointing out the necessary corrections as I experienced much bewilderment in sifting a mass of erroneous and contradictory statements from numerous journalistic sources, during the years which have followed the close of the 38/250's racing history. I myself threw doubt upon whether " Scrap " Thistlethwayte's 1929 Southport winning car was an S or an SS model.

I did not state that Caracciola competed in the Monaco G.P. in the year 1930, but my authority for claiming a third place for the 38/250 model is derived from the *Motor* dated July 26th, 1944, article " In Their Day," No. 72. Regarding the 1930 Mille Miglia, I agree this should have read first in his class, sixth in general classification. Concerning my claim for the 1930 Avus Race, I plead a misapprehension inasmuch that on page 99 of " Continental Sports Cars " reference is made to a win at Avus in the same paragraph which refers to the 1930 Le Mans and 1930 Irish G.P.

In remarking upon the 1930 Irish T.T. no claim was made for winning a place, but it was considered that highest average speed and fastest lap justified inclusion as a success. My authority for quoting Von Brauchitsch as winner of the 1931 Avus Race, with Caracciola third, is to be found on page 128 of " Full Throttle," but this should read 1932. In 1932, at Avus, Von Brauchitsch's record was—I regret the slip—for 200 kilometres and not miles. Likewise, mention of Caracciola winning the 1935 Mille Miglia was a mistaken assumption, as on checking the source of this information, the statement reads that he held the record *in* 1935, which is very different to what I read into it.

Regarding the hill-climb triumphs at Kesselberg, Klausen, Freiburg, Mont Ventoux and Semmering, I did not really omit mention of these, which were covered in my remarks on the SSK model and also by inclusion of first places in the Hill-Climb Championships of 1930 and 1931.

Now for my good friend Doctor Taylor, whose cryptic reference to the caption to the photograph of the SSKL on page 74 of the article has caused one big headache in my efforts to unravel his meaning. The only implication I can read into his statement is that Bentleys beat Mercédès in the 1931 French Grand Prix. No claim was made that they won—*i.e.*, Mercédès—the results being: first, Chiron and Varzi in Bugatti; second, Campari and Borzacchini in Alfa, and third, Biondetti and Parenti in Maserati. Birkin and Eyston, driving a Maserati, came in fourth. If Dr. Taylor can quote the relative placing of Mercédès and Bentley to the advantage of the latter then it certainly happened on more than one occasion, and I stand corrected, but can we please have the relative placings so that the matter is beyond contention.

The shortened-chassis 36/220 which used to live near Weston-super-Mare is certainly a rare example; the only other *kurz* 36/220 (not a factory conversion) known of used to be owned by Denis Conan-Doyle and is probably the same car as that described by Dr. Taylor. Its present whereabouts are unknown.

Regarding our run to Salisbury, I was quite unaware that the doctor had caught us up on entering the town, which all goes to prove that even a 3-litre Bentley was never very far behind!

I am, Yours, etc.,

R. H. Johnson.

Limpley Stoke.

* * *

Sir,

In your February edition we read the very interesting article about the 38/250 Mercédès-Benz. It may interest the writer of the article to know that Rudi's car did not have a lightened chassis; he expressed doubt about this question. Too bad that Rudi never had a chance to meet with this victorious car again before it went to America. But it will be well taken care of in America because there are so many true enthusiasts over there.

I am, Yours, etc.,

Alice Caracciola.

Lugano.

" HOT-RODS "

Sir,

In your March issue Mr. P. F. Payne makes a number of statements which do not correspond with the facts. I would not for one moment doubt his figures for " hot rods " (a revolting expression) as I have no official figures with which to check them, but I think he should explain just what he means by a " Ford Roadster." In a collection of road tests covering 25 years I can find no Ford-engined cars capable of 0—60 m.p.h. in 10 seconds, though the Mercury-engined Allard took 9.5 sec., the same as the Railton tourer and the F.N.-B.M.W., while the Light Sports Railton needed only 9.2, all these figures being better than the Jaguar XK120 and 2.5-litre Ferrari.

When Mr. Payne talks about the " hampering traditions " it suggests that he is confusing the *sports* car with the *competition* car. The Mercédès, Bentley, Lagonda and Invicta have the faults(?) he enumerates except a low axle ratio, but I think he is going astray in mixing long strokes with low axle ratios. The Merc. had a stroke of 150 mm. and a top gear ratio of 2.76 to 1. In any case these cars—and many smaller ones—were built to carry four people in tolerable comfort for many years, yet they were in their day unbeatable. Certainly no American car, with the exception of the Stutz (which was of similar type) [and Duesenberg?—Ed.] could give them much opposition, and it is a matter of pride that these cars are still giving great pleasure to many genuine motorists. They were admittedly heavy (with the exception of the Invicta) but I do not find any mention of skinny tyres, though the early 4½-litre Lagonda had 550 by 18s, later increased to 600, and the Mercédès had 700s, and I find it difficult to believe that we are all wrong in acclaiming these cars as first class on corners.

Perhaps the single-seater 6½-litre Bentley which completed a 500-Mile Race at a higher speed than any other " 500 " up to then would qualify as a " hot rod." I have no acceleration figures for this car but I believe it moved away quite quickly.

Passing to a later era than the Bentley days, the 2.3 Alfa-Romeo, 3.3 Bugatti, 4-litre Darracq and 4½-litre Delahaye are quite fast motors; in fact I think the Bugatti is still the fastest " stock car." I do not recall any American car competing for this title since Moscovic's Stutz failed against the Hispano over 20 years ago. Possibly these cars would be considered innocuous if 0—60 m.p.h. in 10 seconds is " very poor," but I would suggest that for a car which is used daily as a normal conveyance there are other equally important figures, as well as attributes, which cannot be expressed so easily. For example, the Type 540 Mercédès cabriolet weighing 51.75 cwt. took (whisper it!) 16.4 sec. to reach 60, but I do not wish for a more pleasant method of reaching Silverstone or collecting my copy of Motor Sport from the village.

If the " hot rods " can do 150/180 m.p.h. under unfavourable conditions, no doubt we shall see a number of them in formula libre events, and I think exporters of English sports cars must consider themselves fortunate to sell their products in America.

It does seem that Mr. Payne is at fault in comparing specially tuned cars, even though they may have standard engines as a basis, with the genuine sporting car. I have no doubt that there are a number of specially-tuned cars with some ribbed aluminium about which can better 10 seconds to 60 m.p.h.

To digress, may I say how much I agree with Mr. Cooper about the 16/45 Wolseley. My father had a saloon model, and we thought it an irreproachable car which never fussed and when it reached its maximum it just went no faster but gave no distressing signs. In 1935 it was sold as it used a pint of oil per 1,000 miles; it fetched 50s.!

I have a road test of a 1929 model and so far as I can see the only difference is the single-piece screen which replaced the split one.

I am, Yours, etc.,

N. J. White.

Oxford.

* * *

Sir,

Reading Mr. Payne's suggestion that impecunious enthusiasts should content themselves with 110 m.p.h. from the model-A Ford (in its side-valve form), I found myself wondering what California has that we haven't got. Syrup of figs, possibly? Or is it some miracle fertiliser that raises so tall a crop of horse-power on such stony ground? And then my mind wandered back on the reciprocal bearing, as senile minds will—and finally put down at Estrée Blanche, where our blunt-snouted beauties, the Bristol Fighters, were lined up on the tarmac and the gramophone was still playing " The Only Way " in the mess. There, on the right as you went in, was the bar we'd built for ourselves—semi-circular, mahogany top, brass foot-rail; and there behind it, in white duck jacket, was our barman Kipling, pride of the squadron, shaking the drinks. There, too, with elbow and foot at action stations, was Mac, our hard-case Canuck, declaiming, as was his wont at moments opportune and otherwise, his signature tune and personal credo. It went like this:

" Father, what makes the grass so green around our cabin door? "

" Bull—, my son, bull—! "

I am, Yours, etc.,

P. B.

Taplow.

* * *

ALLARD'S DATA

Sir,

I much enjoyed your article on the " Evolution of the Allard," but your order of production of their pre-war cars is quite wrong. [This data was supplied by the Allard Motor Co. but due to war-time loss of records, etc., they necessarily could only roughly list their pre-war production cars.—Ed.]

I have not looked up my records, and I am, of course, open to correction, but I think the production line order was as follows:—

Car No. 1, *CLK* 5.—Sydney Allard used this for the 1936-7 trials and it was then purchased by Guy Warburton, who ran it until the outbreak of the war. Ken Hutchison then competed (very successfully) in the first post-war trials season (1946) and in 1947 it was purchased by J. P. Hetherington, of Westmorland. Its subsequent history is somewhat obscure, but I believe that it has been re-registered and I think that D. D. Render was the last owner that I can remember. This was the most successful Allard of all and took something like 200 awards during the years 1936-9.

Car No. 2.—This was the first production Allard and was built for F. D. Gilson, of Wolverhampton, who used it in many pre-war and early post-war trials. It was built in July, 1937, and was a 2/4-seater with cycle-type wings.

Car No. 3.—Similar to the above. It was used in a few 1937 trials by Sydney himself and then went to J. F. Guest, of Manchester, who competed with it until the coming of the war. In 1946 it was purchased by Ben Hawkins, of Preston, and in 1948 he sold it to R. M. Bateman, of Yorkshire. Both the latter used it extensively in trials but I have not seen it for the last two years. Reg. No. ELL 300.

Car No. 4.—This was the V12 Zephyr-engined machine (Reg. No. ELX 50, I think) built for Ken Hutchison and in 1946-7 used by Len Parker in its original form. Later he used a Mercury engine mounted at the rear.

Car No. 5, *AUX* 59.—History as in your article.

Car No. 6, *EXP* 469(?).—Two-seater with knock-on wire wheels. This was borrowed by Reggie Tongue to make best performance in the 1938 Inter-Varsity Trial. Used until 1950 by G. L. Hancock. This car was a refined version of the competition two-seater.

Car No. 7, *FGF* 290.—Bought originally by Ken Hutchison at the latter end of 1938 and designed to defeat the ban on " comps." It was used by Leonard Potter (I had an exciting run with him in this car) with much success in mud and speed trials during 1946-7, and was fitted with a Mercury engine. It was purchased and re-registered by V. S. A. Biggs in 1948 and has since passed through several hands, and it is now in Worthing. This was a long-tailed competition two-seater.

Car No. 8, *FGP* 750.—Similar car to the above. Sydney's competition car until September, 1939. Very light and successful car both in trials and sprints, etc. Purchased by Lady Mary Grosvenor in 1946 and subsequently sold to, and still retained by, H. D. Pritchard, of Anglesey. It now has a Mercury engine and a slab tank.

Car No. 9.—V12 Zephyr-engined car with 2/3-seater body built for D. G. Silcock. Reg. No. EXP 470. Road-tested by the *Motor* in August, 1939. Purchased in 1946 by Ken McAlpine and used by him in trials until (I think) 1948. Leonard Potter then fitted a Mercury engine and competed with it in the 1950 Alpine Rally, when he had his colossal crash, the car being a complete " write-off." (A pity, as I was about to exchange my V12 Atalanta coupé for it.) In post-war form it was converted to 12-volt electrics and hydraulic brakes.

Car No. 10, *FXP* 470.—A very beautiful four-seater built for V. S. A. Biggs. I have not any record of the car since about 1946, when, I believe, it was at Continental Cars, Ltd.

Car No. 11, *LMG* 192.—V12 Zephyr-engined. Notes as in your article.

I am, Yours, etc.,

David L. Gandhi.

Stockport.

* * *

HIGH STANDARD

Sir,

Regarding the " Baby Standard," the Standard Eight was produced up to 1946, after which Standards started making Vanguards. It was to my mind the best " eight " on the market and the power output of its s.v. engine was phenomenal.

Mr. Huckstepp's letter about the Triumph Super Seven interested me, as I had one of these excellent cars in 1941. It was not as old as his, having the ribbon radiator shell mentioned in the editorial note. I bought (for £2 10s.!) a smashed Triumph Nine with the Coventry Climax engine and installed this with its gearbox and rear axle in the " seven," which made it quite a fast job. The conversion is fairly easy as the two chassis differed only in length. In addition to Lockheed brakes, etc., these cars had a worm drive axle and quite a reputation for breaking half-shafts. They were, however, not alone in this latter respect.

I am, Yours, etc.,

G. Penniall.

Sheffield.

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ALVIS TJ "12/50," 1932, saloon. Recent engine overhaul, etc. Fine condition, economical and completely reliable. Sell £210, or exchange Bentley 3-litre. Photograph. Full details, Bolam, 29a, Parliament Street, Harrogate. Tel.: Harrogate 2884. [417

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£35 OR OFFER! Very sound and reliable Austin heavy 12/4. Walker. Tel.: Ascot 730. [422

SPORTS 3-seater d.h.c. 4-litre French Renault. Believed 1946. Maroon and silver-grey. Very fast, low consumption, specially fitted heavy tow-bar. Recellulosed and new hood. Owner has new Land Rover. £375. Bohcner, Southwood Court, London, N.6. Tel.: Mountview 9307. [423

LEA-FRANCIS SPARES SERVICE. "12/40" chassis complete. Also 19-in. wheels and tyres; road springs; rear axle and engine components. Gaskets, clutch linings, etc., in stock. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: Livingstone 1906. [424

ALVIS SPEED TWENTY 4-seater tourer. Body work by Vanden Plas. Rebuilt in 1946 by Alvis, and invoices prove total expenditure of £340. Since then car has had but very little use and is in really lovely condition. Practically new all-weather equipment, tyres, etc. Taxed. First Registered April, 1932. £275, or very near offer. Mann, 20, Hanham Road, Kingswood, Bristol. Tel.: Bristol 73902. [425

LAGONDA 3-LITRE SALOON. Registered 15.10.31. Very good throughout. Five new Dunlops. £250, or exchange Riley, Fiat or? H. A. Spashett, Bungay, Suffolk. Tel.: Bungay 88. [426

AUSTIN TEN TOURER, £135; Bayliss Thomas tourer, £85; Morris Cowley coupé, £75; Morris Minor saloon, £75. Rolls Ghost landaulette. Offers. Mick Sheppard, 11, Vincent Avenue, Stratford-upon-Avon. [427

£75. SUNBEAM, 1929, 20-h.p. drophead. Everything in really good order. £175 overhaul in last year. P. Kendall, Mayfields, Linkway, Sutton. [428

FOR SALE—*continued*

FRAZER-NASH B.M.W., Type 45 (1936/7) 16-h.p. drophead coupé. Cream in red hide. Immaculate condition throughout. Open to A.A./R.A.C. inspection. £300. Tel.: Becketwell 40021. [429

WOLSELEY HORNET SPECIAL open sports, slab tank, knock-ons; new tyres. £95. Tel.: Becketwell 40021. [430

1933 ALVIS FIREFLY CHASSIS. Engine rebuilt by Alvis. New wiring. New batteries. Transmission, brakes, gearbox dismantled; renewed where necessary. Have put temporary body on, but am willing to sell engine and chassis alone. Bills shown. Enquiries to: Alexander Kok, 21, Rutland Street, S.W.7. [431

WOLSELEY HORNET, 1933, E.W. 2/4-seater. Reconditioned engine not run in. Excellent condition throughout. André tele-controls. Bodywork, chrome unmarked; new hood. Fast. Economical. £250, o.n.o. Hope, 38, Albert Road, Heaton Moor, Stockport. [432

RILEY 2½ SALOON, 1947. Reconditioned completely. £1,250. Exchange roomy family or real sports job considered. Kiff, Llanaelhaiarn, Caernarvon. [433

RILEY NINE MARK IV engine, gearbox case, torque tube and axle case. £15, or offer. S.A.E. A. Mather, Alverton, Tomswood Road, Chigwell, Essex. [424

TALBOT Z10 2-seater. Excellent condition, new hood, many spares. Evernden, Brook Cottage, Little Gransden, Sandy, Beds. [435

DELAGE D.8. SERIES S, 1930, fixed-head 4-seater coupé. Upholstery needs slight attention, otherwise excellent. Nil oil. To good home only, £195, o.n.o. Box No. 4143, MOTOR SPORT, 15, City Road, E.C.1. [491

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LEA-FRANCIS 12/40 open 2/4-seater, 1930. Seen London. £155. Box No. 4145, MOTOR SPORT, 15, City Road, E.C.1. [493

ALVIS 12/60 TL, 1932, "Beetleback" 2-seater, mechanically and bodily sound. £220 or offer from Alvis enthusiast. Tel.: Tulse Hill 1502 (evenings) or write Box No. 4147, MOTOR SPORT, 15, City Road, E.C.1. [494

ROLLS-ROYCE 20-H.P. owner-driver saloon. The 4-speed, 4-wheel brake, 1928 model. Engine completely stripped, reconditioned, resleeved, crank reground, by Autopart Engineering Co. Unused since. Serious ill health prevents owner's plan convert to open sports. Major components another Rolls Twenty, including engine, differential, radiator, ad infinitum go with it. £325. Box No. 4148, MOTOR SPORT, 15, City Road, E.C.1. [495

LAWRENCE TWIN-CYLINDER 500-c.c. engine, £25. Invicta 1½-litre radiator with chrome shell, new, £5. Box No. 4149, MOTOR SPORT, 15, City Road, E.C.1. [496

RILEY NINE 1933 magneto conversion. Gearcase, Lucas reconditioned magneto, driveshaft, housing. Cylinder head, rocker boxes. P.90 resilvered headlamps. 18-in. k.o. Rudge wheels, zinc sprayed. Wanted: 20-in. wheel discs, Alvis Firefly. Box No. 4153, MOTOR SPORT, 15, City Road, E.C.1. [500

EXCHANGE 1934 RILEY 12/6 KESTREL, in exceptional condition, for sound family saloon. Box No. 4154, MOTOR SPORT, 15, City Road, E.C.1. [501

LAGONDA 4½-LITRE saloon, 1934 late, excellent condition. Genuine reason for disposal. Nearest £300. Box No. 4155, MOTOR SPORT, 15, City Road, E.C.1. [502

FOR SALE—*continued*

1938 MORRIS EIGHT tourer, good condition, sell or exchange for shooting-brake or saloon. London. Box No. 4156, MOTOR SPORT, 15, City Road, E.C.1. [503

AUSTIN 8-H.P. SPECIAL. Well shod, chrome liners, twin carburetters, h.c. head. Fast and reliable. Seen Newmarket area. Nearest £200. Box No. 1158, MOTOR SPORT, 15, City Road, E.C.1. [505

BUGATTI, 1939, TYPE 57 drophead coupé by Corsica. Dual system Lockheed hydraulic brakes, five new tyres, new shock absorbers, universals, brake linings and clutch. Excellent performance in comfort. Seen Midlands. £925, or reasonable offer. Box No. 4162, MOTOR SPORT, 15, City Road, E.C.1. [509

M.G. MAGNA 2-seater sports, 12 h.p. Resprayed and rebuilt. Enthusiast's car. Complete equipment, excellent condition. £350. Apply: Ditton Motor Works, Rushett Road, Ditton, Surrey. Tel.: Emberbrook 2308. [696

1935 RILEY 1½-LITRE FALCON saloon, excellent condition throughout. Engine completely overhauled, Feb., 1952. £230. Tel.: Gipsy Hill 5467. [697

RILEY NINE ex-Dixon 5:1 c.w. & p., pair racing camshafts, pair 1-in. S.U.s and manifold. £20 lot, or separate. A. Austin, Orchardleigh Road, Shanklin, I.W. [699

BENTLEY 4½-LITRE saloon, 1930, excellent all round condition. £360. Commander (S) Rutherford, H.M.S. Dolphin, Gosport. Tel.: Gosport 89162. [700

WOLSELEY E.W. SPECIAL, 1934, 12 h.p., 4-seater F.H. coupé. Excellent condition. Fast and economical. £195 o.n.o. 12, Onslow Road, New Malden. [701

WOLSELEY SIXTEEN, 1932/50. £10 tax. Tyres, body, fair. Good runner. Offers. Must sell. Wilson, Bluebell Hill, Rochester. [702

M.G. J2, 8 H.P., 2-seater. Immaculate condition. Photo available. £250 o.n.o. Harris, 21, Uffculme Road, Stirchley, Birmingham, 30. [703

1940 B.S.A. sports 2-seater. Completely overhauled. Recellulosed. New hood, carpets, tyres, carburettor, distributor, etc. £385. Looks like new car. Apply 5, Amberley Gardens, Stoneleigh, Ewell, Surrey. [704

RED X SPECIAL open 4-seater. Hornet special engine in Jaguar chassis. £10 tax; first registered 1951. Perfect mechanically. 5,000 miles. Best offer over £250. Redford, 24, Hart Grove, Ealing, W.5. Tel.: Acorn 4457. [705

UNUSED SPARES: Two Solex carburetters for Ford 30-h.p., 50s. each. 12-volt coils, 6s. each. Few sets of pistons for Austin 12-h.p., plus 1/64th, 35s. set. 18-mm. plugs, 2s. each. Offers wanted for Morris Eight gearbox. 76, St. John's Road, Harrogate. [706

BROOKLANDS RILEY, late 1930. Sleeved to standard, crank ground, etc. Exchange, cash adjustment, for 1934-36 Kestrel 1½-litre. Tel.: Hounslow 4075. [707

£55—RILEY NINE, 1930. Mechanically sound, good tyres and battery. Taxed and insured. Rough sports body. Guard. Tel.: Bishopsgate 7017 (evenings). [708

AUSTIN SEVEN SPECIAL sports 2-seater, registered 1938. Recently overhauled, new dynamo, piston rings, king-pins, bushes, tyres, etc. Good condition throughout. 42 m.p.g. £160. 99, Coolgardie Avenue, Chingford, E.4. Tel.: Larkswood 6014. [709

