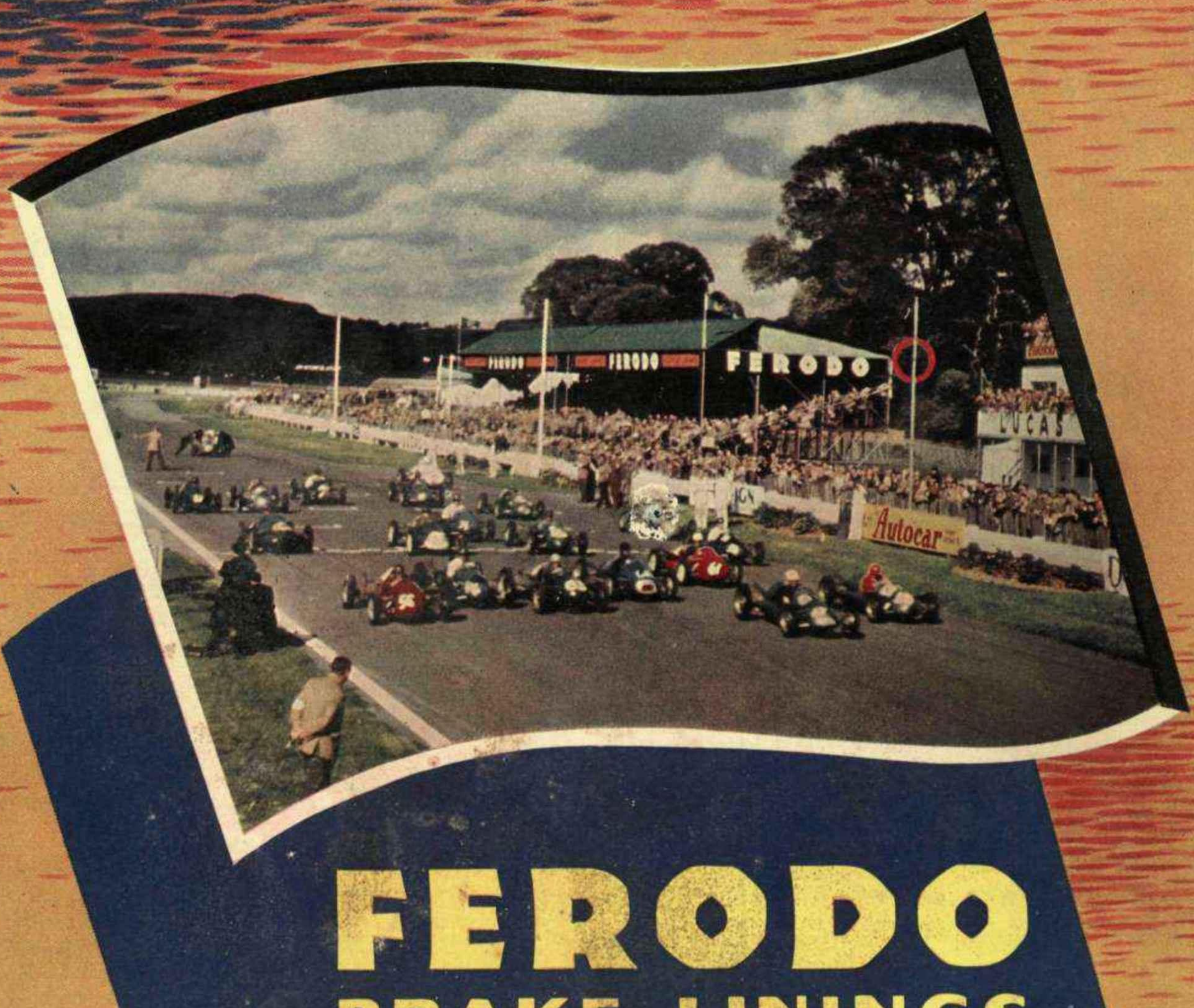
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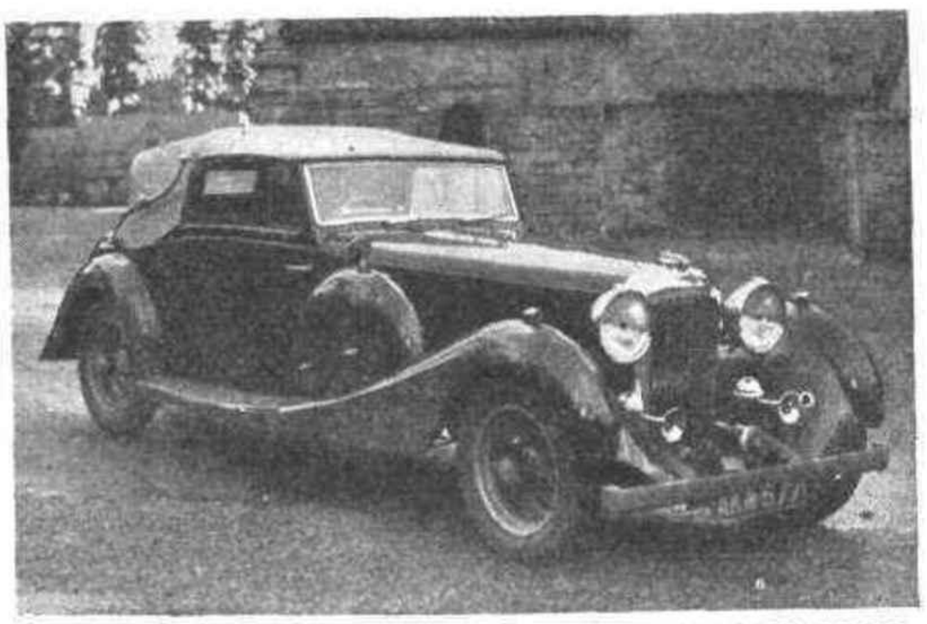
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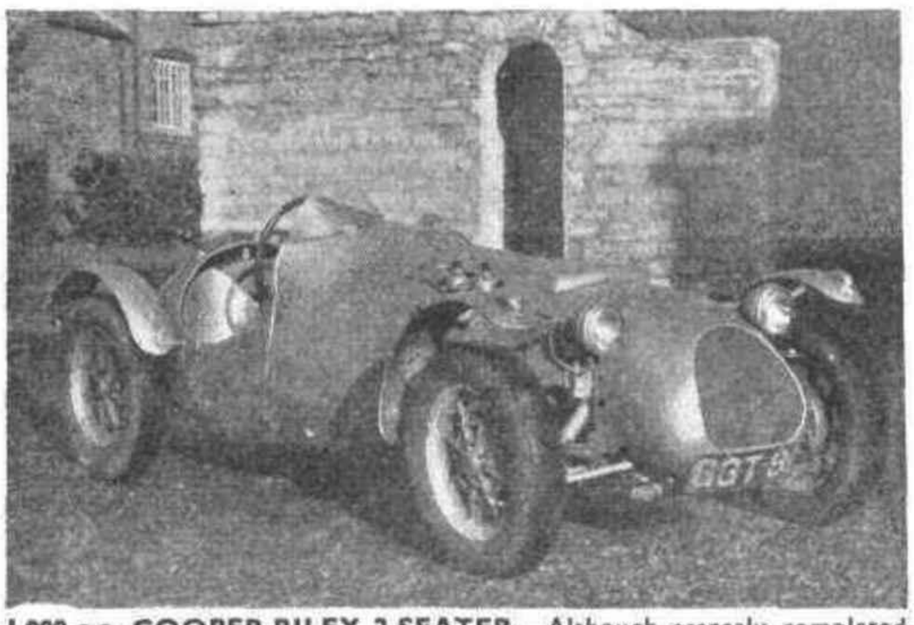
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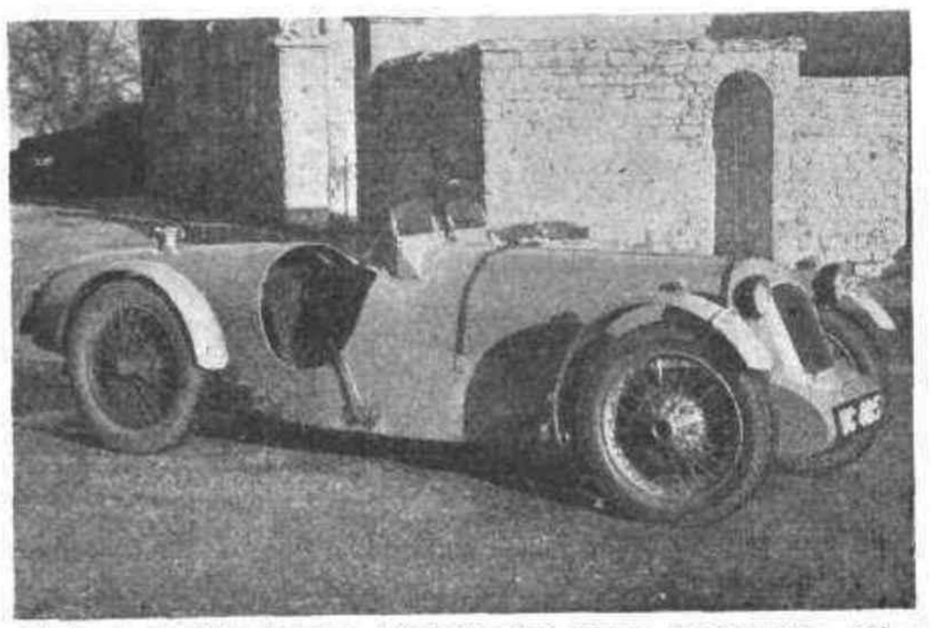
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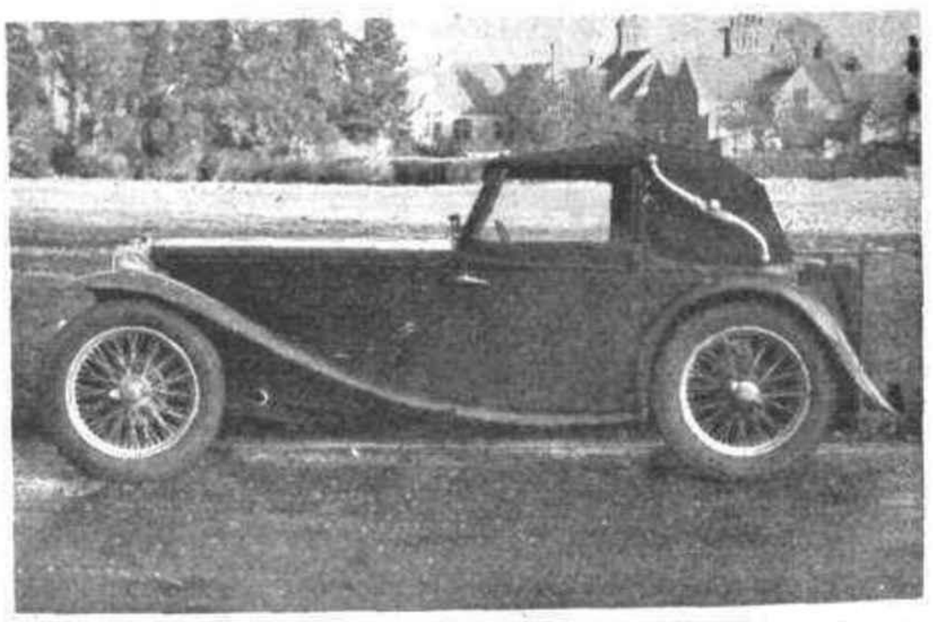
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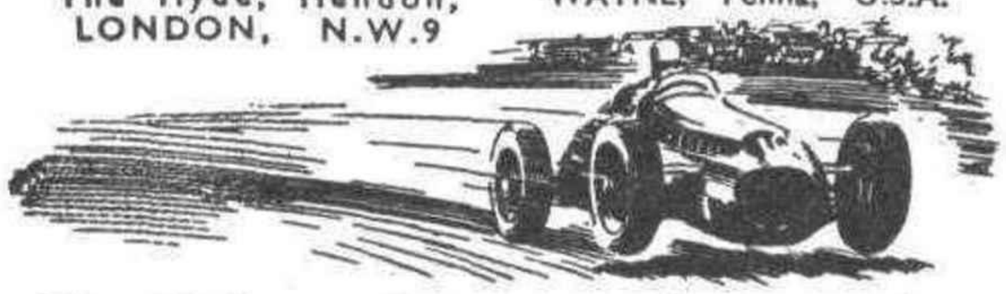
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MATTERS OF MOMENT