BENTLEY 4½-LITRE SPECIAL, shortened chassis, lightened flywheel, lowered radiator and host of other modifications costing over £1,000. £10 tax. Fitted 2/3-seater body. Price £625. Seen at The Service Garages (South Eastern) Ltd., 85, East Hill, Colchester. Tel.: Colchester 2772. [710

J2 M.G., faultless condition, only three owners since new. Splendid example of this marque. All new tyres, carburetters, petrol pumps, king-pins, etc. Reconditioned engine, good mohair hood, interior as new. Excellent performance. Offers over £250. Wilkes, White Cottage, Pevensey Bay. Tel.: Pevensey Bay 344. [711

LORRAINE-DIETRICH saloon (1926), good runner. £75 o.n.o. Good selection 600 by 21-in. tyres. What say? Dale, 142, Chesterton Road, Cambridge. [712

CYCLE WINGS (domed and beaded), steel. 5-in., 6-in. and 7-in., 10s. each fronts, 12s. 6d. rears. Carriage and packing 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [713

FRAZER-NASH. Brooklands Meadows, very good condition. Good tyres, battery. Rebuilt body fair. £225. P/O. Lethem, R.A.F., Duxford, Cambridge. Occasional weekend, London. [714

LEA-FRANCIS 12/40 wide-track 2-seater with large dickey. Immaculate and faultless. £155. "Blandford." New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [716

FOR SALE—*continued*

BROOKLANDS RILEY NINE. Rebored. High compression pistons. Crank ground. New valves and Guides. £275. Box No. 4207, MOTOR SPORT, 15, City Road, E.C.1. [628

£50 OR OFFERS. 1924 11.4-h.p. Standard 2-seater in running order. New battery. Reeves, 231, South Road, Birmingham, 19. [630

MICHELIN. 160 by 40 new retread for sale or exchange. Trailer 7 cwt. capacity. Good tyres. £15. Citroen f.w.d. 12.8 cylinder head, any condition; any other spares wanted. P. Brackley, 57, Great Lane, Bierton, Aylesbury, Bucks [631

VOLKSWAGEN. Registered 1949. Entire reconditioned. Bills for £133; available for inspection. Just run in. £575, or near offer. Tel.: Temple Bar 5800. [632

FRANKLIN, 1928, 25.3-h.p. Air cooled. Mechanically sound. Excellently shod; bodywork rough. £100, or nearest offer. Banks, 87, Ribblesdale Avenue, Northolt, Middlesex. Tel.: Byron 6013. [634

M.G. MAGNA L-TYPE open 4-seater. Engine, tyres, cellulose A1. Battery, Woodhead Munro shockers new. Hydraulic brakes. Enthusiast's car. Genuine sale. Widow's pension inadequate. No dealers. Tel. (for appointment): Cuffley 2428. £240, o.n.o. [635

500 COUPE. Ford Eight engine, 10 gearbox. 16 m.p.h./1,000; 44 m.p.g. over 1,000; oil 1 qt./1,000. Heater. Performance with economy. £325. Laverton, Brantham Place, Manningtree, Essex. [636

£35 OR OFFER! Very sound and reliable Austin heavy 12/4. Walker. Tel.: Ascot 730. [637

SPORTS 3-seater d.h.c. 4-litre French Renault. Believed 1946. Maroon and silver grey. Very fast, low consumption; specially fitted heavy tow-bar. Recellulosed and new hood. Owner has new Land Rover. £375. Bohener, Southwood Court, London, N.6. Tel.: Mountview 9307. [638

HUMBER SNIPE saloon, 1932. £75 or offer. Gooch, 2, Queen's Gate Gardens, S.W.7. Tel.: Western 3999. [663

A PAIR BOSCH HEADLAMPS, good condition, ex-Alfa, £8. Two Michelins 18 by 500, maker's retreads, unused, £5 each. Mallalieu, 2, Cleveland Road, Heaton Mersey, Stockport. [664

1910 (circa) RENAULT 8-H.P. 2-seater, in excellent running order. Good hood, electric lights. The ideal shopping car for the spring. Over 30 m.p.g. with 35 m.p.h. top speed. I am forced to sell due to lack of garage space. £125. Gibb, 162, King's Road, S.W.3. Tel.: Flaxman 7736. [665

CAMBRIDGE ENGINEERING, the Austin Seven specialists for 22 years, offer the enthusiast unrivalled service in sports components to convert standard models to that of sports, including light 2-seater body shells, swivel end arms to convert screen to fold-flat, combined manifolds for down-draught carburetter, high-compression alloy cylinder heads, Hardy-Spicer prop.-shafts, new wide type brake shoes with liners, the improved Bowdenex braking system for coupled brake models, new 15 or 16-in. tyres from stock. Exchange service for 1930/36 2-bearing reconditioned engines. Light flywheels, dynamos, starters, dropped axle and spring sets to lower chassis, radiator blocks, cylinder blocks, 4-speed type remote control units, 15 or 16-in. wheels. Most new spare parts from stock, including rear main bearings. S.A.E. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey; nearest station, Kew Gardens. Tel.: Richmond 2126. [666

1934 TALBOT 65 saloon. Bills for £120 spent on engine. Starter motor reconditioned, new battery, good tyres. Resprayed, attractive body. £220 o.n.o. Stathers, Tel.: Hatch End 1446 (evenings). [668

FIAT 1,500, just had extensive overhaul. Paint, chrome, spotless; really looks like new; fast, very economical. £345. Ames, 118, Fleet Street, E.C.4. Tel.: City 5645. [669

TRIUMPH DOLOMITE FOURTEEN saloon, June, 1937. Sleeved recently, Burtonwoods. Resprayed. Excellent tyres. Oil consumption negligible. £375. Walker, 91, Northumberland Road, N. Harrow. Tel.: Pinner 2846. [670

M.G. MAGNETTE, NA, 1936, 4-seater. Above average condition. Excellent performance. £325. Thursdays, Sundays. Evans, 1, Lytton Road, Romford, Essex. [671

1931 TK 12/60 ALVIS "beetle-back." Engine, chassis overhauled, body repainted. New tyres. Property of ex-Alvis mechanic. Offers, £200. "Shanklin," Birmingham Road, Allesley, Coventry. [672

ASTON-MARTIN 2-LITRE SPEED MODEL 2-seater. Rebuilt and re-registered January, 1950. Two axle ratios available. Prescot time, 52.2 sec. Lapped Silverstone Club Circuit 73 m.p.h. Only done approximately 3,500 miles since rebuild. Car in excellent condition and ideal for sports-car racing or very fast touring. £625. R. K. Darby, Green Royde, Pedmore, Worcs. [673

1920 SIZAIRE-BERWICK tourer in exceptionally fine condition. Offers invited. Sale or consider exchange for older car. Fullest details given. Box No. 4221, MOTOR SPORT, 15, City Road, E.C.1. [939

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1935 Triumph Monte Carlo Sports 4-seater. Resprayed aero blue. Superb merchanical order **299 gns.**

1938 B.S.A. Sports 4-seater tourer, f.w.d. Finished black. Full all-weather equipment. Fast and economical ... ... **289 gns.**

1939 Standard Eight tourer. Black, with green leather upholstery. Very sound mechanical order. Nearly new tyres. Taxed. Choice of three ... ... **299 gns.**

1934 M.G. L-type Magnette coupe. Very attractive. Good mechanical condition. Offered at a competitive price ... ... **199 gns.**

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1937 Talbot Ten special Tickford coupe. Attractive British racing-green, wire knock-on wheels. A very pretty car ... ... **399 gns.**

1937 M.G. 2-litre drophead foursome coupe. Recent major overhaul. Fast car for the enthusiast ... **399 gns.**

1936 Morgan air-cooled 10-h.p. J.A.P. super sports 2-seater, amazing performance. A machine in short supply. Recently overhauled ... ... **199 gns.**

1952 Morgan 3-wheeler. Whole car as new throughout, 300 miles only. Covenant-free. Under list price at ... ... **499 gns.**

1939 Triumph super sports roadster. Finished very attractive cream. Excellent hood. Very good tyres. Superb mechanical order ... **499 gns.**

1946 Standard 8-h.p. tourer. Very carefully maintained from new by a careful owner. Recent reconditioned engine. Immaculate **469 gns.**

1936 Ford Ten special saloon. Fitted Dellow engine. Very fast. Suitable for trials work ... ... **259 gns.**

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M.G., 1931. £125. Good condition, 400 miles since rebore. Owner gone abroad. Marr, Mountfield, Coreway, Sidmouth, Devon. [667

RILEY KESTREL SPRITE, 1937, 1½-LITRE six-light saloon, excellent condition throughout. Cromard liners, crankshaft reground 9,000 miles ago; rewired, springs reset; all good tyres, Windtone horns, Andre telecontrols; recently resprayed; nearly new oversize battery. £450 o.n.o., or exchange Speed Twenty Alvis, 1935-6, or Speed Twenty-five, drophead. Dagley, 11, Central Avenue, Pinner. Office hours, Tel.: Tate Gallery 0251; evenings, Pinner 1279. [674

FIVE WHEELS COMPLETE, four new, two good tyres, 4.75-21, Lagonda 52 hub. Harris, 126, Heathfield Road, Handsworth, Birmingham. [675

£10 TAX—18/80 M.G., Speed model, Mk. II, open 4-seater. Engine, transmission, braking system, completely reconditioned. Excellent appearance and all-weather equipment. Good tyres all round. Taxed and insured year. £225. Grant File Co., Ltd., 5, New Bridge Street, London, E.C.4. Tel.: City 4815. [676

16/80 LAGONDA SPECIAL tourer, October, 1933. One owner since 1936. Nearly 8,000 miles since engine sleeved and completely overhauled. Body resprayed, good tyres. Laid up three years. Genuine, fast, reliable. £250. C. C. Kennedy, Ltd., Water Street, Harpurhey, Manchester. [677

M.G., 1938. Actual 1½-litre Cream Cracker team car. Complete works overhaul and new 1,708-c.c. engine 1939. Further extensive overhaul 1946. Two spare wheels, twin petrol pumps, cycle-type wings. £525. Haskins, Malton Mews, W.10. Tel.: Ladbroke 1155. [678

V8 SPECIAL 4-seater, registered 1951. I.F.S. Very sound mechanical condition. Five very good tyres. Max. 95 m.p.h., 0-50 in 7 sec. Lapped Silverstone Club Circuit under 2 minutes. 21 m.p.g. Taxed year. £235, or exchange. Anything considered. 6, Ulleries Road, Sheldon, Birmingham. [679

ALVIS F.W.D. 1½-LITRE, 1929, open 4-seater sports by Carbodies. Black, with blue hood, wheels and running gear. At present supercharged and jetted to give 70 m.p.h. with 25 m.p.g. Alternatives are: 85 m.p.h. with 20 m.p.g. or 70 and 36 m.p.g. (unblown). Nearly new hood and battery, brakes just relined. Excellent set of tyres (not retreads). Including atmospheric carburetter and manifolds. £150. Beavis, The Folly, Wheathampstead. [680

ALVIS, 1927, 12/50, 2-door sports saloon, Cross and Ellis. New battery, splendid set of tyres, nice leather interior, decent body. 30 m.p.g., no oil. £100. Beavis, The Folly, Wheathampstead. [680

TALBOT 65, 1933, saloon. Good running order. Wilson gearbox reconditioned and converted to independent lubrication, also rebored mid 1951. Coachwork good. £100. Three Wyches, Harrietsham, Kent. Tel.: Harrietsham 274. [681

VINTAGE STANDARD AVON SPECIAL. Original condition with full weather equipment. £110 o.n.o. Fleming, 11, Kingsley Close, London, N.2. Tel.: Speedway 1070 (evenings). [682

1928, 8-H.P. FIAT 509 saloon, exceptional throughout. New timing chains, new Exide. Recellulosed. Only taxed for 8½ years before October, 1951. Mostly lady owned and driven. Original log book. Taxed year. £160 o.n.o. Hole, Marnhull, Dorset. [683

SUNBEAM S.8, 1949, with 1951 Garrard G.S. sidecar. Well shod, leg-shields, windscreen, panniers. Consider splitting. £285 o.n.o. 75, Church Crescent, London, N.10. Tel.: Tudor 3073. [684

TALBOT 14/45 Weymann sports saloon. Absolutely original showroom condition throughout, complete with original tool kit and instruction book. Two previous owners. One of the finest examples of this model in existence. Reasonable offer, or might consider exchange. Hardcastle, 31, Hillingdon Road, Gravesend. Tel.: Gravesend 4611 (day). [685

SINGER AND WOLSELEY close-ratio gearboxes, suitable for adaptation to Ford engines. Chromed Sunbeam wheel locking caps. Bentley pedal shaft and all brake compensating and operating gear, all parts machined and bushed. Over-tank spare wheel fitting. Alloy starting handle bearer complete with chrome cap. Three radiator mounting and headlamp brackets. Six gearbox prop.-shaft flanges and clutch stop gear. Square-section clutch spring. Cross-shaft housings. Mudguard and tail lamp brackets. Perrot shaft spares. Starter motor, flat Bentley toolbox. Spring pads. Smith's starter switch and cut-out (overhauled). Three oil pressure gauges and bezel switches. Moorshead, Faris Barne, Faris Lane, West Byfleet, Surrey. Tel.: Byfleet 3088. [686

RILEY 12/4 FALCON, chassis frame, road springs, back and front axles, instruments, body parts, doors, etc. 12/6 single carburetter inlet manifold. 1, Stanley Avenue, Wembley. [687

LEA-FRANCIS 12/40 (Nov., 1930) saloon, 4ED Meadows. Hyper radiator. Body, tyres, chrome, very good. Mechanically excellent (bills for £60). 28-30 m.p.g. £135 or offer. Mills, 102, Middle Street, Yeovil. Tel.: Yeovil 1939. [688

FOR SALE—*continued*

12-in. CYCLE WINGS, steel, domed, beaded all round. Rounded ends. Painted. Fronts/rears, 10s. 6d. each, plus carriage. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [853

1921 CALTHORPE 11-H.P., running. Exchange for three-wheeler or 7-h.p. vintage car, or sell. Photos available. Jackson, 7, South Parade, Bawtry, Yorks. [854

£125 VAUXHALL 14/6, 1934, sports by Duple. Good hood, tyres, battery. New carburetter. No sidescreens. 30 m.p.g. 33, Ambleside, S.W.16. Tel.: Streatham 5785. [855

AUSTIN SEVEN SPARES: Gearbox, magneto engine, dynamo, two magnetos. Many other parts. Sell en bloc or separate lots. de Grandis, Longdon Hall, Tewkesbury. [856

PA M.G. 2-seater. Body, upholstery, in excellent condition, good tyres. Engine just reconditioned. Many extras. £295. Tel.: Letchworth 1488. [857

1937 FRAZER-NASH-B.M.W. 239, 2-litre, 2/4-seater D.H. coupé. Resprayed (black), resleeved, crank ground, 3,000 miles ago. £195. Details from Shaw, Esplanade, Bridlington. Tel.: Bridlington 4471. [858

HANDSOME 2-SEATER super sports Alvis. Fast, economical and original. Five new tyres. £225. 26, London Street, London, W.2. Tel.: Ambassador 6508, preferably weekends. [859

£13 10s.—Complete protection for two or three cars. U.S. army soft duck tarpaulin, 40 ft. by 18 ft., and 36 metal hoop supports. Makes really useful garage. Malden, Wendlebury House, Wendlebury, Bicester, Oxon. Tel.: Bicester 182 (Toll); Knightsbridge 2479. [861

ROLLS-ROYCE: Tyre, 6.00/6.50 by 19, "Fort" (list £14), perfect, £6 10s. Genuine Nymph mascot and radiator cap, 35s. Three "Ace" discs, 25s. Sturdy axle, wheels, and two good 32 by 3½ S.S. tyres and tubes, 25s. each, or 60s. lot. Two new 30 by 3½ tubes, 23s. 6d. each. Dynamo with distributor, 6v., 55s. Malden, Wendlebury House, Wendlebury, Bicester, Oxon. Tel.: Bicester 182 (Toll); Knightsbridge 2479. [860

SEVERAL VETERAN LAMPS, Austin Seven gearbox and self-starter, ¼-h.p. electric motor, slow speed, perfect; 26 by 3 tyres, tubes; Bugatti gearbox (Brescia). What offers? Malden, Wendlebury House, Wendlebury, Bicester, Oxon. Tel.: Bicester 182 (Toll); Knightsbridge 2479. [862

HARLEY 750 TWIN ENGINES, £5–£10. Also B.S.A. M.20, A.J.S. 250, Levis 500. 1937 Morris Eight tourer, body rough. 100 secondhand car and motor-cycle tyres. Morris Oxford "bullnose," no rear body, as used on farm, running order, no wings, £15. Bert Coffin, Preston, Yeovil. Tel.: Yeovil 341. [863

BENTLEY 4½-LITRE saloon, 1929. A unique specimen in original condition. First class internally and externally. Mileage 78,000. Two owners. A carriage of great distinction at the modest price of £445. Hill, 30, Cranley Gardens, London, S.W.7. Tel.: Kensington 7996. [864

£85. 1931 20.-H.P. HILLMAN STRAIGHT EIGHT tourer; 33,000 miles. Mechanically faultless. Original fawn paint and maroon leather upholstery, o.h.v. engine, 4-speed right-hand change, fold-flat screen. A fast, quiet tourer de luxe giving 20 plus m.p.g. with negligible oil consumption. Saunders, 266, Holmsdale Road, South Norwood, S.E.25. [865

ALVIS 1935 FIREBIRD 14-h.p. 4-door saloon; black; manual gearbox; over £100 recently spent on overhaul. £295. Write: Brown, 16, Manor Way, Chingford, London, E.4. [866

ASTON-MARTIN, 1933, 4-seater tourer. Paintwork, hood and screens excellent. Good tyres, batteries and brakes. This car has been carefully maintained and is in good condition. Sharp, Monks Gate, Horsham. [867

LANCIA LAMBDA. 5th series, long chassis, tourer body, front screens. First registered 1927. Untaxed 1933-1946 and 1948-1949. 4th series block, 6th series head. Just had £80 overhaul, still running in, in addition to over £110 recent expenditure. Bills available. Coachwork, steering perfect; cellulosed black. Offered for £170. Details from: Capt. Paterson, W.O.S.B., Drayton Camp, Barton Stacey, Winchester, Hants. [868

SPARES: 1932 Lagonda 20-h.p. Crankshaft, camshaft, fan, front cover with some timing gears, valve rocker assembly. 1934 Rover Fourteen saloon. Chassis frame, back and front axles. 1934 Railton 29-h.p. Front brake drums. 1936 S.S. Jaguar 2½ litre. Cylinder head, camshaft. Wadsworth & Silvester, Ltd., Duncombe Street, Bletchley, Bucks. Tel.: Bletchley 129. [869

M.G. TA, 1939. Recent overhaul; two owners since new. Good condition. £365. Ripley, 28, Mountain Street, Mossley, Manchester. [870

RILEY 9-h.p. 2-seater, 1932. Special series engine. Twin S.U., remote control, gear lever. Body, tyres, hood, etc., in good condition; 32 m.p.g. £110. Tel.: Vigilant 1264 (seen London). [871

AN EIGHT-CYLINDER STUTZ 34-h.p., 1930. Full running order. £100 or near. Smith, 12, Gilroy Way, Orpington. [873

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

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FOR SALE

M.G. MAGNA L-TYPE 4-seater sports. Engine and body extensively reconditioned. Laid up most of last ten years. £225. Loveridge, Dringarth, Lavernock Road, Penarth, Glam. [872

£15. JAGUAR 2½-litre, 1937, chassis frame. Perfect condition. Don Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Gloucestershire. [874

TYRES, TYRES, TUBES. 5,000 in stock. New, remoulds, used. Obsolete and beaded edge. No junk. Express Service to anywhere in U.K. Hamiltons, Tyre Specialists, 22-24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [875

TUBES. Brand new. To fit most sizes in B.E. and obsolete tyres. Large stock. Five Daimler 895 by 135 wheels. Perfect. Hamiltons, 22-24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [875

OPEL ADMIRAL, 1939, ex-German Embassy. One of the few in the country. Streamlined saloon. Similar to 1940 Cadillac. Recently fitted brand new Ford V8 engine, gearbox and prop. shaft at cost of over £250. Ideal saloon for long journeys in absolute minimum of time. Absolutely unrepeatable at £295. Photograph available. **CITROEN,** 1939, light 15 de luxe saloon. Requires reconditioned front drive shafts and new clutch plate, also repaint. Interior very clean. Absolutely complete, and a runner. First deposit or cheque secures. Guaranteed free from major defects. You'll never see another at £165 spot cash. **M.G. 8-h.p.,** 1932, model; new body. Flat back, no pointed tail. All metal body. New screens, good hood, 2-seater, but with ample room at back for a small child. In fact very similar inside to the Fiat 500 with the inside parcel platform. Every conceivable instrument on dash. All new tyres. 10 in. lamps. In short a little topper. £150. Correspondence welcomed, but S.A.E. please H. Middleton, Automobile Engineer, 9, Alexandra Road, Balby, Doncaster. [876

1938 FIAT 1,100 saloon. Finished metallic grey and brown leather. An attractive car. Fully overhauled and in sound mechanical condition. £385. Mrs. Lloyd, Emery Down, Lyndhurst, Hants. Tel.: Lyndhurst 340. [877

ALVIS SD "12/50" 2-seater. New battery, king-pins, bushes. Almost new hood, sidescreens. Maker's rebuilt engine. £190. Wilson, Swinside Inn, Newlands, Keswick. [878

HYDROPLANE. 15 ft., fitted with special 3½-litre Rolls-Royce. Dry sump engine, complete with landing carriage. Any examination. Offers, or will exchange for car. Chrysler front and rear axles. Complete with hydraulic brakes. £6. Arnott 2½ in. carburetter. £3. Esplanade Garage, Redcar. Tel.: Redcar 507. [879

£82 10s. 1932 RILEY NINE Ascot coupé, converted 4-seater. New battery. Good runner. W. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Liberty 7170. [880

£67 10s. AUSTIN SEVEN Chummy, 1930. Fitted 1934 engine and gearbox; four speeds, good hood and tyres; S.U. carb. Any trial. W. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [880

RAILTON. Sept, 1935 registered (1936 model) Fairmile D.H.C. 29-h.p. Excellent mechanical condition. Superb motoring over 80 m.p.h. Genuine 22 m.p.g. over distance. Brand new Dunlops. Coachcraft body and upholstery fair. Seen Sussex or London. Tel: Goring-by-Sea 42702 (evenings). £300, or near offer. [881

FIVE PIRELLI TYRES. 4.75 by 21. Brand new. Also R.W. wire wheels, 62 mm. diameter hub, to fit. Sold separately. J. W. Horridge, Castle Hill, Birtle, Bury, Lancs. [882

SINGER LE MANS "SPEED SPECIAL" 2-seater. Late 1935. Ivory/green. Attractive appearance. Twin S.U.s. Scintilla mag. Perfect running condition. £260 o.n.o. Ansell, 16, Woodland Road, Worcester. [883

M.G. TICKFORD COUPE. In perfect condition throughout, 1939, TB model. Laid up during war; mileage only 38,000. Great care continuously given by owner. Considerable sums spent on extras, e.g., Windtone horns, luggage grid, wireless, etc. Trial run and any reasonable test. £545. Smith, 21, Coulsdon Road, Old Coulsdon, Surrey. Tel.: Uplands 3347. [834

INVICTA 4½-litre, 1935, sports 4-seater tourer. Black with red leather. Two owners only. Immaculate in every detail. Probably the finest example of this exclusive make on offer. £750, or exchange for good utility. Kiddey's Garage, Harberson Road, S.W.12. [885

BUGATTI WHEELS, type 43 detachable rim pattern. In first class condition. Two only at £12 10s. each. Mackie, Inglewood, Lapworth, Warwickshire. Tel.: 236. [886

£40.—1930 SILVER EAGLE ALVIS. £12.—Several cwts. of motoring literature. 150 *Motor Sports*, from 1933. Also *Speed*, *Motor*, *Autocar*, books, etc. Wilson Rogers, Cliffe View, Frodsham, Cheshire. [886

38 FOR 4s. 3d.! Riley Nine 2-seater. Recently reconditioned to the tune of eighty quid. Double this and it's yours. Tel.: Prospect 3824, after six. [888

FOR SALE—*continued*

ROBERT THWAITES offers: 1934 Alvis Speed Twenty tourer, reconditioned throughout; Alvis Silver Eagle, 1936, choice of two; 1924 A.C. 2-seater, 11.9 h.p., in exceptional condition, on 4.50 by 17 tyres and with spare engine; Morris-Cowley engine and gearbox (coil ignition type). Playing Place Garage, Truro, Cornwall. Tel.: Feock 238. [715

DAIMLER FIFTEEN coupé, 1934, good condition. £175. Tel.: Walton-on-Thames 3082. [717

PAIR LUCAS P.100 HEADLAMPS, excellent condition. Dove, 189, Woodcote Road, Wallington, Surrey. Tel.: Wallington 4055. [719

RILEY NINE KESTREL, Special Series, very good condition. Sell or exchange small open sports or three-wheeler. 24, Quarry Road, Swindon, Wilts. [720

FORD 8-H.P. reconditioned engine, just run-in, excellent runner. Owner fitting 10-h.p. Offers, etc., to: Brockhurst Service Station, Gosport, Hants. Tel.: Gosport 8746. [721

BUGATTI, TYPE 44, GEARBOX, two Armstrong preselector boxes. Benn, 78, Wynford Avenue, Leeds. Tel.: Leeds 74566. [722

SINGER LE MANS, 1935, 2-seater, 9 h.p. £230. Ivy House, Chislehurst, Kent. Tel.: Imperial 1879 (evenings). [724

1951 ES2 NORTON, dual seat, screen, panniers. Would exchange for 10-h.p. sports car. Box No. 4230, MOTOR SPORT, 15, City Road, E.C.1. [725

RILEY NINE MONACO, 1932. Magnificent body. Excellent engine, electrics and tyres. Nearest £200. Beer, 74, 3rd Avenue, Bath. [726

£85—LAGONDA 2-LITRE h.c. 1928 tourer. Engine excellent condition, not used since 1939; twin Zenith, Scintilla magneto. Requires body assembling and rewire. All standard accessories included—five wheels, tyres, instruments, lamps, etc. Details: Vessey, Curbar Lane, Calver, via Sheffield. Tel.: Grindleford 447. [727

1933 4½-LITRE BENTLEY. Excellent condition throughout. New all-weather equipment. Good tyres. Small mileage since complete overhaul. Good petrol consumption for type. Sole reason for sale, owner posted overseas. No reasonable offer refused. S/Ldr. M. C. C. Haycraft, R.A.F., Lyneham, near Chippenham, Wilts. [728

UNEXPECTED DELIVERY of new car. Have for disposal special J2 M.G. Has recently had extensive overhaul. Ford Ten engine. Taxed year, insured. £250. Also two Swiss stop-watches, £14 each. Tel.: Kingston 5428. [729

ALVIS FIREFLY 12-H.P. foursome drophead coupé, 1933. Good condition throughout. £200. Details and photograph. 92, Joy Lane, Whitstable. [730

AUSTIN SEVEN 2-seater, Cambridge body. Ideal for 750 c.c. racing, rallies, trials or sporting, economical motor. Morton, 3, Belvedere Road, Coventry. [731

TWO 600 by 16 MICHELIN C tyres, tubes, security-bolted to Ford Prefect wheels, R.A.C. approved. Also two 450 by 17 remould tyres, tubes, Anglia wheels. The lot used three times only, trials and rally. £20. Dean, 32, Chatsworth Road, Hazel Grove, Cheshire. Tel.: STE 3488. [732

LAGONDA 4½-LITRE tourer, 1934. First-class condition throughout, including new tyres, radiator, complete rewire, wheels repainted, engine decoked. Small mileage since 1940. Reasonable offers please. Tel.: Stebbing (Essex) 238. [733

£250 O.N.O.—1936 B.S.A. Scout, lively 2-seater; 35 m.p.g. £100 overhaul during last year. Taxed quarter, insured year. Shepherdson, Wills Hall, Bristol, 9. [734

AUSTIN SEVEN trials special. Successful car. £85, or best offer. Spare engine and gearbox, £8. Riley Nine preselector box, £15. Straight box, £5. Also numerous Riley bits. Turner, Cwmavon, Varteg, Mon. [735

RILEY NINE, 1933, 4-door saloon, in black. Good condition throughout. Over £125 receipts available last two years. Taxed and insured. First £185. 9, Stadium Road, Bristol, 6. [736

1930 SWIFT saloon, superb and original condition. £110. Two unused 5.00 by 18 Firestones, £5 10s. each. Sgt. Wright, 32, Married Quarters, R.A.F., Martlesham, Woodbridge, Suffolk. [737

MORRIS MINOR tourer. Beige. October, 1949, total mileage 19,000. One owner. Very good appearance. Recent complete engine overhaul. Marshall blower available, also clock, Bray heater, guitered springs, Fram, etc. Price £675, or exchange H.R.G. 1,500. Jones, Swiss Cottage, Llanelly. [738

BUGATTI, TYPE 40, sound condition. Offers. Smart, Strawberry Cottage, Kerridge, Macclesfield. [739

RILEY KESTREL 12/6. 1934/5. Engine, front axle, 10,000 miles since overhaul; new liners, pistons, new bearings, etc. Rear axle overhauled 1952. Original cellulose, aluminium body, wings, wiring, lights, batteries, upholstery, instruments, chromium, preselector, all very good condition. Taxed 1952. Owner posted overseas, £250 to clear. Hill, Caravan Site, Clifton, Beds. [740

FOR SALE—*continued*

FORD TEN trials special, highly tuned engine, twin carburetters, etc. New gearbox, transmission, rear axle, brakes, wheels, tyres. Light 2-seater body. In excellent condition and hardly used. Bargain, £185. Tel.: Richmond 0427 (evenings). [741

BENTLEY ENTHUSIAST will sell either 4½-litre rebuilt brake, £10 tax, in excellent condition throughout, £350, or partly rebuilt 4-litre aerodynamic 4-seater sports still requiring hood and interior trimmings but not yet registered, £300, or would consider good Riley in part exchange. Beard, 180, Dale Road, Spondon, Derby. Tel.: Derby 55591. [742

1931 CHRYSLER 20-H.P. open 2-seater tourer, with dickey seat. Lockheed brakes, open prop.-shaft. Good appearance, body needs attention. On the starter to drive away at 60 m.p.h. £45. Alliance Auto Company, 50-58, Parsons Mead, West Croydon, Surrey. [743

A.C. SUPERCHARGED competition 2-seater. Original hood, all-weather equipment and whole car as new, having only done 29,300 miles. £575. Hillingdon Motors Ltd., 325, Long Lane, Hillingdon, Middlesex. Tel.: Uxbridge 412. [744

3-LITRE BENTLEY engine, partly dismantled, and other 3-litre spares. Also several 600 and 700 by 21 tyres, some new, for sale. Tel.: Uxbridge 2896. [745

RED LABEL BENTLEY 4-seater tourer. First class mechanically, recently rebored, racing-green. Fold-flat screen. Offers around £300. J. Gordon Lockhart, Colonsay House, Auchterarder. Tel.: Auchterarder 98. [746

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Warwick Road, Knowle,
Birmingham. *Tel.:* **Knowle 2102**

TALBOT 105 2-door sports saloon, Vanden Plas; metallic-grey. Chromium excellent condition throughout. Genuine sale for a car of this performance, £250. 3, The Elms, Belmont Hill, Lewisham. Tel.: Lee 4944. [747

1927 FIAT 509 coupé. Two owners only. Upholstery, bodywork, good. Dynamo and magneto rewound; new tyres and battery. Taxed, insured. £100 o.n.o. McIntyre, 238, Branston Road, Burton-upon-Trent. [748

1934/5 M.G. MAGNETTE 4-seater, reconditioned engine, new tyres, good condition, £225. 1937 Vauxhall Fourteen chassis and cab, new engine, new tyres, ideal for special or utility, £150; without engine, gearbox, £100. Elmtrees, Little Marlow, Bucks. Tel.: Marlow 647. [749

TALBOT 105, 1933. Vanden Plas close-coupled black saloon. Overhauled dynamotor, new radiator block, front springs, shockers, carburetter, petrol pump and water pump. Preselector box entirely renewed (John Bland). Two new batteries, six excellent tyres, Fram. Paint, upholstery, chrome, immaculate. All the above work done within the last 6,000 miles. Resleeved 20,000 miles ago. Around £285. History and full patter: Southfields Eng. Co., Putney. Tel.: Putney 2736. [750

ALVIS FIREFLY PRESELECTOR BOX, perfect condition, also 12/50 back axle complete with springs. Nearest £20, or would separate. Aubrey, Nook, Fulwood Park, Liverpool, 17. [751

ROLLS TWENTY, 1929, limousine. Mechanically sound, excellent tyres. £185. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [752

F.W.D. ALVIS 2-seater, 12 h.p. Completely rebuilt, registered Sept., 1951. £10 tax. Nearest £300. 38, Torbay Road, South Harrow, Middlesex. [761

FOR SALE—*continued*

M.G. 18/80, MK. II, 1930, saloon. Brakes, clutch relined; rewired. Mechanically faultless. Body re-upholstered. New Scintilla, Burgess. Three new retreads plus two unwrapped Goodyears. Honest and likeable vintage motor car. £165 o.n.o. Commander (L.) A. Dunhill, D.N.I.D., Admiralty, S.W.1. Tel.: Whitehall 9444, ext. 113. [753

M.G. MAGNA, 12 H.P., 1932. Body rebuilt 1948. Resprayed, new battery, differential, complete overhaul ignition system. All in last 12 months. Hood and sidescreens weatherproof. Quick sale. Any reasonable offer considered. Tel.: Wordsworth 7068, after 6 p.m. [754

WOLSELEY 25-H.P. shooting brake, 1936. Repainted. Engine overhauled. Carburetters set by S.U. Brakes relined. A.1, very impressive job for business touring or towing. At £295 o.n.o. Gray, 89, Kentish Road, Handsworth, Birmingham, 21. Tel.: NOR 6417. [758

1936 FORD EIGHT PARTS: Engine, gearbox, front axle, rear axle, prop.-shaft, braking system, steering column, wheels; offers. Wanted: front, rear axles, Ford Eight Girling brakes. Lailey, Homestead, Church Road, St. Mark's, Cheltenham. [759

HORNET, Hornet Special and Magnette spares, 1932/33. Comprehensive price list available. S.A.E. secures. Riley Nine, 1937, set of timing wheels, 75s. S. H. Scott, 14, Orchard Way, Luton, Beds. [760

B.M.W. cabriolet, 1938, Type 329, in perfect condition. Exceedingly clean interior, bodywork absolutely sound and cellulose immaculate. Mechanically this vehicle is faultless and will definitely bear inspection. Beautiful appearance and wonderful performance. £475. The Soho Garage, Soho Square, W.1. Tel.: Gerrard 6678/9. [762

1926 AUSTIN 12/4 tourer, for sale in April. Engine largely reconditioned, in good order; hood very poor. Write: B. Pybus, 28, Pemberley Avenue, Bedford, for full details. [763

FIAT SPARE PARTS for sale: Fiat Model 1,500 spares, radiator, gearbox, cylinder head complete with valves, and rocker shafts; steering column with steering wheel, crankshaft and camshaft timing gears, petrol pump, distributor. Model 500: crankshaft and camshaft timing gears, petrol filter, new oil pump, geared type; valves and tappets. Alfa-Romeo spares: radiator, sports type; crankcase, complete with studs; camshaft timing gears, gearbox gears, splined sleeves for propeller shaft, brake mechanism parts, steering arms, etc. Stiles, 153, Billing Road, Northampton. [764

SPARES FOR: 1928-30 Morris Oxford, all parts; 1932 14-h.p. differential; 1934 10/4 engine; some for Minor; 12v. dynamotors. 1931 Standard Nine gearbox. 1932-4 Vauxhall gearboxes, steering parts, shockers, etc. Kohler lighting plants. B.S.A. and Villiers motor-cycle engines. Few dynamo-starters, 12v. 1938 Ford Eight wheels, drums, other parts. 1935 B.S.A. 10-h.p. rear drive saloon. 1931 Morris Cowley saloon, tow bar, etc. Kingman, Heddington, Calne, Wilts. [765

LAGONDA drophead coupé, with dickey. Sound and fast. Exceptional opportunity to obtain weatherproof sports car. 1933, 20 h.p. £200. Sanders, Little Cottage, Chertsey Road, Shepperton. Tel.: Walton 2629. [766

30/98 E-TYPE 2-seater, "duck's-back" body. Two owners. Not run since engine rebuilt, reground shaft. Car in original condition. Fitted Fisher f.w.b. axle. Body condition rough. Must go to enthusiast. £115. Molyneux, West & Co., Ltd., Flixton Road, Urmston. [767

1935 ALVIS SILVER EAGLE. P.100 headlamps. Wheels rebuilt 600 by 18. Wings modified. New Continental radiator. In first class condition throughout. Martin's Garage, Quarry Hill, Guildford. Tel.: Guildford 62540. [769

DELAGE D.I.S. and D8 all spares. Gears cut, all makes. Matthews, Bentworth Priors, Tower Hill, Dorking. Tel.: Dorking 3426. [770

BROUGH SUPERIOR SPARES. 1936/7 29-h.p. coupé dismantled, all spares available except frame. Ball, 3, East Parade, Harrogate. Tel.: Harrogate 5887. [771

1938 OLDSMOBILE 33-H.P. coupé, chassis and cab. Engine and tyres good. Make ideal shooting brake or special. £130. Good running order. Parsons, 217, Oxford Road, Reading. Tel.: Reading 4549. [772

BROUGH SUPERIOR, 1938, foursome. Just had £100 overhaul, new battery, nearly new tyres; £275. Alfa-Romeo 2.3 coupé, Series III, one of the latest of this model (33,000 miles), in beautiful condition; six nearly new tyres. Bargain at £700. Allan, Kirkella, Hull. Tel.: Hull 58378. [773

1937 S.S.100 sports, in first-class condition, specially tuned for high performance. Holding Bo'ness record for two seasons. Complete with racing and road-type mud wings. £450. J. A. Somervail, Broomdykes, Duns, Berwickshire. [775

1931 ALVIS 12/50 TJ 4-seater tourer. Above average condition. £200. Reason for sale, bought 3-litre Bentley. Particulars: J. Brown, Home Farm, Ravensden, Bedford. Tel.: Ravensden 207. [779

FOR SALE—*continued*

MESSRS. PANTILES SERVICE GARAGE, London Road, Guildford, have been appointed sole main agents for Surrey for the well-known Airborne Caravans. The 18 ft. 6 in. by 7 ft. model, excellently laid out for maximum comfort and beautifully finished in every detail, is available at their premises for inspection. This caravan represents remarkable value at £650, plus delivery charges. Trade inquiries invited. Smaller caravans from £350. [776

BRESCIA AND TYPE 22 BUGATTI spares, engine, transmission. S.A.E. please. Carpenter, Wellnigh, Woodmansterne Lane, Banstead. [778

1925 12-H.P. BEAN tourer. Good running order but not taxed. £60. Tel.: Edgware 8876. [780

RILEY FALCON, 1935, 15/6, black saloon. Resprayed, rechromed. Partially rebuilt, completely overhauled November, 1951. Fawn leather interior. New head lining. 25 m.p.g. Very fast. £325 or near. Tel.: Edgware 3366. [781

FIAT 500 coupé, resprayed Fiat-blue. Engine overhauled, good tyres, new battery and hood. £300 o.n.o. 34, Avalor Road, Ealing, W.13. [783

SUPERCHARGED MORGAN 4/4, completely rebuilt to 1951 standard. Special radiator, new racing tyres and tubes. Offers? Going abroad. Tel.: Fieldend 9544. [784

TALBOT. Sacrificing unusually beautiful 1938 3-litre sunshine roof saloon. Small fortune spent complete recondition and maintenance present almost 1951 condition and appearance—sparkling black and chrome; grey leather, roof lining, mats. Fast precision built luxury car, basis post-war Humber, fitted 1952 H.M.V. push-button radio, disc wheels, other extras; cost £800 six months ago. Owner already gone overseas. Accept £495, or exchange town runabout more suitable lady driver. Tel.: Bournemouth 2635; 58a, Christchurch Road. [785

EXCHANGE—for Series E or Minor or Runabout; perfect luxury Talbot 3-litre; radio, discs, etc. Cost £800 September, 1951. Tel.: Bournemouth 2635; 58a, Christchurch Road. [785

LAGONDA, 1934, 3-LITRE shooting brake. Engine excellent, no oil; new clutch, top overhauled, rewired, new battery, four new tyres; resprayed green, rechromed. £325, or exchange 4-seater Red Label Bentley or 4½-litre Black Label. Clifford, 23, Regent Street, Lancaster. Tel.: Lancaster 3817. [786

M.G. 1939 T-TYPE SPARES: engine with carburetters, dynamo, distributor, gearbox, prop.-shaft, rear axle complete rear springs, petrol tank, front stub axles and hubs, spare wheel carrier, handbrake assembly, new dashboard. Offers. Bancroft, 85, Banks Lane, Riddlesden, Keighley. [788

M.G. 2-LITRE, 1938, saloon. Excellent condition, engine perfect; 20 m.p.g. New tyres, new radiator, balanced wheels, many extras. Taxed to end of year. £450. Tel.: Coakley, Gladstone 6567 (day); Gladstone 3401 (evenings and weekends). [789

SCINTILLA MAGNETO, 4-cylinder (not Vertex), new condition, whopping spark, clockwise. Easily converted anti-clock without additional parts. £6 10s. Box No. 4229, MOTOR SPORT, 15, City Road, E.C.1. [790

SUNBEAM-TALBOT 10-H.P., 1939, tourer. Completely renovated and as new. 1,500 miles since. Work done includes block sleeved to standard, new crank, etc.; clutch and gearbox stripped and worn parts replaced. Body lifted and frame and all underwork scraped and painted. Brakes relined. New hood, screens and carpets. Recellulosed and rechromed. Offers in region of £550. R. Grummitt, 222, Station Road, Beeston, Notts. [791

£115—B.S.A. THREE-WHEELER, 1,075 c.c., 4-cylinder, water-cooled, 1933. Handsome, eager, economical; 53 m.p.g. £5 tax. Excellent condition. Owner requires "Austin Ten-like" vehicle. Roberts, 23, Shirley Road, W.4. Tel.: Chiswick 5762. [792

RILEY, 1931, MONACO, £100. Good engine, brakes, steering, batteries; recently rewired. 19, Shell Road, S.E.13. [793

M.G. NA MAGNETTE, sleeved engine, good bodywork, £245. Riley 14-h.p. saloon, exceptional all round condition; 28 m.p.g.; £165 o.n.o. Allen, "Highwood," Ledbury, Herefordshire. Tel.: Ledbury 181. [794