MERCEDES WIN IN MEXICO

The great victory of Mercédès-Benz in the recent arduous Mexican road race is significant news.

It will be remembered that in 1951 this Mexican race, then an exciting innovation in an area unaccustomed to International contests, attracted widespread attention when it was won by the 4.1-litre Ferrari, driven by Taruffi and Chinetti, from another 4.1 Ferrari, handled by Ascari and Villoresi, with a 5.4-litre Chrysler in third place. On that occasion the *Americans seemed to think that the* Ferraris were non-standard cars, although to European onlookers several of the American entries appeared to have been specially prepared.

This year, in consequence, the race was in two sections—that for sports cars and that for production cars. The latter proved the sweeping superiority of the American Lincoln, this make taking the first four places. But all eyes were on the faster category and here Germany, in the form of those *beautifully built and prepared 300SL* Mercédès-Benz, finished first and second, driven, respectively, by Kling and Lang. Chinetti's Ferrari was third, Maglioli's Lancia Aurelia fourth (the Aurelia's performance, for a 2-litre "Granturismo" class car, was magnificent).

The race has given rise to much speculation. Behra's Gordini, of only 2.3 litres, led to the second day, then crashed. Bracco's Ferrari led for nearly 2,000 of the total 2,093 miles before retiring with engine trouble. If this hadn't happened, goes the query, would Mercédès-Benz have won? But in motor racing we must ignore such "ifs" in announcing the results and the great Charles Faroux has remarked that the efficient tactics of the German team are likely to have been responsible, directly or indirectly, for the Gordini crash and Ferrari's mechanical failures.

The fact, then, is that Mercédès-Benz scored another great victory with cars of astonishing performance—Kling averaged over 102 m.p.h. for the race; 132½ m.p.h. for the last 230 miles, while the disqualified Fitch in the third Mercédès-Benz was even quicker—*beautifully* prepared and controlled. This followed on outright Mercédès-Benz victories during the year at Berne, Le Mans and Nurburg. That Germany is able to obtain the financial backing which is essential to such success should become a major political issue in all European countries where cars are manufactured.

For there isn't a shadow of doubt that the sensational "come-back" of the German Mercédès-Benz concern in racing—in sports-car racing so far, but not for long so confined, we feel—will increase the sales of Germany's "bread-and-butter" cars materially in the American, African and other valuable markets. Just as pre-Hitler Mercédès and Auto-Union race victories sold the D.K.W. in just these markets.

Whether or not you consider this a good or a bad thing depends on your politics. You may consider Germany should be rebuilt into an immensely strong nation, so that she can take her stand with the West should aggression develop *from the East, or you may consider, as* does a certain organisation which has circulated anonymous anti-German propaganda, that a too-strong post-Hitler Germany must eventually bring about a repetition in Europe of the strife of 1914 and 1939.

Motor racing, like art and music, should rank beyond politics; healthy competition is good for trade. Britain should seek the necessary finance to go motor racing properly and look to it that Mercédès-Benz does not dominate the 1953 *sports-car-racing season* at Brescia, Le Mans, Monaco, Berne, Spa, Nurburg and Dundrod.

Recently some of our readers have suggested that victory in important races does not imply serviceability of normal products. Be that as it may, a continuation of Germany's sweeping victories with her silver sports/racing cars cannot but have an adverse effect on the sales of high-performance catalogue models from other countries.

Germany has re-established herself very rapidly as a car-producing and race-victorious nation, *which implies engineering efficiency* of a high order. The successful 300SL Mercédès-Benz sports/racing cars are developed from the production Type 300 saloon which, on the evidence of a contemporary, while weighing rather more than our Mark VII Jaguar and using a 3-litre single o.h.c. engine instead of the English car's 3½-litre twin o.h.c. power unit, is only slightly inferior in respect of speed, acceleration and fuel consumption. This Mercédès-Benz is likely to appeal to a large proportion of the world's buyers of high-performance cars and it will be constantly kept before them by reason of Mercédès-Benz racing victories.

There was a current story at the Paris salon of an influential European, *not* a German, who stayed an evening in Stuttgart prior to being shown over the Mercédès-Benz factory. That evening he happened to remark that his little, hard-used 170V Mercédès-Benz wasn't running very well. The next day he drove in it to the Mer-

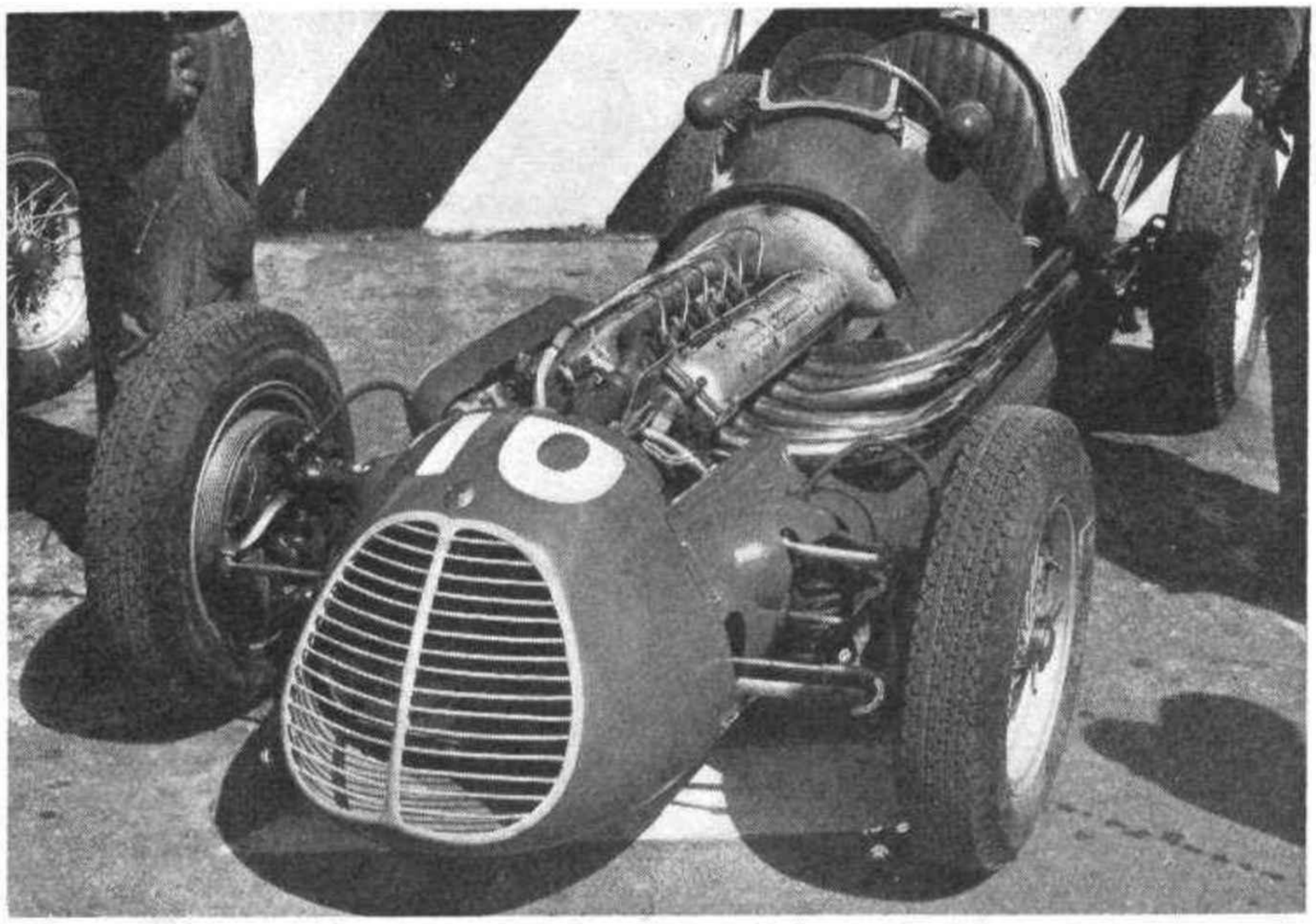
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Front cover picture : SPRING WILL COME . . ! We reprint the warm and sunny scene at Goodwood to cheer your first days of 1953 and wish you a year of happy motoring.

THE TREND OF RACING CAR DESIGN



FORMULA II PATTERN.—The A6G Maserati gives a good idea of the way Formula II design is developing. With six-cylinder, two o.h.c. engine, three Weber carburetters and double-wishbone i.f.s., this car typifies general trends. It is one of the few to retain a one-piece rear axle, mounted on ½-elliptic leaf springs.

[*Photo*: MOTOR SPORT, T.G.M.