1932 4½-LITRE INVICTA. 100 m.p.h., 4-seater tourer; superb condition throughout; 20 m.p.g.; £350. 1937 2½-litre Jaguar 4-seater tourer; new hood; 40 lb. oil pressure; very fast; £265. Jones' Garage, Syston, Leics. Tel.: Syston 86257. [795

1935 ALVIS FIREBIRD sports saloon. Mechanically perfect, body needs attention. Offers over £225. Blackett, 9, Woodfield Road, Bristol, 6. [526

M.G. 18/80 saloon, exceptionally sound, just repainted. New steering, good tyres, battery. Two or one carburetter for economy. Complete set of spares. Smyth, 10, Woodland Grove, Weybridge. Tel.: Weybridge 1667. [527

M.G. MAGNA 4-seater tourer. Really excellent condition. £175. Tel.: Wallington 2783. [528

RILEY NINE KESTREL, 1935, Special Series. Twin-carburetter engine, excellent condition throughout. Everything in original working order, including one-shot lubrication. Nearest £275. Duckworth, 25, St. Bernard's Road, Olton, Birmingham. [534

FOR SALE—*continued*

LE MANS ASTON-MARTIN, very good condition. New brake cables, battery, screen. Fast, reliable. £395. Cooke, 33, Cedar Grove, Yeovil. [529

RED LABEL BENTLEY 2-seater, 1924, short chassis. Good tyres, batteries, hood. Hardy-Spicer prop.-shaft, C-type gearbox. £195 or near offer. Barton, 22, Camlet Way, Hadley Wood, Herts. [530

38/250 SS MERCEDES-BENZ. Two-door drophead coupé body by Saoutchik. Works serviced. New tyres. £400. Michael Parker, Northwold, Norfolk. [531

LAGONDA, 1932, 3-LITRE saloon. Good tyres. Engine-chassis-transmission very good, body poor. Resprayed. New P.100s. £120. Du Boulay, Stelling Minnis, Canterbury. [532

1936 WOLSELEY HORNET chassis. £60 engine overhaul 1,500 miles ago. Four unused retread tyres. New rear springs and shock-absorbers. £90. Weaver, 149, Coldhams Lane, Cambridge. [535

M.G. J-TYPE 4-seater. New—engine, dynamo, tyres, crown-wheel and pinions, wiper. Steering overhaul. £100 spent, bills to show. Also good appearance. £250. Burrows, 83, Roberts Road, High Wycombe. [536

1936 AERO MINX engine complete, remote control gearbox, starter, dynamo, distributor, manifold, clutch, carburetter, petrol pump, coil. £35. Underwood, 212, Brighton Road, South Croydon, Surrey. Tel.: Croydon 2946. [538

Special Mercury Offer

1939 M.G. T 2-seater. Dark red. Perfect **£435**

1939 M.G. T. 2-seater B.R.G. Excellent order **£435**

1939 M.G. T. 2-seater. Cream and red. Unmarked **£425**

1939 M.G. Tickford drophead coupe. Reconditioned motor **£425**

1938 M.G. T. 2-seater. Red. Spotless **£415**

1938 M.G. T. 2-seater. Black. Very clean **£405**

1935 M.G. P. 2-seater. Green. Smart car **£285**

1935 M.G. P. 4-seater. Green. Excellent order **£275**

1935 M.G. P. 4-seater. Green. Nice car **£245**

Also

1935 2.3 Alfa-Romeo. Twin cam, supercharged Farina 4-seater drophead coupe. Super condition ... **£475**

1946 Reg. Frazer-Nash 1½-litre supercharged. Twin cam 2-seater. In superb condition. Polished axle. Duplex chains. Underslung chassis, etc. A very famous car ... **£375**

1932 Frazer-Nash 2/4-seater. Colmore. Actual show model and in immaculate condition **£325**

1937 Morgan 4/4 4-seater. Nice condition **£315**

1937 Brough Superior 22-h.p. drophead coupe. Resprayed. Perfect. Taxed year **£295**

1936 Brough Superior 28-h.p. drophead coupe. Resprayed. Taxed year. Exceptional **£275**

1930 Bentley 3-litre Red Label open 4-seater. Fitted 4½ chassis and radiator. Super **£245**

Terms or exchanges on any car.

MERCURY MOTORS,
383, Northolt Road, South Harrow, Middlesex ... *Tel.:* BYRon 4353

£310—1939 MORGAN F4. Excellent performance. Ivory and black. 1952 suspension. All new tyres, 5.00 by 16 rear. New lights, trafficators, battery, transmission, upholstery. Taxed year, insured. Three-wheeler club member, acquiring saloon, business reasons. Doughty, 31, Birchtree Avenue, West Wickham, Kent. [537

CLEAN RELIABLE VINTAGE COWLEY 1930 coupé. Rebored, near new clutch, battery, tyres. Family demands exchange similar 4-seater or brake, or sell £85. Farr, 28, Queens Avenue, N.10. Tel.: Tudor 7742. [539

21 BY 600 TYRES, excellent condition. Four at £5 10s. each, with tubes, or £20 the lot. Twin S.U.s, 1¾-in. bore, £15. 2-litre Lagonda gearbox, dud second gear, any offer. Tel.: Northwood 1411, 88, Ducks Hill, Northwood, Middlesex. [540

1907 DARRACQ, 8 H.P., all new tyres and tubes. Radiator reconditioned by Serck. With hood, bulb horn, brass lamps, newly painted. Running order. Offers to H. Birch & Son, Ltd., 49/51, Victoria Road, Cambridge. [541

1932 RILEY NINE. twin S.U.s, bodywork poor. £80. Philpott, 62, Riverside Drive, Mitcham, Surrey. [542

EXCHANGE NA MAGNETTE, 1934, 4-seater, excellent condition, for P series M.G. or £200. "Baroda," Fairlight Cove, Sussex. [545

FOR SALE—*continued*

£70—LEA-FRANCIS, 1930, converted to van. New starter teeth December; excellent mechanical condition. Two owners. Todd, 12, Sundorne Avenue, Shrewsbury. Tel.: Shrewsbury 4568. [543

M.G. J2, 1934 (registered late 1933), 2-seater. Good hood. Complete engine overhaul; new crankshaft recently. Original condition. Excellent order. Brakes relined. £250 or offer. Or exchange, with cash adjustment, for 1935/37 Morris Eight saloon. Pike, Cedar Cottage, Bray. Tel.: Maidenhead 2057. [544

ALVIS, 1935-6, SPEED TWENTY sports saloon, aluminium body. Required end of March. Must be immaculate. For sale or exchange, with adjustment, 1932-3 Silver Eagle, engine rebuilt last year. Body 100 per cent. Weather equipment, tonneau, etc., excellent; tyres, battery, ditto. Single modern carburetter gives 24 m.p.g.; three S.U.s as spares. Certainly one of the finest examples of marque. Value around £190. Tel.: Worthing 3709 (evenings). [546

ON BEHALF OF OWNER, who is selling due to ill-health, Allard J2. Registered April, 1950. Guaranteed 6,000 miles. Immaculate condition. Any inspection, particularly R.A.C., invited. Full record available. Riversley Garage, Edward Street, Nuneaton. Tel.: Nuneaton 2842. [547

1939-40 JAGUAR 2½-LITRE chassis (41188), complete with wings, dash, instruments, good tyres, P.100 lamps. Engine overhauled 1951 (I. 14158). In perfect order. £175. Freeman and Clarke, Mile Cross Lane, Norwich. Tel.: Norwich 21010. [548

RAILTON FAIRMILE coupé, 1939. Recently completely overhauled. Exceedingly smart appearance. Apply: Reed, "Oakfield," York Road, Thirsk. Tel.: Thirsk 3212. [549

ALLARD coupé, late 1949. Maroon, with red upholstery. Low mileage, excellent condition, good tyres. Private sale. £750. 49, Southampton Road, Ringwood, Hants. Tel.: Ringwood 841. [550

M.G. MAGNA saloon, 1934. New tyres, resprayed, taxed, insured. £160 o.n.o. Evans, 6, Reading Road, Farnborough, Hants. [551

CENTRIC LOW-PRESSURE BLOWER, complete with fittings, S.U. carburetter and oil tank for 8 h.p.-12 h.p. £38. 6, Latimer Road, Godalming, Surrey. [552

AUSTIN EIGHT tourer. First registered 1947. Mechanically sound. Recent new hood and battery. Part rewired. £275 or near offer. Tel.: Hendon 8534, after 6 p.m. [553

BENTLEY 3-LITRE Weymann saloon, 1926. A-box, sunshine roof. Recent body and mechanical overhaul. New tyres. Seen Wolverhampton after March 10th. £370. Box No. 4210, MOTOR SPORT, 15, City Road, E.C.1. [554

2-LITRE LAGONDA saloon, 1928 Speed Model. Good tyres, chassis and engine, fabric shabby. £145. Brierley, Fleece Inn, Chichester. Tel.: Chichester 238211. [555

LAGONDA 3-LITRE, 1933, saloon. In very reasonable order throughout. Fast and reliable. Around £275. Seabrook Garage, Hythe, Kent. Tel.: Sandgate 78467. [556

1932 M.G. MAGNA. Reconditioned engine, new pistons, bearings, shafts; brakes relined. Five good tyres, one new. Hood waterproof. Interior shabby, exterior good condition. £195, or nearest offer. Apply: Wye, 64, Adelaide Road, Chalk Farm, N.W.3. [557

1931 BENTLEY 4½-LITRE 4-seater tourer, good condition. £320. A. E. Hillman Ltd., Morecambe. [558

FORD EIGHT reconditioned engine for sale, bored out 963 c.c. H.C. head. Less accessories, £40 o.n.o. Newbold, Willow End, Nightingale Road, East Horsley, Surrey. Tel.: East Horsley, 114. [559

THREE SANDBLASTED AUSTIN SEVEN WHEELS, complete with brand new 3.50 by 19 tyres and tubes, £5 10s. each. Newbold, Willow End, Nightingale Road, East Horsley, Surrey. Tel.: East Horsley 114. [559

TO 500-c.c. RACING DRIVERS, and others: Large 6-wheeled, ex-mobile canteen, Ford V8, £10 tax, suitable mobile workshop and transporting "specials." £250 o.n.o. Paul, Bridewell Alley, Norwich. [560

MORGAN THREE-WHEELER, 1930, air-cooled J.A.P. Recent aluminium body. Engine damaged. £25. Also: Singer Nine de luxe 4-door saloon, 1932. Economical; good tyres, electrics; in daily use. Nearest £75. A. Johnson, 6, Sciennes Gardens, Edinburgh. [561

1948 TRIUMPH 1,800 ROADSTER, really outstanding condition throughout; mileage 34,000; exceptionally fast; uses no oil; new tyres; taxed year; £850. M.G. TC, September, 1949; 12,900 miles guaranteed; one owner; immaculate, equals new; extras: £780. Tel.: Vandyke 1607. Westbury, West Hill Road, London, S.W.18. [562

ALVIS 16/95 VICTORIA. A faithful drophead coupé. Unblemished black cellulose and good hood with beige lining. New windscreen, sparking plugs, clutch lining and battery. Just decoked. £210. M. Latimer, The Nook, Borth y Gest, Portmadoc, Caernarvonshire. [563

FOR SALE—*continued*

ASTON-MARTIN 2-litre short chassis, 1937-38. Rebored, crank reground, etc. New camshaft, rockers rebuilt, new timing gear and chain, new water pump, new hood and side curtains; tonneau cover, reconditioned radiator, oil pressure as per handbook. All bills available. This car appeared in the film "Reluctant Heroes." £595. Shaw, Manor House, Manor Road, Oldham. Tel.: Main 1321. [887

1934 BRITISH SALMSON 12-h.p. drophead foursome. Blue. Good condition all round. £200. Stone, Little Steeping, Spilsby, Lincolnshire. Tel.: Little Steeping 264. [889

AUSTIN NIPPY ENGINE. Complete with gearbox and accessories except starter. £45. Also several spare standard blocks, pistons, con-rods, flywheels and Ruby two-bearing crankcase. Offers invited. 12, Dalmeny Road, Carshalton, Surrey. [890

1950 MORGAN 4/4 4-seater; 13,500 miles. Green. Carefully treated. £750. 23, Melrose Road, Southfields, London, S.W.18. Tel.: Vandyke 5646, daytime. [891

TYPE 40 BUGATTI ENGINE. Crank reground. Ends, mains, camshaft, new oil-pump gears, dynamo, starter reconditioned. Pistons +.30, new distributor. Block has one u/s value-seat; 2,500 miles since above. £35 lot. March, Brown Lion, Llanmaes, Llantwit-Major, Glam. [892

1938 10-H.P. B.S.A. SCOUT COUPE. Five good tyres. Engine very sound; new battery; body very good internally. Requires slight attention externally. £175. 69, High Street, Chislehurst. [893

SUNBEAM SIXTEEN, 1932, saloon. Blue grey leather upholstery. Original paintwork in good condition. Good tyres all round. Hydraulic brakes. Good lights, original tool kit and instruction book, luggage grid, tow bar. £150. This car is really in good order, and only being sold as owner has a new one, and was chauffeur-driven till the present owner bought her. Also available set of new unwrapped tyres for the above car. Size 550 by 20. Mather Charlton, All Saints, Salisbury. Tel.: Downton Wilts 124. [894

MORRIS TEN. Series 111 engine, rebuilt with new block and pistons; factory reground crank, etc. Morris Eight series 1 engine in reasonable condition. 1936 Hillman Minx engine less head, sump, flywheel, timing cover, etc. Ex W.D. Chevrolet three-tonner. Lancia Kappa chassis and front seats. Offers wanted for any of above. Kingston's Garage, Blakesley, Towcester. Tel.: Blakesley 208. [895

ALVIS SILVER EAGLE sports saloon, 1936. £140 spent at Alvis 12,000 miles ago. Total mileage believed 80,000. Superb condition. Exchange smaller car or sell. £310. Manning, 86, Clifton Hill, N.W.8. Tel.: Maida Vale 1992. [896

£17 10s. CIRCA 1929 MORRIS OXFORD coupé. Body rotted. Can be driven or towed away. 1927 24-h.p. Sunbeam chassis. Most parts intact. "30/98" Vauxhall, 1926, Model OE unmodified. Offers. 1929 4½-litre Bentley instruction book as new. Offers. J. Lott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [897

VINTAGE RACING CARS. Sunbeams, Tiger and Tigress. 4-litre 400-h.p. V12 twin supercharged. All new racing tyres. 17-in. Lockheed hydraulic brakes. One car fitted with Al-fin brake drums. Close ratio pre-selector gearboxes. Both cars in new condition. Colossal amount of spares. One car £450. Other car dismantled, but complete, £300. Wych Engineering Co., Station Garage, Station Street, also Union Lane, Droitwich. Tel.: Droitwich 3378, 3318. [898

£325. 1930 VINTAGE TWO-LITRE LAGONDA 4-seater tourer. £130 overhaul. Further details. 147, Hollyfast Road, Coventry. [899

FIAT 501. New hood, sidescreens; excellent tyres. Repainted grey/black; laid up 16 years. Immaculate. Everything works; 38,000 miles. £120 o.n.o. Tel.: Bristol 58740. [900

1931 HORNET 12-h.p. 4-seater sports. Five good tyres. Clutch relined, new battery; dynamo and self-starter reconditioned. Bodywork (aluminium) good. Taxed and insured September. £145, o.n.o. 21, Rapier Avenue, Huddersfield. [901

HILLMAN 10-h.p. Special sports 2-seater, 1935. Black with red leather upholstery. Completely rebuilt and tuned 1st winter. Chassis shortened for competition work. Outstanding little high-performance car. New hood, sidescreens and battery. Four new retreads, new spare, extra large rear boot; 38 m.p.g. Insurance Nov., 1952 with car. Any test. £225, or offer. Capt. Baldwin, Officers' Mess, Buller Barracks, Aldershot, Hants. [902

1926 BENTLEY RED LABEL 3-litre drophead coupé tourer in immaculate condition. Mechanically perfect. Completely rebuilt. Overhauled 1950. In B.R.G. with pigskin upholstery and wind-up windows. Full 4-seater. P.100s, wind horns and indicators; four new retreads. New spare tyre. New battery. Excellent performance. Comprehensive insurance till Oct. £450, or offers. Capt. Baldwin, Officers' Mess, Buller Barracks, Aldershot, Hants. [902

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AUSTIN SEVEN SPECIAL, rebuilt throughout, new hood, screens, tyres. A 2-seater in tip-top condition, and fast. **£145**

AUSTIN SEVEN SPECIAL, recently rebuilt as a full 2-seater, with new hood, excellent tyres; 45 miles per gallon. A really professional job in every way. **£155**

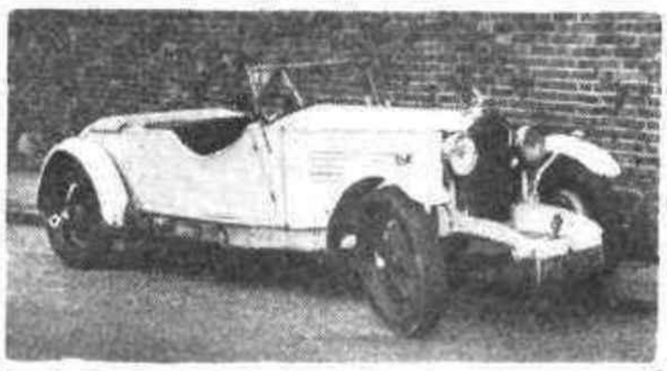
AUSTIN SEVEN sports 4-seater, in amazingly good condition, with the nicest body we have seen. Tyres and all-weather equipment excellent. **£225**



TALBOT 75, 1934, sports saloon, with five excellent tyres, leather interior, chromium exceedingly good. **£135**

ASTON-MARTIN 2-LITRE 4-seater. Black, with red leather interior, full weather equipment, first-class tyres. Very fast. **£595**

VAUXHALL FOURTEEN, 1935, in sound condition. Recent replacement of front suspension. Repainted grey and maroon. **£195**



INVICTA 12-H.P. 4-seater sports, in cream cellulose. Engine recently completely overhauled at a cost of almost £100. Original dashboard and instruments, fold-flat screen. All chrome in extremely good condition, tyres almost new. A most attractive car. **£295**

WOLSELEY SPECIAL, 14-H.P., 4-seater sports. Black, with green interior. Brand new hood, screens, Bluemel steering wheel. New headlamps with twin dippers, twin horns, stoneguard, 16-in. rear wheels and 17-in. fronts, remote control dampers, brand new zip tonneau, large dash instruments, electric clock, fold-flat screen. This car is a full 4-seater with upswept scuttles, and is running unblown, but has a Marshall blower available. No expense has been spared in the preparation of its present condition—we have many bills to show exactly what has been done. **£395**

WOLSELEY HORNET, 1934, sportsman's fixed coupé. Engine just completely overhauled and not yet completed 100 miles. **£160**

AUSTIN ATLANTIC, 1950. Really genuine 11,000 miles. Immaculate in the extreme. Red with cream interior, loose covers piped in red. Heater, demister, radio, power-operated head and windows. Tyres are, of course, original, and for the enthusiast exceedingly good value at **£1,275.**

We are always interested to hear of good Austin Nippys, Specials, Rileys, M.G.s, Talbots, etc., for part exchange or purchase.

Hire purchase facilities and immediate insurance available.