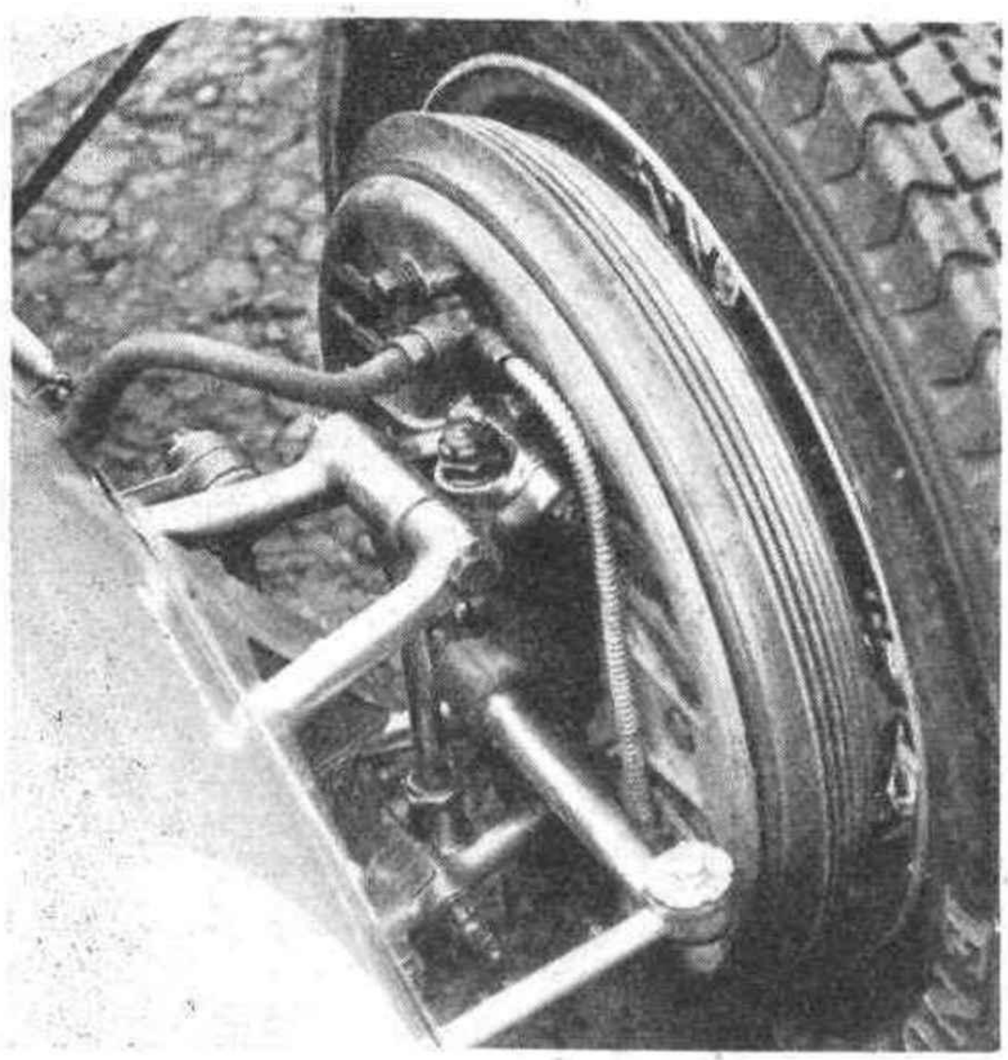
IN dealing with the trend of design among racing car builders it should first be established where design finishes and where improvisation begins. Naturally, no hard and fast line can be drawn but there are certain racing cars which are designed and built by one man or one factory starting from scratch, and others which are nothing more than an assemblage of proprietary components. In the first case design trends can be followed and assessed while in the second much of what appears to be design, is in reality the use of available parts from production cars modified to suit racing purposes. Under this latter classification come a number of quite successful cars of the "one-off" home-made type, but these cannot be brought into a discussion on design. In much the same way the question of obsolete cars arises, for while an article on design trends should automatically contain a review of present-day race entries, many of the cars in use today, especially in National events, are outdated and their design has been superseded, so that while the car may still be successful, it cannot be considered to have any bearing of present trends of design. For these reasons this article will deal mainly with the new, or comparatively new, cars in present-day International Grand Prix racing.

As road racing is now nicely defined by three categories it would be simplicity itself to consider each group on its own and follow the trends of thought of the designers of cars in each of the three Formule. Unfortunately this cannot be done, as design in Formula I is now practically non-existant, such races as there are for this category being supported by long-established cars, there being no incentive for the development of new designs. Similarly, Formula III is a difficult group as so much of the construction of 500-c.c. cars is controlled by the availability of bits and pieces that can be adapted. Pure design, starting with a clean sheet of paper, being very limited in this class, due to its close allegiance with motor-cycle racing where all the serious design of engine and gearbox is carried out, Formula III builders doing the chassis parts only. However, there is sufficient activity in this category to deal with it separately, whereas Formula I can be coupled with the heart of present-day design work—Formula II. In both these categories there are many cars which are still raced though they were designed some years ago, such as the Lago-Talbot, 4CLT Maserati, 2-litre V12 Ferrari, early H.W.M.s and Simca-Gordinis. Cars of this type cannot be brought into the discussion, although modifications of them, such as the Maserati-Platé, can. In the Formula I and II categories it is interesting to list those cars which are designed as a whole in their respective factories and in their respective countries. From Italy come Ferrari, Maserati A6G, and Osca, France offer Gordini, Germany the V8 A.F.M. and o.h.c. Veritas, while Great Britain fields Alta and B.R.M. All these names design and build the complete car, and added to these are many makes that design their own chassis, but use proprietary engines. Cisitalia, Maserati-Platé, Jicey, H.W.M., Cooper-Bristol, E.R.A., Connaught, Aston-Butterworth and Frazer-Nash come under this heading, and it will be noticed that Great Britain have more cars in this group than any other country. If we are to learn anything constructive about design trends then we must look to the first list of makes, for it is from these that design, virtually unhampered by the finance bogy, is allowed to flow freely, especially as regards engines and gearboxes.

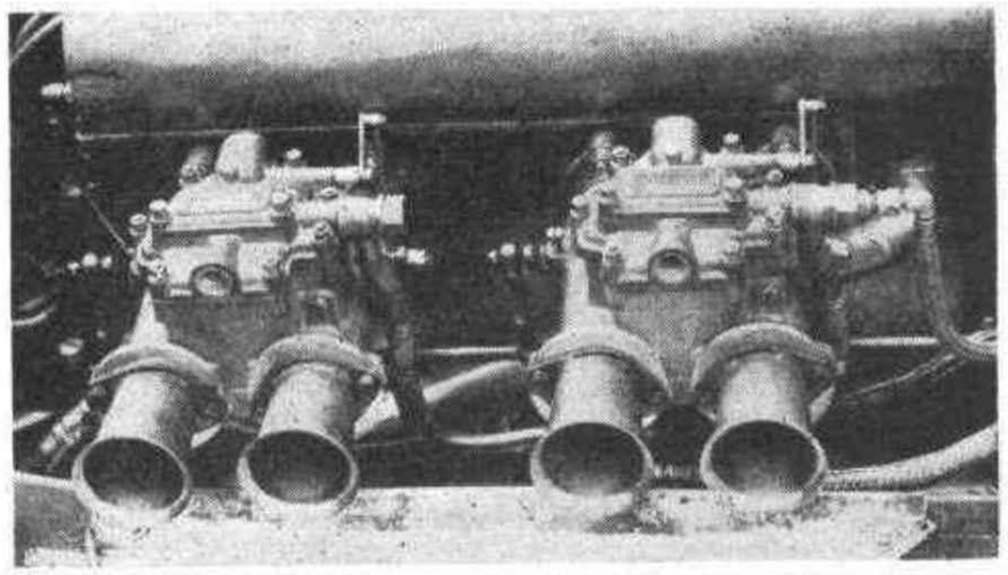
Dealing first with the main driving force behind any racing car, the engine, we see that the six-cylinder unit is by far the most popular, being made by Gordini, Maserati, Osca and Veritas, whereas only Ferrari and Alta adhere to four cylinders, although Butterworth side-tracks a bit with his unique "flat four." A.F.M. are alone in using eight cylinders, the Küchen design remaining unchanged from its inception two years ago, and B.R.M. are in a similar position in using 16 cylinders. For Formula I Ferrari and Osca retain 12 cylinders, but they are survivors of a dying Formula and one cannot guarantee that Lampredi would retain 12 cylinders for the 4½-litre Ferrari, were the Formula to be extended for another period. Thus we have but five newly designed engines for present-day racing, Gordini, Maserati, Osca, Alta and Ferrari and as the Alta is known to have a new design to replace it, we can safely say that the trend in engine layout is towards six cylinders, especially for the existing Formula II, and in all probability for the 1954 Formula for 2½-litre engines. Added to this is the weight lent by Frazer-Nash with their B.M.W.-based six-cylinder and the o.h.c. Veritas six-cylinder designed by Ernst Loof, though neither of these are current designs, but are developments of an earlier period. Obviously one cannot include users of Bristol engines, such as Cooper and E.R.A., or Alta engines, like the H.W.M., the Platé cars with modified out-of-date four-cylinder Maserati engines, the Cisitalia with its B.P.M. marine engine, nor the Connaught with its much-modified Lea-Francis engine, in viewing the trend of cylinder layout, for they all use someone else's engine for want of anything better or lack of means to design their own. On engine details trends can be viewed closely, for even if a racing car builder has to use a proprietary engine he can embody his own ideas in the detail work and thus contribute to the whole trend of design. Twin overhead camshafts to operate the valves are almost universal, being used by Ferrari (on the four-cylinder), Maserati, Osca, Gordini, Alta, A.F.M. and B.R.M., and the old design of Maserati as used by Platé. With the exception of Alta, who use chain drive, the camshafts are all driven by trains of spur gears, although the position of the drive varies from B.R.M. in the centre of the crankshaft to Alta at the back and the others at the front. In general the front location for the drive is the most favoured as

this allows greater scope for driving accessories, such as magnetos, oil pumps, water pumps, fuel pumps, etc., from the same gears. Only Veritas and the 4½-litre Ferrari retain single o.h.c. and neither of these can be said to be truly current designs. The remaining engines in use are all of pushrod o.h.v. layout more from availability than racing design and the proposed twin-overhead camshaft layout for the Bristol engines helps greatly to indicate that this type of layout is a must for a racing engine. A development that is gaining popularity is the use of two sparking plugs per cylinder and at present this is practised by Ferrari, Maserati and Alta, while magneto ignition would be universal if it was not for the B.R.M. Admittedly the Bristol-engined cars run on battery and coil, but this is again force of circumstances rather than racing design. How to drive the magnetos or where to put them is still open to doubt, for Ferrari began with one on the rear of each of his camshafts, only to move them to a joint mounting on the front of the engine, due to overheating of the windings. Maserati began with a single magneto at the front, driven from the camshaft drive intermediary gears and then supplemented this with a second magneto mounted on the rear of the exhaust camshaft. Connaughts moved theirs from an original forward position to a rearward one, while Gordini, Osca and Alta mount theirs at the front and Platé to one side.

Gearboxes are to a certain extent governed in much the same way as engines, there being a great deal of apparent design which is in reality availability and adaptability. With the exception of B.R.M. and Veritas, who use five-speed gearboxes, most people are satisfied with four, but where to put them and how to operate them shows much diversity of opinion. The majority of people couple the gearbox direct onto the back of the engine, but Ferrari, Osca, B.R.M. and E.R.A. prefer to mount it in unit with the differential unit, thus leaving the cockpit very much clearer for the driver's legs and the pedals. With the exception of Connaught and H.W.M., who use preselector gearboxes, the straight-forward type, either "crash" or synchromesh, is agreed upon. Operation of the gears follows no definite trend, the positioning of the lever depending on the layout of the gearbox selectors, space in the cockpit or chance. At the moment the most popular place for the gear-lever is in the centre of the cockpit, between the driver's legs, and it is either vertical or cranked slightly to one side. B.R.M., Connaught, Osca, Cooper and Alta favour a right-hand change, Ferrari and E.R.A. a left-hand, and H.W.M. are alone in having the lever on the steering column. The day is indeed far off when a driver can drop into any racing car seat and automatically reach for a universally positioned gear-lever. Each racing car has its own little idiosyncrasy as regards the gear-



MODERN FRONT END.—The double-wishbone suspension of the Ferrari is typical of front suspension trends in which the springing medium is not used to locate the wheel. Very large diameter 2LS hydraulic brakes, well ventilated and firmed are an essential in present-day design.



POWER PRODUCERS.—A pair of double-choke Weber DCO carburetters, as fitted to Whitehead's Alta. These instruments enable "single-cylinder" theories to be used. The intake extensions are now almost universal in an endeavour to gain pressure wave ram, no matter what the make of carburetter.

change and even cars using identical gearboxes show no conformity of layout. Coopers use a horizontal movement with the right hand, Frazer-Nash a normal movement with right or left hand and E.R.A. a rather rearward though normal movement with the left hand, all using the Bristol close-ratio gearbox.

The drive from gearbox to rear wheels is, of course, largely dependent on the rear suspension layout, but the use of a straight prop.-shaft line or the use of reduction gears is still equally divided. Ferrari, Frazer-Nash, E.R.A., Osca, Alta, Platé and Cooper all run their prop.-shafts at axle level, while Connaught, Gordini, A.F.M., Veritas, Maserati, Aston-Butterworth and B.R.M. all use some form of reduction gearing to position the engine and transmission as low as possible. H.W.M. compromise by using a hypoid final drive. Of those who use a reduction gear in the transmission Gordini, A.F.M., Maserati and Veritas mount it in front of the differential, Connaught and Aston-Butterworth behind and B.R.M. break away entirely by doing their lowering at the power take-off point in the middle of the crankshaft. Generally speaking this lowering is done with a view to allowing the driver's seat to be mounted lower, but E.R.A. have overcome this problem by seating the driver beside the transmission, all other cars having central seating positions.