FOR SALE—*continued*

DISMANTLED TRIUMPH GLORIA SIXTEEN. 1935-36. All spares. 17, Harlech Road, Liverpool, 23. [903

RILEY NINE MONACO, 1934. Engine just overhauled. Body excellent. Economical consumption. £220, o.n.o. Bindloss, Chasecliffe Farm, Whatstandwell, Matlock. [904

TALBOT FOURTEEN saloon, 1933. Good condition. £85. 76, Fairway Avenue, Kingsbury, N.W.9. Tel.: Colindale 2624. [905

MORGAN, 1933. FAMILY. New tyres, chains, sprockets, springs, hood, upholstery. Offers. Tel.: Acorn 6078. [906

£67 10s. CLYNO 12-h.p. saloon, 1927. Exceptional mechanical and all round condition. Needs seeing to appreciate. 36, Danbury Road, Loughton. Tel.: Loughton 4274. [907

ALVIS TG "12/50" saloon. Good running order. £110, or offer. 20, Anchorway Road, Coventry. [908

FIREFLY SALOON. Excellent condition throughout. Manual box. £195 o.n.o. The "Anchor," Weston, Herts. Tel.: Weston 48 (evenings). [909

TWO-LITRE LAGONDA. 1930, steel-bodied tourer. Sound and of good appearance. Five good tyres (three nearly new). £260, or offer. Adams, Sandon, Staffs. [910

BUGATTI TYPE 38 2.3-litre open 2-seater. Beautiful condition. Exchange good saloon after 1937 (Sussex). Box No. 4253, MOTOR SPORT, 15, City Road, E.C.1. [911

ALFA-ROMEO, 1931, 1750 model 4-door saloon (body by Martin Walter). In very good condition. £260, o.n.o., or exchange open 4-seater. Murphy, Gastord House, Carsham, Wilts. [912

FIAT 500 CHASSIS, less wheels, brake drums and shoes. £25. Purchaser collect. Howard, "Avondale," Grove Hurst Road, Sittingbourne, Kent. [913

1931 LEA-FRANCIS 12-h.p. Meadows 4-seater. Excellent. £135. Exchange smaller, cash either way. Pilot Officer Stokes, R.A.F., Neatishead, Norwich. [915

FIAT "10/30," 1932, drophead, dickey. Mileage 30,000. Good condition. Offer over £60. 11 Gloucester Road, Kingston, Surrey. Tel.: Kingston 9241. [916

S.S. MORGAN. Reconditioned throughout. New tyres, etc. Complete with spare engine. £225 o.n.o. Shayler, 165, Kennington Road, Kennington, Oxford. [917

"9/20" HUMBER TOURER, 1928. Excellent condition. Hood and screens. Perfect vintage car. £75 o.n.o. 13, Fairway, Wembley. Tel.: Arnold 1572. [918

1939 TRIUMPH DOLOMITE 1½-litre black saloon. Excellent condition throughout. £400. Coy, Hinton, near Rugby. Tel.: Byfield 373. [919

1932 AUSTIN SIXTEEN saloon. Rebored. Excellent all round condition. £75. Also Austin 12.4 Taxi, 1933. Sound, reliable. £45. 35, Chester Road, Northwood, Middlesex. Tel.: Northwood 2452. [920

HORNET SPECIAL open sports. Excellent condition. Rebuilt. Re-registered 1949. Exchange interesting bigger sports saloon or open. Sell £250. Tel.: Wembley 4507. [921

ALFA-ROMEO 2.6 MONZA supercharged. 120 m.p.h. 2-seater, outside exhausts, pointed tail. Many Road Racing and Speed Trial successes. Fastest of its type in England, but very docile in traffic. £1,250. David Lewis. Tel.: Sloane 7912. [927

SWIFT engine and gearbox. Chevrolet engine and gearbox. Tyres 19 by 5.50, new, with wire wheels, for sale. Box No. 4214, MOTOR SPORT, 15, City Road, E.C.1. [934

RILEY 9-h.p. KESTREL, 1934. Engine and body overhaul and respray just completed. 35 m.p.g. Excellent performance. Spares: Block, tyres, carburetter, etc. Price around £300. Box No. 4215, MOTOR SPORT, 15, City Road, E.C.1. [935

1933 ROVER PILOT (14-h.p.). Chassis S. No. 3333, complete ex tank. Engine lined and pistons reconditioned. Hydraulic brakes. Suitable special builder. £35. No offers. Box No. 4216, MOTOR SPORT, 15, City Road, E.C.1. [936

1937-1947 TYPE ROVER 16-h.p. engine, all accessories except carburetter; reputed only 30,000 miles since new. £60. Would accept Standard 14-h.p. 1938-1948, engine with accessories in part exchange. Also Ford 8-h.p., engine only £15. Box No. 4217, MOTOR SPORT, 15, City Road, E.C.1. [936

1947 RILEY 1½-litre with low built metal shooting brake body. Not finished internally. £675. Box No. 4218, MOTOR SPORT, 15, City Road, E.C.1. [936

SALE. 350-c.c. o.h.v. Velocette, 1948. Accessories; 14,000 miles. Or exchange for under 12-h.p. car, sports or what have you? Box No. 4219, MOTOR SPORT, 15, City Road, E.C.1. [937

1928 MORRIS COWLEY 2-seater. Good running order and tyres. Repainted. £60 o.n.o. Box No. 4227, MOTOR SPORT, 15, City Road, E.C.1. [945

1951 FORD TEN ENGINED SPECIAL

Coach built. Aluminium body on special chassis; i.f.s.; 4-speed gearbox. Construction of car began pre-war, but was not completed till 1951. Has since done 3,900 miles. Fast. As new, and thoroughly reliable. Genuine reason for sale.

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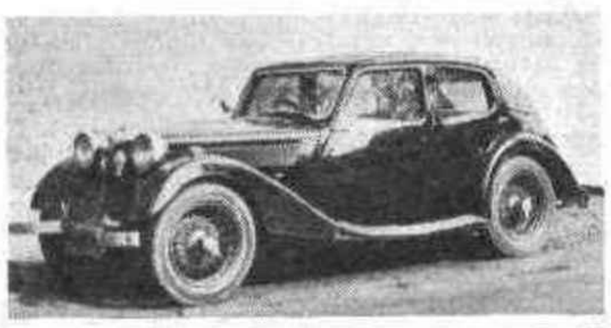
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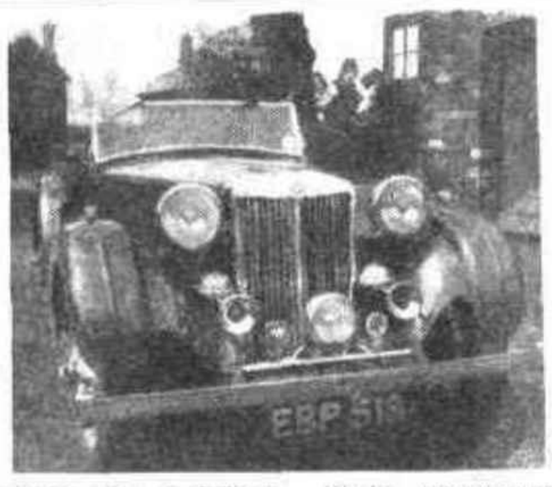
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1936 RILEY 9 KESTREL



Special series, twin carburetters, re-sprayed, mechanically perfect. £250 spent since Oct., 1950. Bills shown. Enthusiast-maintained. A perfect example.

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4-seater tourer. Mileage 39,000.
Abingdon blue. Recently Resprayed.
Engine reconditioned.
New hood, perspex sidescreens.

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Offers over **£500**

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(1) **PANHARD-LEVASSOR 14-h.p.** miniature limousine by Jaunsen, f.w.b., speedo. reading 38,000 kilometres. Wings, bonnet and under-frames repainted and varnished black, body painted deep crimson (original), with grey cloth upholstery, as new. Very French vintage shape.

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Both cars have first-class tyres, new batteries, are quite original save for safety-glass, etc., and are probably unique in this country. They are both offered at the same price. **£185** each, and are undoubted bargains.

SUNBEAM 21/60 limousine, 1931; 7-bearing crank engine, very fair mechanically save for noisy third gear; good tyres and battery. Paintwork and body generally very tidy. Brown hide upholstery throughout. A cheap car at **£70.**

VAUXHALL 30/98, No. OE 118, open 4-seater, in original form save for minor modifications, new hood, tyres, etc. Extremely tidy and very sound. **£195.**

ROLLS-ROYCE PHANTOM II, 1930, Hooper sedanca limousine. Tidy body, sound mechanically and not too taxi-like. **£200.**

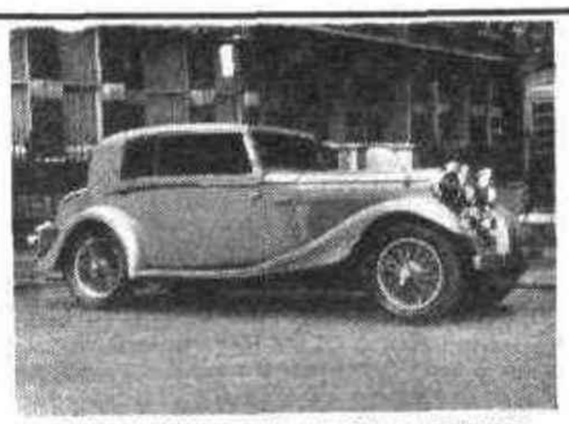
STANDARD 14-H.P., 1925, van body; any offers?

NON-VINTAGE :—

1934 DELAGE D.8 sedanca by Fernandez; very good specimen indeed. No reasonable offer refused.

RAILTON sports saloon, 1934, straight eight, 28 h.p. Excellent engine and rear axle, recently both reconditioned, and gearbox at present being done; 12-volt lighting and starting, new battery, very good tyres. Body structurally quite good but needs a lot of tidying up. **£125.**

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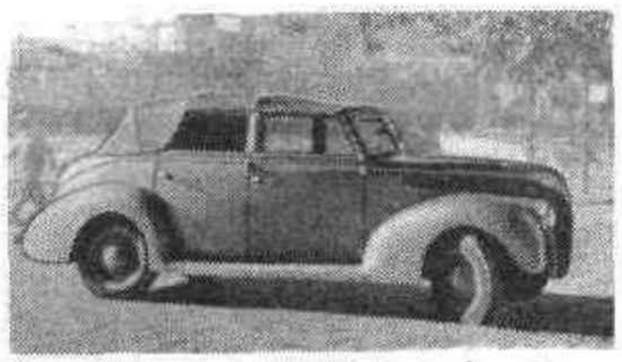


JUST OUT OF STORE AFTER MANY YEARS

1934 model short-chassis Talbot 105. Aluminium coachwork by Young of Bromley. Preselector with overdrive. Ride control. New batteries. Built-in jacks. 14-in. brakes. Automatic chassis lubrication. Twin pass lights. Reverse and stop lights. Trafficators. Rev.-counter and separate speedometer. Full 4-seater with folding armrest, sliding roof and rear trunk. Automatic radiator shutters. Unmodified and original. Total mileage 31,000. Cost over £1,500. One previous owner.

£485

60, Jessel House, Judd Street, W.C.1.
Tel : Terminus 3847.



30-H.P. Fitted Stromberg carburetter, giving 25 m.p.g. in mixed road conditions. 5—75 m.p.h. in top gear; 5/6-seater. Taxed (£10) and insured 1952. Beautifully constructed and in excellent condition throughout, including tyres. Was meticulously overhauled prior to trip abroad 5,000 miles ago. Certified details and photographs of work available. Suitable meetings, touring, towing; excellent servicing and ex-stock spares easily obtained home and abroad. Two valuations by independent experts, £750.

Will accept £600 o.n.o.,
as preparing other car for competitive motoring. Insurance on c.c. rating.

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SUNBEAM (3,317 c.c.)

Chassis 7275. Engine 7252. First registered in United Kingdom August, 1947. Laid up ince 1949. This model is a 1931 Twenty of 23.8 h.p., and forms part of the estate of the late owner, who instructed a complete overhaul prior to his death. The work now completed at cost of £231 and details available on request. £10 tax.

Car may be seen at Chester Engineering Co., Ltd., City Road, Chester.

Offers to : BORLAND, KING & STEWART, *Solicitors,*

95, WEST GEORGE STREET, GLASGOW

FOR SALE—*continued*

SUPERCHARGED SINGER LE MANS, entirely rebuilt, including aerodynamic body, end 1948. Seen Ealing. £325. Tel.: Acorn 5759. [564

CROSSLEY REGIS, preselector. Complete engine rebuild, bored, ground, etc. £200 o.n.o. Exchange 8/10-h.p. car or utility. Seath, 28a, High Street, Hampstead, N.W.3. [565

1925 VAUXHALL 23/60 tourer. Four good tyres; good condition; £75. 23/60 spares, send for details. To fit 30/98: flywheels, clutches, gearbox. Also two winch units less drums, 30-h.p. Ford V8 engine parts, 22-h.p. c.w.p., new. Offers? Longton, Wynhaven, Gatesden Road, Fetcham, Surrey. [566

1933 ALVIS FIREFLY, 12 H.P., 4-door saloon. Head reseated, new valves, new carburetter, new battery; recently recellulosed; excellent condition throughout. £280. Post Office, Milford, Surrey. Tel.: Godalming 131. [567

1949 MORGAN 4/4 coupé, 17,000 miles only. Has not been used for trials. Perfect. £725 or near offer. Ledger, 3, Bear Street, Barnstaple. Tel.: Barnstaple 2107. [568

M.G. PA, 1934. In perfect running order. Nearest offer £275. View any time. Tel.: Slough 24605 (Starkes). [569

LAGONDA 3-LITRE, 1932, saloon, first registered 2.12.1937. In exceptional condition throughout. £300. Rayfield, Mount Pleasant, Oulton, near Leeds. [571

ZOLLER SUPERCHARGER and fittings for M.G. PB. Offers. Shepherd, Aysgarth, Leyburn, Yorkshire. [572

ALVIS SPEED TWENTY sports saloon, registered September, 1934. £100 recent repairs. £275. Lloyd, The Foxlands, Penn, Wolverhampton. [573

1934 ALVIS CRESTED EAGLE, 20 H.P., saloon. Rebored, brakes relined, new battery, reconditioned preselector box. Body could be better. I.F.S., built-in jacks. £145 o.n.o. Holmes, The Caravan, 9a, High Street, Kings Langley, Herts. [574

V8 SPECIAL. £10 tax. Ford engine, 3-litre Lagonda chassis. Light alloy body, 2/3-seater. New hood, screen, tyres, radiator block, battery. Spares include Allard heads and induction manifold, starter, carburetter. Reliable, fast. £175. Pattison, 331, Lichfield Road, Four Oaks. Tel.: Four Oaks 222. [575

PEUGEOT 6.4-H.P. 2-seater cabriolet, first registered 1928. Recent overhaul. Three new tyres. £65. Wallinder, Dene Close, 1, Weybourne Road, Aldershot. [576

ALVIS SILVER EAGLE sportsman's 4-seater drophead coupé, 16.95 h.p. Model S.G. First registered February, 1936. Maroon leather interior. Original carpets. Single carburetter. Very sound condition. Taxed. £240. 7, Barrowford Road, Higham, near Burnley, Lancs. [577

1933 LANCHESTER TEN open sports 4-seater. Cut-away sides. New hood. Very smart car. Excellent performance. Fast. In really good condition. Polychromatic silver. Original chrome wheels. Taxed. Bargain £155. Lanchester Ten spare gearbox, offers. White Goat Croft, The Nab, Whalley, Lancs. [578

AUSTIN SEVEN 2-seater, rebuilt trials winner. Ricardo head. £70. Tel.: Sloane 2034 (evenings). [579

23.8-H.P. SUNBEAM, 1928 model, good condition throughout. Rebuilt 15,000 miles ago, fitted new 2-seater body, cycle-type wings. Tyres almost new. £210 o.n.o., quick sale. Llewellyn, 15, Michel Grove, Eastbourne. [580

1½-LITRE STREAMLINED RILEY KESTREL. Taxed for year. £275 o.n.o. Year 1935. 27 m.p.g. Bills to prove: two new tyres, two retreads and four new tubes, new battery, Zenith carburetter, h.t. leads, engine resleeved, crankshaft ground, ends renewed, springs retempered, all brakes relined, dynamo and starter overhauled. Smart, internal fair. Reason for disposal, new car supplied with job. "Misbourne," Cowley Road, Cowley, Uxbridge, Middlesex. Can inspect: Mondays, Wednesdays, Fridays, from 6 p.m.; Saturdays, from 1 p.m.; Sundays, all day. [581

BENTLEY RED LABEL, 3 LITRE, 1925. Four-seater tourer, V.D.P. body. This car has been maintained regardless of expense, and recent modifications include new gearbox and 4½-litre steering. Offers wanted around £350. Box No. 4168, MOTOR SPORT, 15, City Road, E.C.1. [592

£295 3-LITRE BLUE LABEL full all-weather tourer by Vanden Plas. First registered 1924, since used 11 years only. Incredibly original and well maintained. Taxed and insured. Photograph available. (Wilts.) Box No. 4170, MOTOR SPORT, 15, City Road, E.C.1. [594

ANSALDO. Ready for road. £10 tax. Seen Boothby's, Crawley. Painted grey primer. Circa 1924. £200. Box No. 4171, MOTOR SPORT, 15, City Road, E.C.1. [595

BARGAIN. AUSTIN SEVEN/FORD TEN special. Complete but dismantled. Many parts new. First offer £130 takes. Worth more as spares. Seen Middlesex. Box No. 4174, MOTOR SPORT, 15, City Road, E.C.1. [598

FOR SALE—*continued*

1923 ROLLS-ROYCE SILVER GHOST tourer. Four-wheel brakes, new hood, very attractive car. Tax is £7 11s. 3d. a quarter. Full details on request. Box No. 4176, MOTOR SPORT, 15, City Road, E.C.1. [600

AUSTIN, 1929, 12/4. Behaves and looks its age. £30. Near Chichester. Box No. 4177, MOTOR SPORT, 15, City Road, E.C.1. [601

ALVIS SPECIAL SPEED TWENTY. Originally built 1932 but much modified since. Special high-compression head, preselector box, etc. Six wheels and tyres and many spares. Two-seater body. Laps Goodwood over 70 m.p.h. Ready for season's racing. £350. Box No. 4178, MOTOR SPORT, 15, City Road, E.C.1. [602

XK120 JAGUAR, in brown with red and cream leather. Registered December, 1950, taxed part 1951 only. Out of covenant. Not used competitions or racing. Mileage under 6,000. Original tyres hardly worn. Perfect condition. Genuine reason for sale. £2,250. Box No. 4179, MOTOR SPORT, 15, City Road, E.C.1. [603

JAVELIN saloon, 1949. Reconditioned engine installed. New tyres and battery. £850. Tel.: Derwent 5656. [533

DISMANTLING 848-c.c. O.H.C. SINGER. What offers for spares? Clarke, Hilltop, Wainsford Common, Lymington. Tel.: Lymington 5. [590

FORD TEN engine in perfect condition, not bored. Offers to Clarke, Hilltop, Wainsford Common, Lymington. Tel.: Lymington 5. [590

BEAN, 1924, 14-h.p. tourer. Stored 12 years. Excellent running order. New back axle, magneto, lights, starter, hood. Four new Dunlops. £95. Capern, Eastwood Rectory, Notts. Tel.: Langley Mill 395. [604

BENTLEY 3-litre, 1926, open 2-seater sports. Chassis shortened. Red label engine, "A" type box, 4.23 axle (3.78 ratio available). £280. Tel.: Stevenage 434, evenings. [605

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SINGER LE MANS, 1934, 2-seater. Owned since new by advertiser. Clean condition inside and out. Mechanically sound. Engine good. New battery. £160. 9, St. Margarets Avenue, Whetstone, N.20. Tel.: Hillside 3191. [607

RILEY NINE ENGINE. Rebored, new pistons, valves, crank reground, bearings remetalled, less trimming gear. £25. Type 30 Bugatti rear axle. £15. V. Knight, Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [608

VINTAGE VAUXHALL "14/40" LM series tourer, 1926. Mechanically and electrically sound, f.w.b., 27-30 m.p.g., oil consumption negligible. Aluminium body, wings and leatherwork practically undamaged. New hood, side curtains good. Dunlop tyres, ample spares. Most reliable, clean, enjoyable real motor car. Expert examination invited. Insured with "Premier." Offers to Colonel Holmes, 6, Dial Square, Royal Arsenal, S.E.18. [609

SPECIAL. 1933 1,100-c.c. S.V. Amilcar engine, in Senechal chassis. 1947 registration. 40 m.p.g. Open 2-seater body. £80. 276, Carr Road, Northolt. [610

RILEY NINE, 1932, chassis frame, generator, starter, etc., for sale. Offers to: Wynn, Hints, Tamworth. Tel.: Weeford 237. [612

S.S. SPORTS SALOON 16-h.p., 1935. Condition excellent. £150 recently spent on engine and general overhaul. Two new tyres, new battery, petrol pump, clutch, silencer; re-sprayed all black. £350, or exchange late Riley Nine Monaco saloon. O'Brien, 3, Station Road, Buntingford, Herts. [614

FOR SALE—*continued*

AUSTIN FOURTEEN SALOON, 1932. Good condition. £100. Seen Oxford/London. Small car taken part exchange. Island House, Burford, Oxon. [611

FRAZER-NASH B.M.W., 1939 (Feb.) model 320 saloon. Mechanically sound and appearance spotless and faultless inside and out. Lovely car with 80 maximum and tested 28 m.p.g. at 55 cruising speed. Needs no expenditure. £600, or nearest. Fisher, 25, High Street, Bewdley, Worcs. Tel.: Bewdley 3171. [613

RILEY NINE, 1937. Nearly all parts engine and complete Wilson gearbox. One pair remote control and two pairs ordinary Duplex Hartfords from 2.3 Alfa. Five almost new Champion L.14 plugs. Crowther, Spring Cottage, Lindley, Huddersfield. [615

"12/50" ALVIS 2/3-seater, 1926, TE with complete original instruments, all working. Just fitted new hood and sidescreens, new battery; good tyres. Whole car in very good condition and used every day. Open to any trial. Photos. £120. Bargain. R. Aickin, 334, Reading Road, Winnersh, Berks. [616

TWO 1939 M.G. TA wheels, complete—practically unworn. £10, o.n.o. Would separate. 36, Dellney Avenue, Haywards Heath. [617

WOLSELEY HORNET CHASSIS, complete, steering column and prop. shaft; rear axle overhauled and back plates chrome for 400 by 19 wheels and tubes; spokes renewed. Basis of a special, but no time to complete. Offers for the lot to: Wise, 62, Priory Street, Colchester, Essex. [618

RILEY SPARES: 1½-litre, genuine Sprite head, large inlets, valves, double springs, all as new, used few miles, with twin S.U.s and manifold. Fit 1935-38, £22 10s. Special series head and manifold, 1935-38, £7 10s. Pair front springs, 30s. Preselecta box, 1935, perfect, £15. Riley Nine spares: Pair S.U.s, 30s.; twin manifold, 30s. 1936 66 series cylinder block, repairable, £10. Gearbox, 1932, Gamecock, £7 10s. Marchal passlamp, chrome, new, 30s. Odd passlamps from 30s.; carburetters from 15s. Trico triple musical chrome wind horns, new with all fittings, £4 10s. Buyers collect. Buryville, 57, Welbeck Road, West Harrow, Middlesex. [619

1947 TC M.G. Mechanically sound. Body work, carpets, upholstery unmarked. Ace discs. Brooklands wheel. Reversing light. New battery, brake linings. Three new tyres. Taxed. Selling owing to receiving TD. £650. Whittles, 22, Spencer Avenue, Leek, Staffs. [620

HUMBER 9/28 4-seater tourer, March, 1929. New hood, sidescreens, new radiator block; two new tyres, others as new; new battery, new distributor, brakes relined; member Humber Register. £80. Brundrit, Reservoir Road, Birkenhead. Tel.: Mountwood 1739. [621