On the question of chassis layout, design has a free hand, unhampered by the necessity of using proprietary parts and in such things as frames, front and rear suspensions, engine mountings, braking systems and wheels, fuel and oil tanks we can truly assess the trends of design and there is much of interest. Dealing first with the main chassis frame the general trend is for tubular construction, using two large (around 4 in. diameter) tubes as a basis. This type of frame is used by Ferrari, Gordini, Maserati, Osca, Platé, Connaught, Frazer-Nash, H.W.M., Alta and E.R.A., although how the two tubes are placed relative to one another still depends on the individual designer. Ferrari, Gordini, Maserati, Osca, Platé, Frazer-Nash, Alta and H.W.M. start with them parallel, while E.R.A. widen towards the rear and Connaught close in. The multi-tube or space-frame layout, so popular among sports car builders, has yet to be taken up seriously by racing car designers, only A.F.M., Cisitalia and Veritas using true space-frames, though Cooper uses a version of this on the 1953 Formula II car. Ferrari, H.W.M. and Frazer-Nash incorporate space-frame principles in strengthening their main frames. The Aston-Butterworth retains box-section side-members and the B.R.M. is unique, as in so many other design details, in using side-members built up from two small tubes one above the other spaced apart by steel sheet. E.R.A. break new ground in their frame design by the use of oval-section light-alloy tubing for their main frame. The mounting of the engine behind the driver has now been dropped completely and the more normal forward position is universal, although in this there are many variations. Exactly where to place the engine in relation to the centre line of the front wheels varies by as much as six to eight inches while B.R.M. mount their engine at an angle to allow the prop.-shaft to run beside the driving seat and Maserati set their engine a few inches to the left of the centre line of the car, the prop.-shaft then running, at an angle, to the centrally-placed differential housing on the rear axle. This being in the interests of under-bonnet space for the accessories.

One of the most important features in the design of a racing car today is the suspension layout and every manufacturer has his own ideas on what is best. Much of this opinion overlaps so that one can

assess with reasonable accuracy the trend of suspension design and also whether the direction of the trend is sound. In front suspensions one thing is certain and that is, that independent suspension is a foregone conclusion and equally it is almost universally agreed that the i.f.s. shall be of the double-wishbone variety. That is to say that constant wheelbase is retained through the movement of the suspension, variation being in the track. How this movement is located and how the parts are manufactured vary greatly as do the controlling mediums. Gordini, Connaught, Ferrari, Maserati-Platé, Osca, Alta, Veritas, H.W.M., Maserati, A.F.M. and E.R.A. all use double wishbones, but their construction varies from forgings of A-shaped brackets as on the Maserati to welded A-brackets on the Connaught, and from single arm forgings on Gordini to a combination of single arm and A-brackets on the Maserati-Platés, but in all cases the basic principle of the movement is the same. Having reached agreement as to the best geometry for the front suspension, views on what to use as a springing medium follow no fixed ideas. Coil springs are as popular as anything, being used by H.W.M., Osca, E.R.A., Maserati, A.F.M. and the Platé cars; Connaught, Veritas and Gordini adhering to torsion bars while Ferrari is alone, in using a transverse leaf spring, as is Alta with rubber blocks in compression. The later Ferraris support this idea by using rubber in compression in conjunction with a very thin leaf spring. Although Ferrari alone uses a leaf spring with double wishbones, Cooper, Cisitalia, Frazer-Nash and Aston-Butterworth also use this type of spring medium, but use the spring itself to form one of the wishbone members in a very simple form of suspension that has a similar geometry to the true double-wishbone layout. B.R.M. remain the sole supporters of the trailing link layout, whereby constant track is maintained at the expense of a variable wheelbase, and they are also alone in using air in compression as the springing medium. Taking all forms of i.f.s. into consideration double-wishbone layouts are definitely in vogue, while there is little to choose between coil springs and leaf-springs. At the rear of racing cars it is by no means a foregone conclusion that independent, or even semi-independent, is necessary, for at the close of the last season the undisputed Formula II masters, the Ferraris, were exceedingly hard pressed by the new Maserati which has an old-fashioned one-piece axle, while in mid-season the Ferraris suffered their only defeat, at the hands of Gordini, again with a one-piece rear axle. One thing that is certain is that any form of rear suspension that is going to oust the conventional layout has got to be much more superior to succeed, whereas a mediocre i.f.s. can often prove better than a good beam-axle front end. It is perhaps for that reason that there are so many versions of the popular de Dion layout where each wheel moves independently to the other but the two are located to the chassis by a common member. This system is employed in varying degrees of technical merit by Ferrari, H.W.M., Osca, E.R.A., Connaught, B.R.M. and A.F.M., and though the theoretical results are similar, the practical ones differ greatly as do the springing mediums. H.W.M. and Connaught use torsion bars mounted parallel with the frame side-members, B.R.M. air in compression, E.R.A. and A.F.M. coil springs, Ferrari, transverse leaf spring and Osca, ¼-elliptic leaf springs. Of the one-piece non-independent axles Frazer-Nash and Gordini use parallel torsion bars, while Maserati and Platé use splayed ¼-elliptics. Cooper Cisitalia and Aston-Butterworth use transverse leaf springs to form part of their i.r.s. in conjunction with a wishbone on each side and Alta has i.r.s. of a wishbone basis, using compressed rubber blocks. On numbers the de Dion system of rear end holds sway, but on results the good one-piece non-independent systems are not far behind.

All designers, builders, manufacturers or assemblers are agreed upon one thing and that is, the use of hydraulic brake operation. Most people support the two-leading shoe type of layout, but Connaught show a variation, using two-trailing shoe, while B.R.M. open new ground with " disc " brakes. In conjunction with hydraulic brakes, elektron drums are popular, using shrunk-in or riveted liners, while in this country the Al-fin bonded drum and liner is in great favour. Not everyone uses the conventional drum and Rudge splined hub, Alta and A.F.M. using drums integral with alloy wheels, and both these concerns use a non-standard method of fixing. Alta employing a knock-off type hub-cap with a wheel on a plain hub at the front and at the rear a similar arrangement with bolt heads inside the drum/wheel assembly locating in a slotted plate on the axle shaft. A.F.M. locate their alloy drum/wheel assembly by four studs, as do Frazer-Nash and Veritas their pressed steel wheels. These are, of course, traced back to the B.M.W. ancestry of the three cars. Connaught, Cooper, E.R.A. and one of the Aston-Butterworths use alloy wheels bolted to the hub by studs and nuts, and this is an indication of the advances made in tyre design, for rarely does a Formula II car now have to change tyres during a race, so that the disadvantage of slow wheel removal is more than offset by the reduction in weight afforded by the bolt-on type. Ferrari, Maserati, Gordini, B.R.M., Osca, H.W.M. and Cisitalia all use the conventional wire spoke wheel on a Rudge hub with knock-off hub caps, Ferrari having experimented with hub caps with three ears against the normal two. Positioning of front brakes has shown no change from the conventional hub mounting, though Nardi-Danese have produced a vehicle with the drums on the outside of the front wheels, but it has yet to be raced. At the rear, however, ideas vary, H.W.M. and Osca using inboard mounting, with a drum on each side of the differential unit, while the rest conform to the normal practice of hub-mounted drums.

As regards fuel tanks and oil tanks, most engines being of the dry-sump type, only Connaught and E.R.A. have bothered to mount the tanks within the wheelbase. Other designers being content with tail-mounted tanks, supplemented by extra ones under the driving seat, as on the Gordini, or alongside the frame as on H.W.M., Veritas and Cooper. Ferrari and Maserati agree in keeping the oil tank as far from the engine as possible, mounting it in the extremity of the tail, while H.W.M. fit it under the seat, and Gordini under the driver's feet. Connaught incorporate it in the front chassis cross-member and most Bristol-engined cars are wet-sump.

Lastly we come to the question of carburation and exhaust systems, both the items being closely allied to one another, and in these subjects there is a certain amount of agreement that is more than mere fashion, or copying, so it is for that reason that I have left the subject to the last. With the supercharged engine now almost extinct, great attention is being paid to gas flow in the unsupercharged engines and it is in connection with this that there are very definite design trends. However many cylinders are concerned, the aim nowadays is to treat each one as a separate engine and tune the inlet tract and the exhaust pipe in unison. This principle is by no means new in car racing, nor are any of its mysteries unsolved in the motor-cycle racing game, but its adoption almost universally in present-day racing is a very definite trend. Closely coupled with this principle is the now almost universally used Weber carburetter, which, in racing form, enables each cylinder to have individual carburation. Ferrari, Maserati, Osca, Platé, H.W.M., Alta, Veritas, A.F.M. and Gordini all use Weber carburetters with complete satisfaction. The most popular model is the DCO series which is a double-choke instrument with two sets of jets, chokes, throttles and adjustments, but housed in one body and using a common float chamber. This type is easily adapted to a pair of ports and as all racing engines of the present day have separate inlet ports to each cylinder the mono-cylinder gas flow theories can be applied easily. Using one DCO instrument to a pair of cylinders, Gordini, Maserati, Osca, Platé, H.W.M. and Whitehead's Alta all make use of the single-cylinder theory. Ferrari appear to have a close liaison with Webers and for the four-cylinder Formula II car they have a model known as the DOE, which is a single-cylinder carburetter, there being one to each of the Ferrari cylinders. In all the cases mentioned the intakes are fitted with extensions, of varying lengths, depending on the port size, in search of free ram effect from the pressure waves existent in the inlet tract. Also following this theory, but using motor-cycle type carburetters, are Connaught and Cisitalia, the former using Amal and the latter del Orto carburetters. Connaughts have probably done more experimental work on gas flow in inlet tracts than most people and though their result looks ungainly it is most effective. Geoffrey Taylor follows similar principles on the Alta, but using four S.U. carburetters. Other unsupercharged protagonists all suffer from siamesed ports of one type or another, so that different principles have to be employed, though the 4½-litre Ferrari and the A.F.M. V8 use downdraught Weber carburetters, while the Bristol-engined cars retain the original Solex instruments. In getting the air to the carburetters there is a diversity of opinion, for Gordini, Maserati, Osca, Ferrari and Cisitalia cover up the space around the intakes, so that they draw from " still " air, while Connaught, Cooper, Frazer-Nash, A.F.M. and 4½-litre Ferrari employ scoops or deflectors to persuade the air to enter the carburetters. Having used the mixture in the engine the method of disposing of it varies greatly. H.W.M. were among the first to do away with the long exhaust pipe and fitted short stubs that protruded through the side of the bonnet, mainly with a view to reducing the number of breakages of tail-pipes that they had been experiencing. They found, however, that the short stubs could be used to an advantage to assist gas flow, in conjunction with " tuned " inlet tracts, and their lead has now been followed by Ferrari, on the four-cylinder, Alta, Cisitalia, A.F.M., Frazer-Nash, Veritas, E.R.A., Platé, and the Thinwall 4½-litre Ferrari. Maserati, Gordini, Connaught, Cooper and Osca all retain long tail-pipes running to the rear of the car, but each has a different arrangement. Maserati has two pipes, one taking gases from the first three cylinders and the other from the second three. Gordini uses a six-branch manifold feeding into a single

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THE RACES OF 1952

GRANDES EPREUVES
(For the World Championship)

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
May 18	Swiss G.P.—451 kms	Berne	Taruffi (Ferrari)	Fischer (Ferrari)	Behra (Gordini)	149.346
„ 30	Indianapolis—805 kms.	Indianapolis... ...	Ruttman (Agajanian Special)	Ratthman (Grancor Special)	Hanks (Bardahl Special)	207.345
June 22	Belgian G.P.—508 kms.	Spa	Ascari (Ferrari)	Farina (Ferrari)	Manzon (Gordini)	165.964
July 6	French G.P.—3 hours	Rouen	Ascari (Ferrari)	Farina (Ferrari)	Taruffi (Ferrari)	128.958
„ 19	British G.P.—400 kms.	Silverstone ...	Ascari (Ferrari)	Taruffi (Ferrari)	Hawthorn (Cooper-Bristol)	146.290
Aug. 3	German G.P.—410 kms.	Nurburgring ...	Ascari (Ferrari)	Farina (Ferrari)	Fischer (Ferrari)	132.300
„ 17	Dutch G.P.—377 kms.	Zandvoort	Ascari (Ferrari)	Farina (Ferrari)	Villoresi (Ferrari)	130.570
Sept. 7	Italian G.P.—504 kms.	Monza	Ascari (Ferrari)	Gonzalez (Maserati)	Villoresi (Ferrari)	177.090

Championship Placings : 1st : **Alberto Ascari**; 2nd : **Giuseppe Farina**; 3rd : **Piero Taruffi**

INTERNATIONAL FORMULA I RACES

April 6	Turin G.P.—252 kms.	Valentino	Villoresi (Ferrari)	Taruffi (2.5 Ferrari)	Fischer (Ferrari)	119.595
June 1	Albi G.P.—302 kms.	Albi	Rosier (Ferrari)	Landi (Ferrari)	Cabantous (Talbot)	164.095
„ 7	Ulster Trophy—406 kms.	Dundrod	Taruffi (Thinwall)	Hawthorn (Cooper-Bristol)	Kelly (Alta)	131.020
July 19	Formule Libre Race—165 kms. ...	Silverstone	Taruffi (Thinwall)	Villoresi (Ferrari)	Landi (Ferrari)	149.871
Aug. 2	" Daily Mail " Formula I—322 kms. ...	Boreham	Villoresi (Ferrari)	Landi (Ferrari)	Etancelin (Talbot)	133.300