OPEN TOURER VAUXHALL T80. Engine just run in after overhaul. Three new tyres and one good. New shackle pins and springs set up. Offers? Seen Worcestershire. Write: J. W. McConnel 112, Novar Drive, Hyndland, Glasgow. [622

LAGONDA 4½-litre blue saloon. Engine in perfect condition, excellent tyres and two new spares. What offers? Barker, Windyridge, Crawley, Sussex. Tel.: Crawley 205. [623

SMOKING BADLY? WON'T PULL? It needs Cords piston rings. We sell and recommend them. Obtainable from Macey & Smith, 17, Lancing Road, West Croydon. Tel.: Thornton Heath 4503. [624

TRIUMPH GLORIA VITESSE, 1935, 16-h.p. saloon. 2,000 miles only since complete rebuild. Every worn part renewed in engine and chassis, springs, shackles, steering, shock absorbers, brakes, etc. All new electrics and wiring. Body framework largely renewed. Grey exterior, beige leather, all new chrome, etc. Appearance as new. Single Solex, good performance; 22 m.p.g.; latest Delco advance and retard. £450, o.n.o. Perry, Glebe House, Eastwoodbury, Southend-on-Sea. Tel.: Southend-on-Sea 3540, during business hours. [625

INVICTA 1½. Set rockers, £4; cam-bushes, 30s.; head, £2; crankshaft ball races, £6; distributor, £3. Write: I.A.1, 14, Chesterfield Road, W.4. [626

LAGONDA 4½-litre saloon, 1937. Twin S.U.s and Scintillas. Black, nice condition; fast. £475. Huxham's, Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: Parkstone 2. [627

J.B.M. SUPER SPORTS 2-seater; B.M.W. chassis; Jaguar 2½ engine. Exceptional steering and performance. Excellent condition. Cost £1,000. Our price £550. Tax £10. Huxham's, Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: Parkstone 2. [627

J.A.P. 980-c.c. o.h.v. racing twin; air cooled; complete with magneto and oil pumps, less carb. Good order, little used. Bryant, 2, Canford Cliffs Road, Bournemouth, W. [627

JAGUAR, 1947, 3½-litre saloon; black; in unmarked condition. H.M.V. radio; heater; £10 tax. £995. Huxham's, Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: Parkstone 2. [627

BENTLEY 4½ ENGINE. Engine number, condition and accessories available. McCosh, Burnhouse, Dalry, Ayrshire. [629

SLOane 8326 SLOane 8326

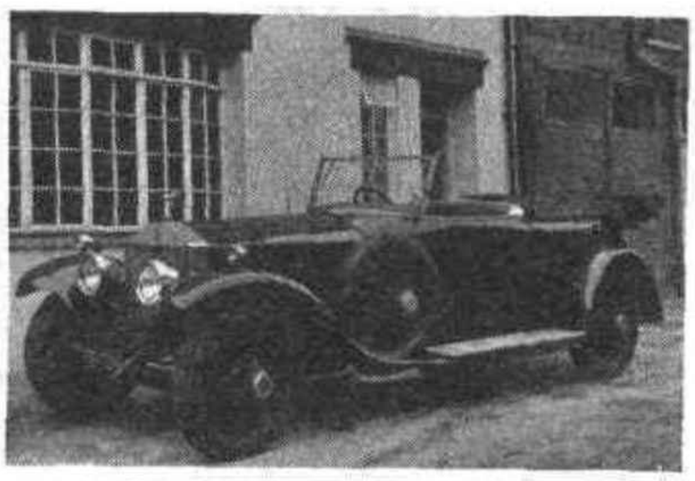
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ROLLS-ROYCE Silver Ghost tourer by Barker. 1923, re-registered 1951, £10 per year tax. This is without a doubt the finest Rolls of its type in existence today; the immaculate coachwork is finished in black and polished aluminium, and the interior in real hide. The fillets and instrument panel are in polished walnut and absolutely unmarked. The hood, side-curtains and tonneau cover are new, and an Austin rear screen is fitted. No words can do justice to the condition of this wonderful carriage. This essentially British motor car is a tribute to the craftsmen who have made Rolls-Royce "The world's finest car." Fitted f.w.b. *Price* **£525.**

ALFA-ROMEO, 1929, 1½-litre, 1,500-c.c., twin o.h.c., supercharged; 2/3-seater. New tyres, hood, etc. Alfa-red. A very fast and impressive little car. **£385.**

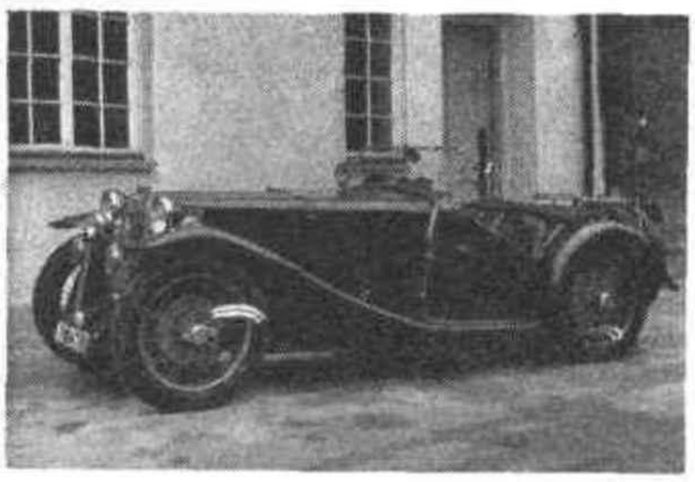
ALFA-ROMEO, 1928, 1½-litre, 1,500-c.c., twin o.h.c. D.H. coupé. Engine just completely overhauled (bills available), now being resprayed. **£285.**

BENTLEY 3-litre Red Label 4-seater tourer. Choice of five from **£300—£350.**

BENTLEY 4½-litre saloon. The coachwork and interior are unmarked and the engine highly polished. Fitted disc wheels, chrome radiator, and mechanically "spot-on." **£450.**

M.G. 18/80 Mk. II Tiger 4-seater tourer. This must be one of the finest 18/80s on the road today. The coachwork and interior are unmarked and finished in "post office" red. The hood, tonneau, hood bag and side-curtains are brand new. The engine has been rebuilt and I have bills for over £300 that has recently been spent. **£365.**

FIAT Ballila 11-h.p., 1936, 2-seater. This very potent and economical little car is fitted with outside exhaust, fold-flat screen, etc.; 33 m.p.g. **£325.**



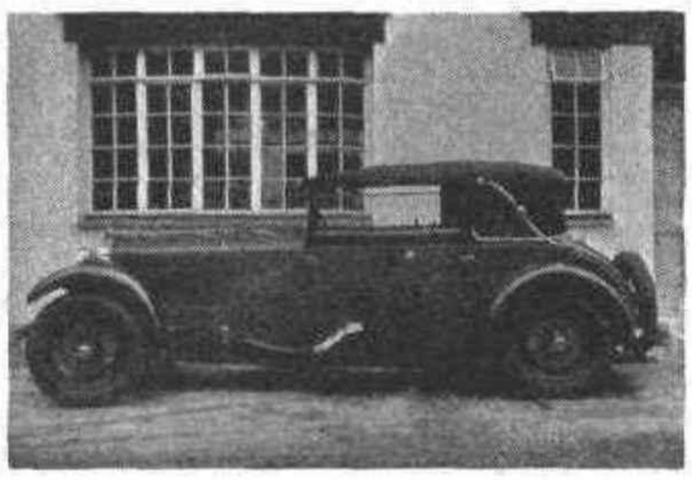
M.G. MAGNETTE L-type 2-seater. The condition and appearance of this car is faultless in every way and cannot be compared with an average "clapped-out" M.G. The engine has been rebuilt and is highly polished. The coachwork is immaculate and has been resprayed B.R.-green, and all parts rechromed. The dash and all instruments are new, and the hood, tonneau, sidescreens, likewise. Six excellent wheels and tyres, chrome luggage grid, fold-flat screen, etc.; although this car is 1933 it can be compared with any 1948 car. Over 30 m.p.g. and 65 m.p.h. in third gear. **£335.**

ALVIS 12/60 TK "Beetleback" 2/3-seater. This was the car that had the excellent *Autocar* Road Test six weeks ago, since when the car has been completely overhauled in every way from top to bottom and fitted *Scintilla magneto. Five excellent tyres, fold-flat screen, excellent hood* and curtains, and resprayed B.R.-green. **£285.**

CROSSLEY, 1935, 13-h.p., 4-door Regis sports saloon. This car is in far above average condition; the engine has just been completely rebuilt, including rebore, mains, big-ends, valve guides and springs, crank reground, etc.; Hepolite pistons, etc.; rewired, resprayed, and unmarked interior. Excellent tyres and disc wheels. This fast and economical car has done only 49,000 miles since new. **£350.**

LAGONDA 4½-litre sports saloon by Lancefield. This "Lag." has had nearly £500 spent on it at a Lagonda specialist and is in first-class condition. Fitted heater, twin horns, etc.; **£385.**

LANCHESTER 21-H.P., 1926, D.H. coupé, in polished aluminium and black coachpainred wings. The total mileage is believed to be 41,000 only, and has had two owners since new. This fine old carriage has just returned from a trouble-free tour of Africa and is a real vintage specimen which motors like a Rolls. Five new heavy-duty 6.50 by 20 tyres. **£200.**



ALFA-ROMEO, 1931, 15.9-h.p., twin o.h.c. foursome D.H. coupé, by Young of Bromley, with enclosed luggage boot. This Alfa-Romeo has just been rebuilt at a cost of £400 (bills available). The engine is as new and the coachwork faultless. Resprayed in attractive maroon and grey, rechromed, new hood, etc.; excellent tyres and many extras. **£425.**

SUNBEAM Speed Twenty, 1934, pillarless sportsman's saloon by Barker. 40,000 miles only and two owners since new. £360 has recently been spent on this car. Six excellent tyres and disc wheels. *Unmarked interior and all original tools.* **£325.**

INVICTA, 1930, 4½-litre shooting brake. A very potent form of commercial transport. £12 per year tax. **£225.**

LAGONDA 2-litre Continental sports saloon. Over £100 spent recently on the engine of this "Lag." The bodywork is **not** *in* showroom condition and really needs some golden sovereigns spending on it, hence the low price of **£225.**

ROLLS Twenty fixed head coupé, 1926. This car was the late property of a well-known titled enthusiast. Finished in yellow and black. **£450.**

ROLLS Twenty-five, 1930, shooting brake. The engine is now being completely reconditioned and the bodywork is in first-class condition. **£385.**

LEA-FRANCIS, 1929, 14-h.p. 4-seater tourer. Two owners since new and a genuine 48,000 miles only. The condition is original in every respect. The engine has just been rebored by Burtonwood, and the twin overhead cams reground. Rebuilt flywheel and new Bendix. Clutch relined; rewired. Excellent hood and screens, tonneau, etc.; new tyres. *The upholstery is perfect and the olive-green cellulose is original.* Complete with handbook, etc.; **£285.**

TALBOT 90, 1934, sportsman's saloon with built-in boot. Over £150 has just been spent on this car in the last 12 months (£65 on modified gearbox). *Here is an opportunity to obtain a quality car in 100 per* cent. all round condition at a very low price. The interior is unmarked and the front bench-seat lets down to form a bed ! ! Built-in tables and footrests, etc. The paintwork and chrome are as new. New tyres, and everything works; original tools, etc.; 62,000 miles only. **£285.**

LANCIA Lambda, 7th Series, short-chassis 4-seater torpedo tourer. Original down to the side-curtains in original envelope. Five brand new tyres and rebuilt wheels. New hood and tonneau, new battery. This car has just been vetted by the well-known Lancia specialist, who thoroughly recommends it in every way. **£350.**

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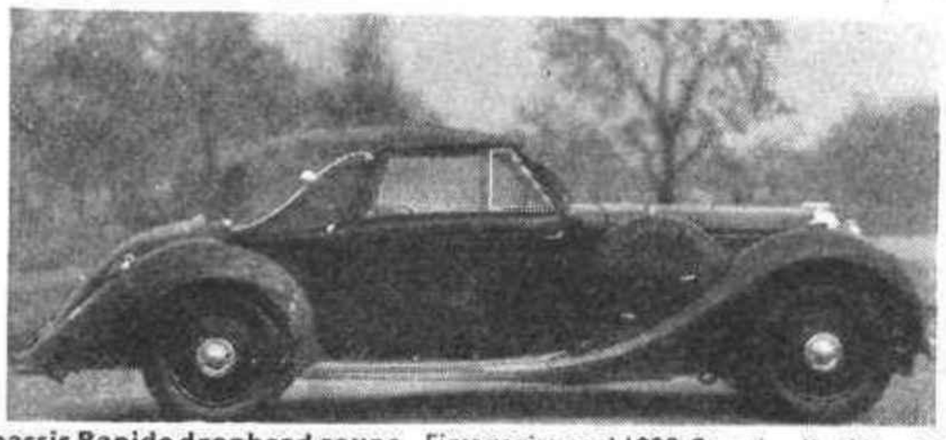
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LAGONDA V12 short-chassis Rapide drophead coupe. First registered 1938, Sanction II. Chassis No. V12/14021. Completed only 34,000 miles in the hands of virtually one owner, the Lagonda illustrated is, in all probability, the most outstanding example of this incomparable model in the country today. The colour is chocolate, the interior beige, the performance phenomenal, and the condition throughout is mint. Over 100 m.p.h. and 15.3 m.p.g. An independent engineer's report is available dated last month. A more adequate description of this Rapide is available upon application to the office. The price :

£1,525

ROVER TWELVE (1939) sun roof saloon, one owner. Resleeved, crankshaft, etc., last year (all bills). Very clean, the colour is black. The price :

£550

LAGONDA (1932) 3-litre open foursome tourer. It being next to impossible to attempt an adequate description of this 3-litre, we must content ourselves with describing this Lagonda as one of the finest vintage specimens of any type that we have ever had the pleasure of passing through our hands. The paintwork is original, the upholstery unmarked, and the hood is new, as are the batteries. The tyres are near new. To an enthusiast who seeks to acquire a real mint-conditioned 3-litre in superb mechanical fettle, this is the ultimate Lagonda. The price :

£350

TALBOT (1938) 3-litre de luxe saloon. Over £300 has recently been spent on complete reconditioning and the engine has since completed 7,000 miles. In exceptional condition, with fitted heater, H.M.V. radio, rimbellishers, water heaters, battery charger, and all mod. cons. The colour—black, interior—grey, the condition—outstanding. The price :

£550

ALFA-ROMEO 1,500-c.c. Twin o.h.c. drophead coupe by Young, of Bromley (1928). Bills for approximately £150 are available for the mechanical rebuild of this vintage Alfa. The body is somewhat rough but the hood new and the tyres good. An opportunity for the relatively impecunious to obtain a sound and fairly economical vintage Alfa. The price :

£200

LANCIA APRILIA (1937). Nominal mileage only since complete rebuild. Available the second week in April. Further details and price on application to the office.

LAGONDA 2-litre, low chassis (1930 and 1931). We offer the choice of two of these exceptionally popular vintage models. One good and one only fair. Both are open 4-seater tourers with full weather equipment.

£250 and £325

F/N.-B.M.W. (1937), Type 55, threesome drophead. A really excellent little B.M.W. in very fine condition indeed, this particular model is fitted with the late-type single carburetter manifold adaption, giving approximately 30 m.p.g. and over 70 m.p.h. A considerable amount has been spent on reconditioning the engine and gearbox comparatively recently, and we have fitted a new padded mohair hood and rebuilt the braking system throughout. The colour is maroon and the interior is cream leather, the battery new. The price :

£375

LANCIA LAMBDA, 8th Series, with 5th Series engine. Chassis shortened two feet and lowered. Martlets; 8.5 compression; six wheels. Very fast indeed, with exceptionally sporty body. We are at present negotiating for this Lancia and will be pleased to send full details and particulars to any interested enthusiasts. The price :

£450

MERCEDES-BENZ 38/250 SSK 2-seater tourer, with full weather equipment. In outstanding condition throughout. Further details of this SSK, together with an illustration, will be published in next month's issue if unsold.

ASTON-MARTIN International short-chassis (1930) 1½-litre. Mechanically fairly sound but coachwork requires a fair amount of attention.

£225

During the current month we are expecting an **ASTON (1934) LE MANS long-chassis tourer,** another **RILEY BROOKLANDS,** an **S.S.100 (1937) JAGUAR** in very fine fettle, and another bevy of **2-litre LAGONDAS** in the lower price category. **A most exceptional close-coupled 20/25 ROLLS owner-driver saloon by Hooper** will also be arriving early in the month, and this again will be very reasonably priced.

In the event of readers not seeing the vehicle they require in our advertisements, perhaps they would be good enough to inform us of their specific requirements, when we will immediately advise them of anything which comes to hand.

WE WILL BE PLEASED TO ACT ON BEHALF OF ANY INQUIRERS REQUIRING SPECIFIC MODELS, EITHER IN GREAT BRITAIN, U.S.A., OR ELSEWHERE. A POSTCARD OR TELEPHONE CALL TO THE OFFICE WILL ENSURE A PROMPT REPLY

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All Vehicles and Accessories are offered subject to being unsold unless otherwise stated. *E. & O. E.*

FOR SALE—*continued*

JAGUAR 3½-LITRE S.S.100. Recent engine overhaul. New battery, brakes, king-pins. Reasonable offer accepted. Spares: Roots blower, M.G. TA steering column and wheel, home sprayer. D. Petty, Peacewold, Lyminster, Littlehampton, Sussex. Tel.: Arundel 2144. [689

750 AUSTIN SPECIAL, 2-seater bench. Complete engine overhaul. Wide front axle, Ford rear wheels. Outside exhaust. Nearest offer £95. Tel.: Victoria 4180 (evenings). [690

M.G. J2. One owner since 1940. £200, or exchange 4-seater saloon. 65, Brookmead Way, Orpington. [691

ALVIS, 1938, 12/70 saloon. Good condition. Recent overhaul. Williams, Kelmscott, Twyncyn, Dinas Powis, Glam. [692

AUSTIN SEVEN magneto ignition engine complete, cheap. Simmonds, 3, Scarsdale Avenue, Allestree, Derby. [693

RILEY NINE MONACO saloon. Good all round condition. Potent. £79. Seymour, Tel.: Tudor 7899. [694

ZEISS HEADLAMPS, 12-in., mirror glass reflectors, special lenses, 1,000-ft. beam, suit Bentley, Lagonda. Pair Bosch horns. Supercharger. Payne, 9, Tanners Hill Gardens, Hythe, Kent. Tel.: Hythe 6207. [695

SPARES, EX-MORRIS EIGHT, 1938. Complete engine and gearbox with all accessories, ready to run; front and rear axle; prop.-shaft; springs; steering column and box; Lockheed assembly; two wire wheels with good tyres; two van doors complete. Also Riley Nine front axle. Offers. Eades, 153, Middleton Hall Road, Birmingham, 30. [796

FIAT 500. Very special D.H. coupé, black and steel-dust. Twin S.U.s, balanced crank and rods, Martlet pistons; enlarged ports and KE 965 valves. Fram cleaner, oilcoil, thermometer, ammeter, Newton shockers, drilled road wheels. Winner, Goodwood Sports-car Handicap and two Concours. Over 70 m.p.h. and 44 m.p.g. Quite perfect condition. £550. Lancaster Motors, 59, Lancaster Mews, W.2. Tel.: Ambassador 5127. [797

ALLARD. 1949 2-seater, silver-grey, red leather, showroom condition. H.C. heads, twin Solex, single carburetter fitted at present; 22 m.p.g. Mileage 20,000. New tyres, battery. Regularly maintained by Allard Distributors, whole car in superb order. £675. 83, Robin Hood Lane, Birmingham. [798

£18—FIAT FRONT SUSPENSION complete. £8 10s. each, respoked pair Riley 5-stud wheels and new 450 by 19 tyres. £10. Roots-type supercharger. £2, 1935 Austin "A" frame. £30, special underslung chassis frame, suitable 1½/2-litre engine, complete with front and back axles (Frazer-Nash/Daimler), suspension and steering. £25, racing Beardmore engine/gearbox, condition as new, or exchange Ford engine/gearbox. 25, Clieveden Road, Thorpe Bay, Essex. [799

1929 ALFA-ROMEO 1,500 coupé, coachbuilt by Young. A really distinctive performance car with unequalled comfort; very economical. Maintained to perfection by Alfa specialists for fastidious owner, who has spent over £175 in recent months. £425. Please telephone: Wallington 2412. [800

ARNOTT BLOWER, S.U. carburetter, and fittings, Ford Ten. Little used. £48. N. Cole, Brimshott Farm, Chobham, near Woking, Surrey. Tel.: Chobham 34. [801

RED LABEL BENTLEY SPEED MODEL open 2/3-seater. Nearing completion after 600 hours' work, complete overhaul and rebuild. Crank reground, new mains, big-ends, small-ends, etc. All worn parts renewed. Selling usual family reasons. Seen Shrewsbury area by appointment. Price £320. F/Lt. Lilley, R.A.F., Shawbury, Shrewsbury. [802

1934 RILEY 12/6 sports saloon. Mechanically overhauled 600 miles back. Tyres good. Nearest £160. Offers invited for 1929 Armstrong-Siddeley handbook. McClelland, Manor Farm, Studham, Dunstable, Beds. Tel.: Whipsnade 248. [803

1933 LANCHESTER 18-H.P. complete chassis, in running order, with partially built 4-seater body in ash and aluminium. No time to complete. £50. North Corner, Tangmere. [804

MONTLHERY C-TYPE M.G. In very good mechanical and body condition, with weather equipment and many extras. Nearest 237 gns. 8, Herbert Road, Solihull, Birmingham. Tel.: Solihull 0404. [805

B.S.A. SCOUT 2-seater, Series II, August, 1939. Black and red. Reconditioned carburetter, new hood and sidescreens. 41,000 miles. £375. Bolt, 25, Marley Square, Bristol, 7. [806

TERRAPLANE, 1934 (Feb.) 28-H.P. 4/5-seater open sports. Front axle, off-side wing and wheel damaged in accident. Offers to LeFeuvre, Links Cottage, Harpenden, Herts. [807

NA TYPE M.G. MAGNETTE, mechanically perfect, body condition very fair, tyres very good. Property of engineer. £250. Andrews, "The Abbotts," All Saints Road, Cheltenham. [808

ALVIS SPEED TWENTY Charlesworth saloon. 1934/35. Good condition. £200, or exchange lower h.p. open car. Tel.: Acorn 4754, after 8 p.m. [812

FOR SALE—*continued*

MORRIS MINOR chassis. Raised compression, Aero valve springs, 4-speed remote control gearbox, Lockheed brakes, spring steering wheel. £70. Yew Cottage, Ashton, Bishops Waltham, Hants. [809

ASTON-MARTIN LE MANS, AMD 333, ex-Gordon Sutherland, ex-Morris Goodall. New tyres and tonneau, engine rebuilt, undershield, bodywork good, with valuable spares. £395. Doust, 19, Albion Road, Birmingham, 11. [811

VAUXHALL 14/6 coupé, 1934; 28 m.p.g. Good condition. Convertible to brake. Only £125. "Elmcroft," Picts Lane, Princes Risborough, Bucks. [813

£140 O.N.O.—14-H.P. SUNBEAM 2-seater sports. Hood, sidescreens. Recent complete overhaul. 26 m.p.g. Taxed, insured. Lloyd, Bays Hill, Llandilo. [814

B.S.A. SCOUT 2-seater, Series 4 prototype, registered December, 1934; mileage believed 60,000. Complete mechanical overhaul last 5,000. Fast; 39 m.p.g. Many spares. Nearest £195. 5, Burnham Road, Westcott, Aylesbury, Bucks. [815

AUSTIN SEVEN 1930 sports. Boyd-Carpenter body; four speeds; weight 7¼; lowered; new tyres, battery, linings, etc. Present owner 6,000 miles, 11 years. 72, Walpole Road, London, E.18. Tel.: Buckhurst 7550. [816

ROLLS-ROYCE chassis, 1924 model Silver Ghost. Four-wheel brakes, straight-sided tyres, complete with bonnet. Needs wiring, towable. £47 10s., buyer collects. Course & Beacham, Malvern Road, Southampton. Tel.: Southampton 716271. [817

"THE MOTOR," 1940 to 1951. Two rear Marendaz new springs; quantity magnetos and spares, including Bosch ZU4, Marelli, etc. 710 by 90 tyre offers, must be sold, buyers collect. 116, Raddlebarn Road, Birmingham, 29. [787

LAGONDA 2-litre, 1931. 12,000 miles since major overhaul. £275, or exchange small saloon. Box No. 4180, MOTOR SPORT, 15, City Road, E.C.1. [818

ALFA-ROMEO 1,750 c.c. supercharged sports 2-seater in excellent condition. Recently resprayed. New tyres and battery. Hardly used since 1939. Details from: Box No. 4181, MOTOR SPORT, 15, City Road, E.C.1. [819

FIVE DUNLOP FORTS AND TUBES, 5.50 by 16. Nearly new. Best offer. Box No. 4182, MOTOR SPORT, 15, City Road, E.C.1. [820

BENTLEY A-TYPE GEARBOX, £12. Speed Six half shaft and wheel bearing, £6 10s. Pair pre-war 12v Mellotone horns, complete, £8. Box No. 4183, MOTOR SPORT, 15, City Road, E.C.1. [821

TALBOT 105 green drophead by James Young. Laid-up 9 years. 1951 new radiator, rebore, new hood, etc. Seven tyres; 20/25 m.p.g. £385. Box No. 4185, MOTOR SPORT, 15, City Road, E.C.1. [823

H.R.G. 1500. Registered November, 1948; 26,000 miles and in perfect condition. Nearest offer to £800. Box No. 4186, MOTOR SPORT, 15, City Road, E.C.1. [824

BENTLEY 6½ four light sports saloon. Perfect condition throughout, including six excellent tyres. This machine has had several hundred pounds spent upon it, and is equipped with Grebel headlamps, twin horns, sports coil, twin S.U. manifold, and numerous extras. With 15 m.p.g. and £12 10s. tax, this car presents an excellent opportunity for a Bentley enthusiast to purchase a truly delightful and imposing vehicle at its pre Budget price of £345. No offers, seen London, or photos on request. Box No. 4187, MOTOR SPORT, 15, City Road, E.C.1. [825

RILEY FALCON TWELVE. Rebore 30 thou. only. steering, brakes, tyres perfect. Excellent appearance and interior. Exceptional car. £325. Box No. 4188, MOTOR SPORT, 15, City Road, E.C.1. [826

BENTLEY RED LABEL 3-litre tourer by V.D.P., short chassis model. £395, or nearest. Box No. 4189, MOTOR SPORT, 15, City Road, E.C.1. [827

1½-LITRE SINGER LE MANS, 1937, special speed model 2-seater. Three S.U.s, Scintilla Vertex. Outside exhaust. Excellent condition. £365. Box No. 4190, MOTOR SPORT, 15, City Road, E.C.1. [828

HOTCHKISS. Paris-Nice 4-seater drophead, September, 1936, reputed Olympia Show model. Completely overhauled, engine, gearbox, transmission, suspension, etc. New battery, king-pins, exhaust system, etc. Over £200 spent recently. An outstanding example of the famous fast and comfortable marque. Seen London. £345 cash for quick sale. Box No. 4191, MOTOR SPORT, 15, City Road, E.C.1. [829

JAGUAR. 1939, 3½-litre drophead coupé in truly post-war condition. Over £200 spent on new hood, re-spray, engine and brakes in last four months. Not yet run-in. £695. Box No. 4193, MOTOR SPORT, 15, City Road, E.C.1. [831

LEA-FRANCIS 12-h.p. vintage, 1926, drophead coupé. Four wheel brakes. Well base rims. Clean, sound 30 m.p.g. Taxed, insured. £75, or level exchange for 7 to 9-h.p. Any type or make. Box No. 4198, MOTOR SPORT, 15, City Road, E.C.1. [836

FOR SALE—*continued*

RILEY KESTREL FIFTEEN, 1935; 53,000 miles. Beautiful condition. £325. Larger car required. Box. No. 4234, MOTOR SPORT, 15, City Road, E.C.1. [833

AUGUSTA LANCIA, 1936. The ideal car in perfect condition. £345, or near. Box No. 4195, MOTOR SPORT, 15, City Road, E.C.1. [833

HOT ROD CHASSIS, new gearbox, reconditioned engine, etc. Square rad Morris engine gearbox. Box No. 4196, MOTOR SPORT, 15, City Road, E.C.1. [834

ZIP-TONNEAU for 1937 M.G. TA. Also new Firestone remould 475 by 18. £5. Will separate. Box No. 4197, MOTOR SPORT, 15, City Road, E.C.1. [835

1934 SINGER 2-litre. Nearest £135, or exchange smaller car. Good running order, lively, re-wired, green/black. Box No. 4199, MOTOR SPORT, 15, City Road, E.C.1. [645

SUNBEAM SIXTEEN fixed-head coach built sports coupé, 1930. In first-class condition. £150. Box No. 4200, MOTOR SPORT, 15, City Road, E.C.1. [646

ALFA ROMEO s/c. 1,750-c.c. Zagato. Immaculate. Black bodywork throughout. Twin chromed horns, American chromed spotlight. New mohair hood and specially built sidescreens. First registered 1937. Speedometer under 30,000. Paintwork unscratched. All leather (red crocodile) excellent. New tyres. Maintained by Alfa specialists. Perfect steering and braking. Superb acceleration. A car for one who appreciates fine workmanship on a body powered by a beautiful engine. Owner is starting a family and must have three seats, and is genuinely now "forced to sell." Offers over £600. Box No. 4201, MOTOR SPORT, 15, City Road, E.C.1. [647

SUNBEAM 23.8-h.p. fixed head coupé, 1932. Excellent mechanical condition; 17 m.p.g. Andre telecontrol shock absorbers. Genuine 80 m.p.h. P.100 headlamps. Bodywork good. Very reliable. Ideal car for the enthusiast. £225. Box No. 4202, MOTOR SPORT, 15, City Road, E.C.1. [837

NEW B.M.W. ENGINE. Type 40 1½-litre six-cylinders 1,490 c.c. High lift camshaft and large capacity sump. Offers wanted. Box No. 4204, MOTOR SPORT, 15, City Road, E.C.1. [839

DELAGE eight-cylinder complete chassis; Railton Powerdome complete chassis after entire overhaul; Centric supercharger with complete installation new for sale. Box No. 4205, MOTOR SPORT, 15, City Road, E.C.1. [[840

SINGER TWELVE sports complete chassis; Singer Eight engine; Rover freewheel gearbox; J.A.P. 750 s.v. twin for sale. Box No. 4206, MOTOR SPORT, 15, City Road, E.C.1. [841

LAGONDA 16/80, 1934, 4-seater tourer. Mechanical condition and appearance good. £435. Box No. 4212, MOTOR SPORT, 15, City Road, E.C.1. [843

JOHN BLAND, Talbot Specialist, can supply water pump parts and complete water pumps; flexible, one-shot oil pipes, gaskets, ignition parts for all models. Terry valve springs for "75" only. Many other parts, new and secondhand. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612 [844

FOUR GOOD 895 BY 135 B.E. TYRES and tubes, £3 10s. each. One pair brass 6½-in. Rushmore searchlights, acetylene, £5 10s. pair. One Riley 19-in. 42-hub wheel, £3 10s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [845

ALFA-ROMEO 22/90, 2.3-litre, special series foursome tourer, £10 tax. Exchange/sell, £250 o.n.o. Details from 1, St. Dunstan's Gardens, London, W.3. [846

RILEY NINE, 1933, MONACO saloon. 10,000 miles since rebore, crank ground; h.c. pistons. £100 spent, bills available. Tyres, batteries, good. Wipac filter; 37 m.p.g.; uses little oil. Decoked; very lively. Interior excellent. £245 o.n.o. Owner buying tourer. D. Richards, 24, Newland Road, Banbury, Oxfordshire. [847

SPECIAL: Basically 1½-litre Singer Le Mans, completely rebuilt with 30-h.p. Ford V8 engine, gearbox, etc.; chassis reinforced; all new Oxboro tyres—rears 6.50 by 16, two spares. Very potent motor, particularly suitable for hill-climbs and sprints. Tax £10. Photograph on application. £300 or near offer. Consider Ford Ten, Dellow type, 2-seater in exchange. J. R. Bradford, 85, Warwick Road, Bishop's Stortford, Herts. Tel.: Bishop's Stortford 335. [848

FORD V8, 1937. Recent engine overhaul. Good brakes, bodywork. Excellent tyres, steering. New clutch, Exide battery. Interior fair only. Sell £245, or exchange open 4-seater. Seen near Wimbledon. Tel.: Derwent 8360. [849

£60—M.G. M-TYPE, excellent engine, tyres. Body stripped for rebuilding, but owing to emigration forced to sell before completed. Porteous, Snower Hill House, Betchworth, Surrey. [851

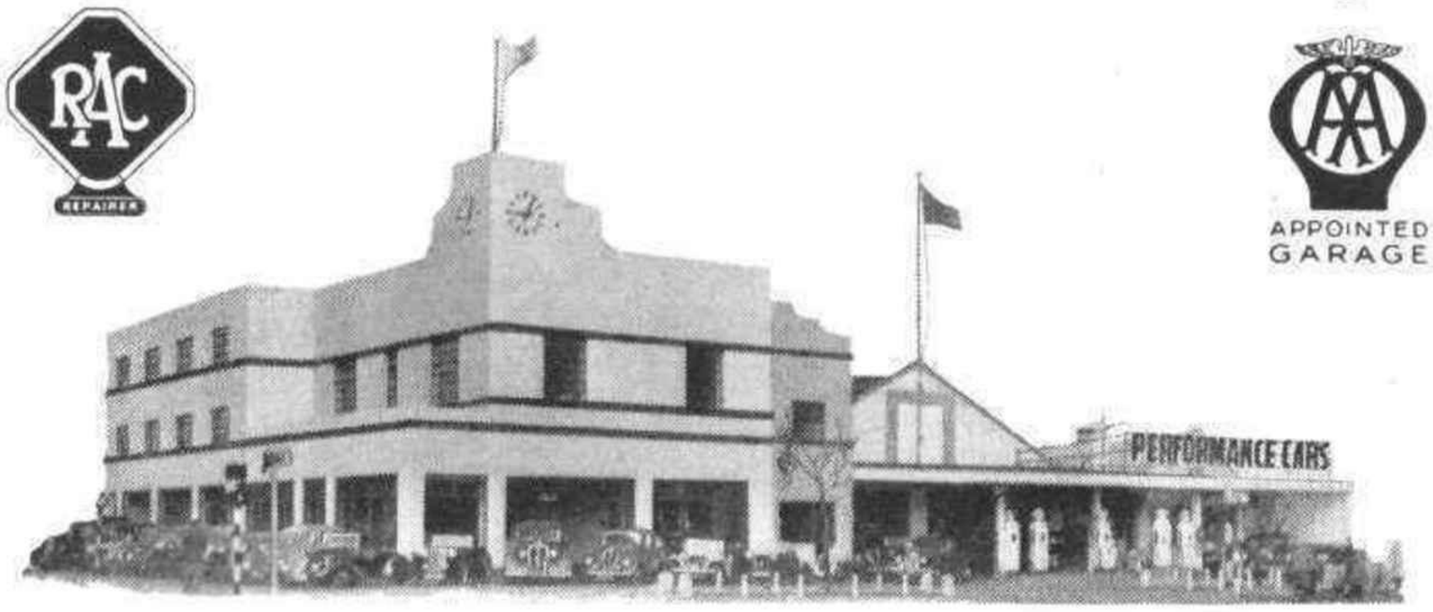
1924 BENTLEY 3-LITRE BLUE LABEL open 4-seater. Chassis specially shortened to 9 ft. 8½ in. wheelbase. In very good and original condition with everything working. New hood and battery. 23 m.p.g. Taxed. Offers to Garland, Frog Mill Inn, Shipton, Andoversford, Glos. Tel.: Andoversford 237. [852

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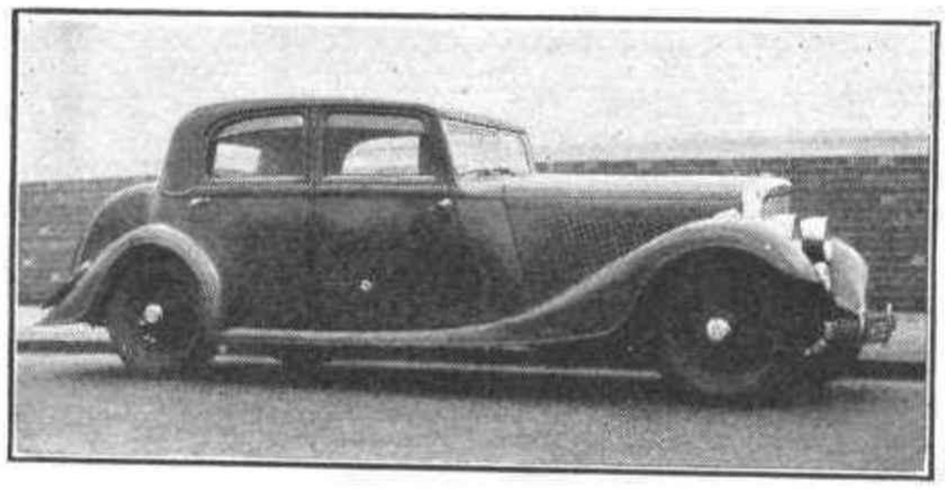
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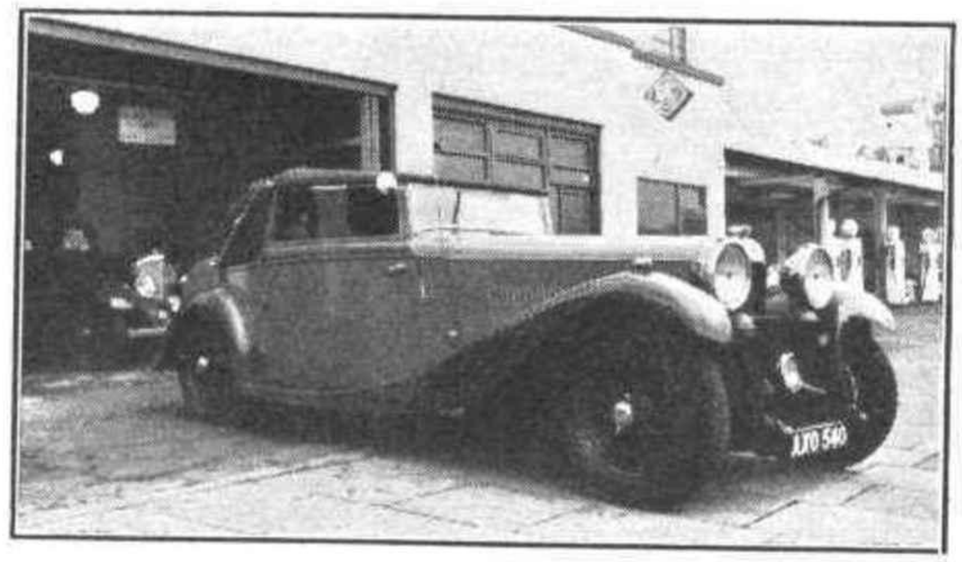
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1949 **Allard** D.H. foursome, black with red hide upholstery £725
1950 **Allard** J2, mileage 1,250, one owner, specimen car £1,100
1951 **Allard** J2 chassis, unused £500
1934 **Alvis** Crested Eagle 20-h.p. saloon £145
1934 **Austin** 10-h.p. saloon, sound old runner, blue £135
1934 **Austin** Seven 2-seater, outstanding condition £145
1936 **Austin** 18-h.p. York saloon, fold-flat occasionals £225
1935 **Austin** 10-h.p. cabriolet, 4-seater £235
1937 **Austin** 12-h.p. saloon, black £295
1937 **Austin** 16-h.p. convertible saloon, specimen £325
1926 **Bentley** Red Label 3-litre, Gurney Nutting saloon, T.T. chassis, very sound £250
1925 **Bentley** Red Label 3-litre, Vanden Plas tourer, black £265
1925 **Bentley** Blue Label 3-litre, Gurney Nutting tourer £265
1930 **Bentley** 4½-litre tourer, fitted S.S. Series 100-m.p.h. 3-litre engine £345
1931 **Bentley** 4½-litre " blower " Vanden Plas tourer. Rebuilt throughout by fastidious owner at cost of £600 ... ... £495
1936 **Bentley** 3½-litre sports saloon by Van Vooren, ride control. £10 tax £925
1936 **Brough Superior** 30-h.p. D.H. foursome, spotless £395
1936 **Chrysler** 24-h.p. utility £175
1935 **Delage** 2½-litre, Type D8.15, streamlined saloon by Fernandez et Darrin. Four S.U.s, Scintilla, beautiful condition ... £325
1933 **Ford** 8-h.p. 4-door saloon, black £195
1937 **Ford** V8, 30 h.p., Model 78, saloon, black £185
1939 **Ford** V8, Model 81A, convertible saloon, L.H.D., spotless ... £265
1938 **Frazer-Nash-B.M.W.**, Type 45, cabriolet £325
1937 **Hotchkiss** Paris-Nice, 3½-litre, D.H. foursome, new hood, perfect specimen of this famous marque £625
1940 **Hillman** Minx saloon, spotless £475
1936 **Jaguar** 2½-litre sports saloon, runs well, coachwork poor ... £145
1936 **Jaguar** 2½-litre saloon, requires repaint £175
1948 **Jeep** shooting brake £275
1935 **Lagonda** 4½-litre Rapide chassis £175
1933 **M.G.** Magna 4-seater, green £185
1933 **M.G.** J1 tourer £145
1935 **M.G.** KN Magnette saloon, cream £195
1933 **M.G.** 8-h.p. J2 2-seater, blue £205
1933 **M.G.** 8-h.p. J2 2-seater, red £215
1933 **M.G.** J2 2-seater, red £225
1934 **M.G.** PA 8-h.p. 4-seater, red £265
1936 **M.G.** NA Magnette 2-seater £275
M.G. R-type " 750," reputed ex-Campbell. Rebuilt and unused. ... ... Reduced to £450
1934 **Mercedes-Benz**, Type 370, D.H. coupe, extremely attractive lines, spotless black, with cream hide upholstery £495
1936 **Morris** 18-h.p. saloon, black and green £165
1937 **Morris** 8-h.p. saloon, low mileage, specimen £295
1930 **Packard** Super Eight, 7-seater limousine, reconditioned engine £125
1936 **Riley** Falcon 15/6 saloon, black £275
1950 (Aug.) **Riley** 2½-litre roadster, 18,000 miles, green. One owner £1,450
1934 **Railton** 30-h.p. saloon, fitted large Marshalls and twin Noteks £175
1934 **Railton** 30-h.p. streamlined coupe by Berkeley, spotless ... £195
1924 **Rolls-Royce** 40/50 ex-bullion van, beautiful condition, P.100s, etc. £95
1926 **Rolls-Royce** Twenty close-coupled, owner-driver saloon by Cooper £245
1928 **Rolls-Royce** Twenty close-coupled, owner-driver saloon by Hooper £355





1933 **Rolls-Royce** 40/50 Phantom II, fitted late close-coupled limousine body with large boot by Thrupp & Maberley, unsuitable hire-work, unused occasionals, splendid condition £575
1939 **Rover** 12-h.p. saloon £525
1935 **S.S.1** 20-h.p. D.H. foursome, attractive car, original paint ... £195
1935 **Singer** 9-h.p. coupe £185
1936 **Singer** 9-h.p. Bantam saloon, spotless black and maroon ... £225
1936 **Singer** 9-h.p. Le Mans 2-seater, slab tank, twin carburetters, Scintilla Vertex, twin spares £265
1937 **Talbot** 75, 18-h.p., saloon. Manual box, checked throughout £275
1939 **Triumph** Dolomite Tickford coupe, black £450
1947 **Triumph** 1,800 roadster, 30,000 miles £725
1939 **Vauxhall** Ten saloon, low mileage, spotless £425
1938 **Willys** 16-h.p. fixed-head coupe £250
1932 **Wolseley** Hornet Special, 12 h.p., 4-seater £125
1940 **Riley**, Nuffield 4½-litre, Sports Saloon, one owner, original inside, in grey primer finish to customer's choice £495
1937 **Wolseley** 14-h.p. saloon. One owner. Black and green ... £365
1939 **Wolseley** 14-h.p. saloon. Meticulously maintained, one owner £535
1934 **Lagonda** 16/80 roadster by Vanden Plas, spotless dove-grey ... £335
1936 **A.C.** 2-litre, 16 h.p., drophead coupe £325
1935 **M.G.** 8-h.p. PA 2-seater £295
1938 **Morris** Eight saloon, grey £295
1930 **Bentley** 4½-litre tourer by Vanden Plas, Speed Six drums ... £345
1929 **Rolls-Royce** 40/50 Phantom I, close-coupled limousine ... £225
1933 **Lagonda** 16/80 convertible saloon £225
1939 Series III **Wolseley** Fourteen saloon, black £445
1939 **Ford** V8, 91A, converted truck. Ideal for special builders. The right brakes and steering! £75

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FOR SALE—*continued*

£85, OR NEAR OFFER. Wolseley Hornet Daytona Special closed foursome, 1934. Little attention needed. Suit impecunious family enthusiast. Full details: Box No. 4220, MOTOR SPORT, 15, City Road, E.C.1. [938

RILEY KESTREL 1½-litre saloon, six-light, August, 1937. Attractive car. Mechanically perfect. Four new tyres and many extras. £425. No offers. No dealers. Box No. 4223, MOTOR SPORT, 15, City Road, E.C.1. [941

H.R.G., 1949, "1,100." Absolutely as new. Original tyres. Twin spares unused. Ill health compels sale. £875. Box No. 4224, MOTOR SPORT, 15, City Road, E.C.1. [942

EXCHANGE. Citroen Light Fifteen. Sliding head. 22,300 miles. Very sound for 1½ M.G. saloon. Might consider Morris Minor Jarvis coupé. Cash either way if required. Box No. 4225, MOTOR SPORT, 15, City Road, E.C.1. [943

7C2 CITROEN TWELVE. Registered August, 1938. Genuine 1947 engine; 30 m.p.g. Minor repairs to wings and starter ring needed. £350. Box No. 4226, MOTOR SPORT, 15, City Road, E.C.1. [944

1926 10-h.p. SINGER SALOON. Good condition. £95 or offers. Box No. 4228, MOTOR SPORT, 15, City Road, E.C.1. [946

LAGONDA 1936 LG45. Immaculate externally and internally, recent works mechanical rebuild, as photographed page 596, MOTOR SPORT, December, 1951. 2,000 miles only with present owner and sold only because new one arrived. £650. Healey Mouldings Ltd., West Bromwich Road, Walsall. Tel.: Walsall 6411. [947

H.R.G. 1,100 c.c., first registered August, 1948; genuine mileage, 10,000. Faultless condition throughout. Any inspection. Nearest £900. Wells, 29, Somerville Road, Sutton Coldfield, Warwickshire. Tel.: Sutton 3407. [948

2-LITRE O.M. sports 2-seater, supercharged model but now running on twin carburetters. This car is in really beautiful condition throughout, and has attractive coachwork finished in Alfa-red with chrome waist line. Photo and full particulars to anyone really interested. Offers around £375, original cost £1,250. Long, 2, Lawrence Avenue, Cowplain, Hants. [949

ROLLS-ROYCE tourer, 20 h.p. One owner 25 years. Quite original. £300. Write, details: 114, Gloucester Road North, Filton, Bristol. [950

1926 BENTLEY 3-LITRE RED LABEL. Engine reconditioned by Bentley expert. New hood, tonneau, tyres. Body by Park Ward. "A" box. £350. 71, Binley Road, Coventry. [951

RILEY 1½-LITRE KESTREL, 1935; new battery and tyres; Special series engine; taxed; body requires slight repairs; £210, smaller car part exchange. Austin 12/4 van, coachbuilt body, in very good condition; taxed; nearest £125. Watkins, 2, Coniston Road, Tettenhall. Tel.: Wolverhampton 51838. [952

£85, NEAREST.—Austin 12/4 2-seater tourer, with dickey. December, 1933. Fast; good tyres, engine, hood; taxed. Any saloon part or full exchange. Formerly advertised £120. 19a, Alfred Road, London, W.3. [972

126 COPIES OF "MOTOR SPORT," from 1934 to 1948. Details on request. E. Hyde, Craigmore, Colne. [953

ALVIS SPEED TWENTY, 1934, Charlesworth saloon. Engine overhauled, nearly new tyres. Oil, 900 m.p.g. Petrol, 20 m.p.g. P.100s, heater. Good general condition all round. £265. Greenhalgh, 20, Beaufort Road, Bristol, 8. [954

AUSTIN SEVEN open 2-seater, 1929. Distributor-type engine. Runner. £45. Trevor Johnson, Terrington St. Clement, near King's Lynn. [955

BENTLEY 4½-LITRE drophead coupé, wind-up windows, 1928. Two spare wheels with new tyres, other four good; new battery, complete new exhaust system, recent overhaul; excellent condition throughout internally and externally. Price £350. Polack, Tel.: Sloane 3622, or write: Flat 21, 99, Sloane Street, London, S.W.1. No callers without appointment. [956

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HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [958

AUSTIN GREYHOUND sports saloon, 15.9 h.p. Five good tyres. £200. Tel.: Gulliver 2422. [959

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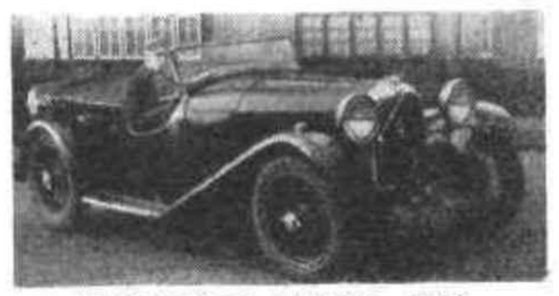
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J2 M.G., P-type body, excellent condition. Just recellulosed, upholstered, new hood, side-screens, etc. £265, near offer. Tel.: Park Street 3170 (evenings). [971

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FRONT WINGS suit Bentley 3-litre V.D.P. Also rear axle front casing. Hutton-Wilson, Lynton Road, Ambergate, Derbyshire. [439

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M.G. MAGNETTE engine N.A. or any other 1287 c.c. series. Box No. 4134, MOTOR SPORT, 15, City Road, E.C.1. [482

RILEY NINE saloon. About £175-£200. Fair condition. Lowe, May Lane, Hollywood, Birmingham. [461

MAGNA, 1932, M.G. chassis or chassis and body required, with or without fittings. 84, Woodland Way, London, N.21. [462

M.G., PA OR PB 2-seater. 60, Redbridge Lane, Ilford, Essex. Tel.: Wanstead 6039. [463

PAIR STEEL BRAKE DRUMS, alloy ribbed, for 8-in. by 1¼-in. shoes. Linscott, 75, Relton Avenue, Newcastle-on-Tyne. [464

SINGER NINE CRANKSHAFT wanted, 1934, Le Mans. Macbeth, 132, Coombe Road, Brighton, Sussex. [466

RILEY 16-H.P. KESTREL, 12-h.p. Kestrel Sprite, or Kestrel saloon. Sound bodywork essential. Full details, please. Ford, 3, Lampton Court, Lampton Road, Hounslow. [468

WANTED FOR SPARE 1½-litre 2 O.H.C. six-cylinder Blackburn engine from 1934 T.T. replica Frazer-Nash; 1 alloy or No. 6 steel con.-rod. Potts, Queens' College, Cambridge. [469

INVICTA 4½-LITRE low chassis, Lagonda, Aston-Martin or T.T. Nash. Armfast, 18, Walpole Street, Chelsea. [470

RILEY NINE TWIN MANIFOLD (3 stud), S.U.s, low radiator. 32, Barn Lane, Birmingham, 14. [471

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FIVE 500 BY 18 EASY-CLEAN WHEELS for Morris 1939 12-h.p. 10-cwt. Van. L. Baggott, Keepers Cottage, Ockeridge, Wichenford, Worcestershire. [473

FRAZER-NASH 10 in. rear brake drum and Boulogne radiator. Nunn, High Barn, Cobham, Surrey. [474

BODY SUITABLE FOR 2-litre Lagonda speed model. Hunter, 15, Uplands Road, Darlington. [475

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1929 SUNBEAM 20.9 block 75 m/m plus .035. Complete engine considered if block sound. Box No. 4237, MOTOR SPORT, 15, City Road, E.C.1. [478

AUSTIN SEVEN 1930 bonnet and 30/40 wings required. Schofield, 20, Cambridge Road, Carshalton, Surrey. Tel.: Vigilant 7773. [479

AUSTIN NIPPY crankshaft; big-end journals measuring 1½-in. diameter. Eastcote, Broad Lane, Hockley Heath, Warwicks. [480

STEERING BOX and column for PA type M.G. Also instruction book. List of any other spares. Dunn, 12, Infirmary Road, Workington, Cumberland. [488

LEA-FRANCIS 12/40, about 1930, condition immaterial but good open body essential. Box No. 4146, MOTOR SPORT, 15, City Road, E.C.1. [493

RAPIER 4-seater or saloon. Near London. Repairs undertaken. Box No. 4150, MOTOR SPORT, 15, City Road, E.C.1. [497

519 MODEL FIAT: Will the gentleman who has engines of this model for sale, or anyone knowing his address, please contact Box No. 4159, MOTOR SPORT, 15, City Road, E.C.1., or Tel.: Weybridge 43. [506

FOUR-SEATER SPORTS CAR. Preferably one to be seen in Yorkshire. Box No. 4161, MOTOR SPORT, 15, City Road, E.C.1. [508

SQUIRE 1½-LITRE urgently wanted by enthusiast, any condition, good or bad. Details to Box No. 4169, MOTOR SPORT, 15, City Road, E.C.1. [593

FOR AUSTIN "12/4," 1926, tourer. Side curtains or frames, starting handle, instruction book, hood or frame, screen. See "For Sale." **Malden,** Wendlebury, Bicester. [922



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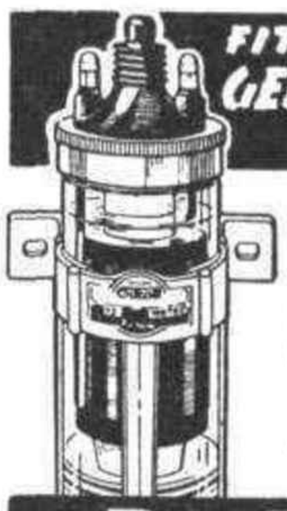
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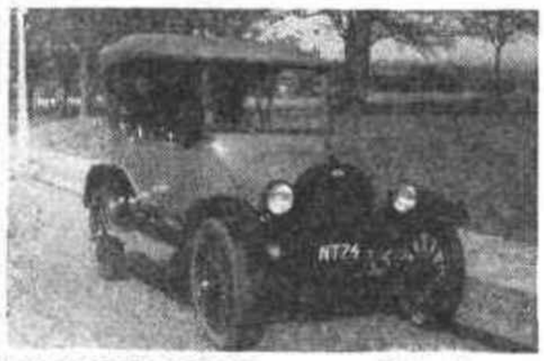
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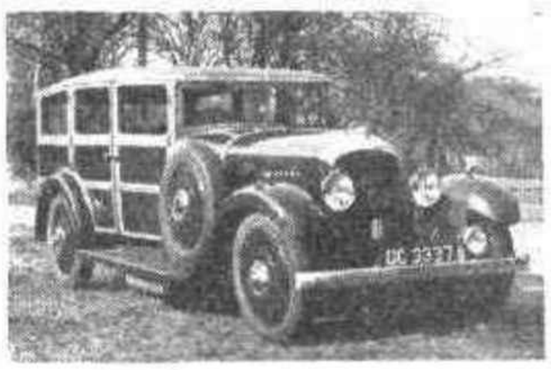
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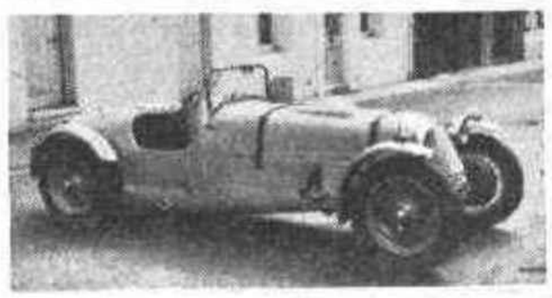
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HUMBER NINE—WANTED, DYNAMOTOR in good condition for 1928 Humber Nine. Box No. 4192, MOTOR SPORT, 15, City Road, E.C.1. [596

INVICTA saloon, 12 h.p., preferably supercharged. Box No. 4173, MOTOR SPORT, 15, City Road, E.C.1. [597

BUGATTI ENTHUSIAST wishes to buy one of these cars and would like details of any type that may be for sale. Fullest information please. Box No. 4175, MOTOR SPORT, 15, City Road, E.C.1. [599

AUSTIN SEVEN required, or similar. Engine and bodywork unimportant providing remainder in good "nick." Any age, up to £25 available. Someone please take pity. Box No. 4208, MOTOR SPORT, 15, City Road, E.C.1. [582

HANDBOOK FOR 2-LITRE M.G., 1938. 12, Midway, Walton-on-Thames. Tel.: Walton-on-Thames 2133. [583

"MOTOR SPORT," January, 1940, wanted. Hustwit, 40, The Lane, Alwoodley Park, Leeds. [584

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HOOD AND SCREENS for 1924 80/98 Vauxhall 4-seater. Condition immaterial provided repairable or provide pattern for new set. Douglas-Reid, 41, George Square, Edinburgh, 8. [588

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ANY MAKE OF GOOD CAR not above 16 h.p. in exchange for 30-ft. cruiser motor boat fitted with Chrysler Crown engine. Clarke, Wainsford Common, Lymington. Tel.: Lymington 5. [590

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EIGHT-LITRE BENTLEY ENGINE complete with all auxiliaries, manifolds, etc. Give engine number when replying. Morgan, 22, Devonshire Road, Birmingham, 20. [640

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GENUINE DUAL PURPOSE Aero screens for S.S. Jaguar, 1939, 3½-litre. Verrechira, 7, Derby Street, Glasgow, C.3. [642

FORD EIGHT CHASSIS 38 or later. 14, Dartford, Urmston, Manchester. [643

SEVEN-SEATER CAR wanted. Leather interior, good bodywork. Mechanical condition immaterial. 116, Raddlebarn Road, Birmingham, 29. [787

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SET TELECONTROLS or similar shock-absorbers, must be perfect. Box No. 4231, MOTOR SPORT, 15, City Road, E.C.1. [718

TWO BEADED RIMS, 26 by 2¼. One tyre and rim, 26 by 3. Any spares for A.C. Sociable, restoring, especially body fittings. Correspondence invited. Mathews, 29, Victoria Arcade, Southend, Essex. [723

875 BY 105 B.E. TYRES and tubes, urgently. J. D. Clayton, The Bungalow, Gilberdyke, Brough, E. Yorks. [755

ENTHUSIAST REQUIRES RADIATOR, Riley Nine Gamecock, 1932 model. Mowat, 27, Camberley Street, Leeds. [756

SUPERCHARGER and tuning information for 1934 Nippy-based Arrow Austin. Brewer, Plumley, Bovey Tracey, Devon. [757

ALFA-ROMEO 3½-LITRE racing engine, either supercharged or not. Must be good condition. Write Star Motors, Shepherds Hill, Reading. [768

BEDFORD ENTHUSIAST renting workshop, equipped, wants partners interested in spare-time vintage, sports, or specials rebuilding or construction. Unique opportunity pleasure and profit, negligible expense and no risk. 88, Miller Road, Bedford, Beds. [782

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"MOTOR SPORT," 1939-1949, 6s. year offered. 29, Weavills Road, Bishopstoke, Eastleigh. [654

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ALVIS SPEED TWENTY, 1935-6, or Speed Twenty-five, D.H. coupé or V.D.P. saloon. Dagley, 11, Central Avenue, Pinner, Middlesex. [648

LANCIA LAMBDA, genuine 8th Series, short chassis. A. J. Wicke, 30, Alexandra Road, Hornsey, N.8. [649

RILEY NINE VERTICAL MAGNETO with skew-gear and adaptor. Beavis, The Folly, Wheathampstead. [650

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RE THE SITUATIONS wanted advertisement in Feb. issue, High Flash Petroleum, Ltd., wish to thank all who wrote to them. Owing to the large number of letters, also the time it takes to sort our areas, they wish to state that all letters will be answered in due course. [512

HOLIDAY ACCOMMODATION

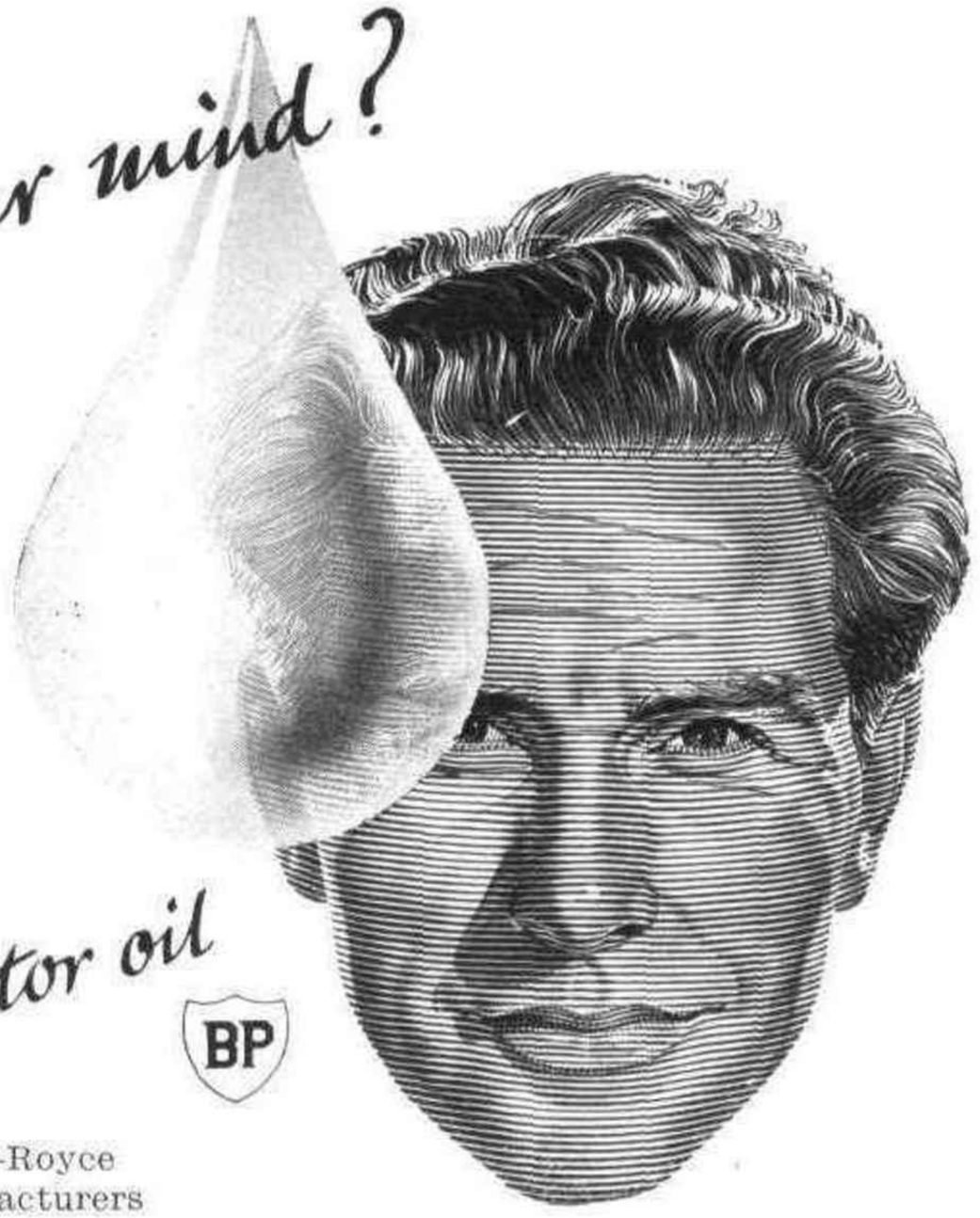
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