INTERNATIONAL FORMULA II RACES

Mar. 16	Syracuse G.P.—324 kms....	Syracuse	Ascari (Ferrari)	Taruffi (Ferrari)	Farina (Ferrari)	142.511
April 14	Pau G.P.—3 hours	Pau	Ascari (Ferrari)	Rosier (Ferrari)	Behra (Simca)	91.101
„ 27	Marseilles G.P.—3 hours	Borely Parc... ...	Ascari (Ferrari)	Manzon (Simca)	Claes (Simca)	119.853
May 10	International Trophy—172 kms. ...	Silverstone ...	Macklin (H.W.M.)	Rolt (H.W.M.)	Graffenried (Maserati-Platé)	137.451
„ 11	Naples G.P.—246 kms.	Posillipo	Farina (Ferrari)	Taruffi (Ferrari)	Comotti (Ferrari V12)	105.669
„ 25	Eifelrennen—160 kms.	Nurburgring	Fischer (Ferrari)	Moss (H.W.M.)	Wharton (Frazer-Nash)	124.400
„ 25	Paris G.P.—3 hours	Montlhery	Taruffi (Ferrari)	Simon/Farina (Ferrari)	Rosier (Ferrari)	153.433
June 1	Frontieres G.P.—240 kms.	Chimay	Frere (H.W.M.)	Downing (Connaught)	Masuy (Veritas)	145.169
„ 8	Aix-les-Bains—200 kms.	Du Lac	Behra (Gordini)	Macklin (H.W.M.)	Graffenried (Maserati-Platé)	89.241
„ 8	Autodromo G.P.—441 kms.	Monza	Farina (Ferrari)	Simon (Ferrari)	Fischer (Ferrari)	176.196
„ 29	Reims G.P.—3 hours	Reims	Behra (Gordini)	Farina (Ferrari)	Ascari/Villoresi (Ferrari)	169.935
July 13	Sables d'Olonne—3 hours	Sables d'Olonne ...	Villoresi (Ferrari)	Collins (H.W.M.)	Claes (Simca)	106.480
Aug. 2	" Daily Mail " Formula II—322 kms. ...	Boreham	Hawthorn (Cooper-Bristol)	Brown (Cooper-Bristol)	Moss (E.R.A.)	132.304
„ 10	Comminges G.P.—3 hours	Comminges ...	Ascari/Simon (Ferrari)	Farina (Ferrari)	Behra (Gordini)	138.782
„ 24	La Baule G.P.—3 hours	La Baule	Ascari (Ferrari)	Villoresi (Ferrari)	Rosier (Ferrari)	123.761
„ 31	Grenzlandringrennen—108 kms. ...	Grenzlandring ...	Ulmen (Veritas)	Klenk (Veritas)	Peters (Veritas)	206.800
Sept. 14	Modena G.P.—230 kms.	Autodrome ...	Villoresi (Ferrari)	Gonzalez (Maserati)	Ascari/Sighinolfi (Ferrari)	124.256
„ 14	Cadours G.P.—180 kms.	Cadours	Rosier (Ferrari)	Schell (Gordini)	Graffenried (Maserati-Platé)	117.160
„ 28	Avus G.P.—200 kms.	Berlin	Fischer (Ferrari)	Klenk (Veritas)	Riess (Veritas)	186.709

INTERNATIONAL FORMULA III RACES

May 10	" Daily Express "—70 kms.	Silverstone	S. Lewis-Evans (Cooper)	Brown (Cooper)	Moss (Kieft)	116.586
„ 11	Bois de la Cambre—64 kms.	Brussels	Carter (Cooper)	Brown (Cooper)	Leston (J.B.S.)	122.025
„ 18	Circuit of Draguignan—36 kms. ...	Toulon	Loens (Kieft)	Bayol (D.B.)	Rippon (Cooper)	82.010
„ 22	Luxembourg G.P.—139 kms.	Luxembourg ...	Leston (Cooper)	Carter (Cooper)	Collins (J.B.S.)	123.913
„ 25	Eifelrennen—110 kms.	Nurburgring ...	Brandon (Cooper)	Loens (Kieft)	Leston (Cooper)	116.300
June 1	Frontieres G.P.—86 kms.	Chimay	S. Lewis-Evans (Cooper)	Coombes (Cooper)	May (Cooper)	127.552
„ 1	International Trophy—46 kms.... ...	Goodwood	Gerard (Cooper)	Wicken (Cooper)	Parker (Kieft)	125.572
„ 8	Circuit of Orleans—110 kms.	Orleans	Leston (Cooper)	S. Lewis-Evans (Cooper)	Rippon (Cooper)	98.132
„ 15	Circuit of Amiens—80 kms.	Amiens	Carter (Cooper)	Richardson (Beels)	Loens (Kieft)	107.536
July 6	Circuit of Rouen—165 kms.	Rouen	Cooper (Cooper)	Bonnet (D.B.)	Hauw (D.B.)	108.953
„ 13	Circuit of Porrentruy—90 kms. ...	Porrentruy	Leston (Cooper)	Beels (Beels)	Herbster (M.H.3)	99.678
„ 19	British G.P.—70 kms.	Silverstone	Moss (Kieft)	Brandon (Cooper)	Whitehouse (Cooper)	132.850
„ 20	British G.P., Namur—98 kms.... ...	Namur	Thomas (Cooper)	Beels (Beels)	Swaelens (Cooper)	75.700

INTERNATIONAL FORMULA III RACES—*continued*

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
Aug. 2	Formula III Race—48 kms.	Boreham	Brown (Cooper)	Parker (Kieft)	Moss (Cooper)	135.040
„ 17	Dutch G.P.—71 kms.	Zandvoort	Moss (Cooper)	Wicken (Cooper)	Habin (Leston Special)	120.950
„ 31	Grenzlandringrennen—108 kms.	Grenzlandring	Cooper (Cooper)	Brandon (Cooper)	Moss (Cooper)	165.200

SPORTS CAR RACES

Mar. 9	Circuit of Sicily	Sicily	Marzotto (Ferrari)	Bonetto (Lancia)	Valenzano (Lancia)	94.812
May 4	Mille Miglia—1,564 kms.	Italy	Bracco/Rolfo (Ferrari)	Kling/Klenk (Mercédès)	Fagioli/Borghi (Lancia)	128.591
„ 10	B.R.D.C. Production Car Race—80 kms.	Silverstone	Moss (Jaguar)	Parnell (Aston-Martin D.B.3)	Abecassis (Aston-Martin D.B.3)	135.298
„ 18	Prix de Berne—131 kms.	Berne	Kling (Mercédès)	Lang (Mercédès)	Riess (Mercédès)	145.223
„ 29	British Empire Trophy—310 kms.	Isle of Man	Griffiths (Lester-M.G.)	Ruddock (Lester-M.G.)	Hawthorn (Frazer-Nash)	103.382
June 1	Monaco G.P.—329 kms.	Monte Carlo	Marzotto (Ferrari)	Castellotti (Ferrari)	Stagnoli (Ferrari)	93.660
„ 1	Prix de Monaco—204 kms.	Monte Carlo	Manzon (Gordini)	Bordoni (Osca)	Crook (Frazer-Nash)	91.893
„ 15	Le Mans—24 hours	Le Mans	Lang/Riess (Mercédès)	Helfrich/Niedermeyer (Mercédès)	Wisdom/Johnson (Healey)	155.574
„ 29	Targa Florio—576 kms.	Italy	Bonetto (Lancia)	Valenzano (Lancia)	Anselmi (Lancia)	80.025
„ 29	Reims—360 kms.	Reims	Moss (Jaguar)	Mairesse (Talbot)	Scott-Douglas (Jaguar)	158.017
July 10	Jersey Road Race—154 kms.	St. Helier	Stewart (Jaguar)	Wharton (Frazer-Nash)	Abecassis (Aston-Martin)	141.417
Aug. 3	German G.P.—228 kms.	Nurburgring	Lang (Mercédès)	Kling (Mercédès)	Riess (Mercédès)	129.000
„ 14	Pescara—12 hours	Pescara	Bracco/Marzotto (Ferrari)	Biondetti/Cornacchia (Ferrari)	Piotti/Mallucci (Ferrari)	128.319
„ 16	Goodwood Nine-Hours	Goodwood	Collins/Griffiths (Aston-Martin D.B.3)	Cole/Whitehead (Ferrari)	Baird/Salvadori (Ferrari)	121.340
Sept. 7	Inter-Europa Cup—2 hours	Monza	Sterzi (Ferrari)	Cornacchia (Ferrari)	Musitelli (Ferrari)	152.730
„ 28	Bari G.P.—138 kms.	Bari	Landi (Ferrari)	Cole (Ferrari)	Castelotti (Ferrari)	124.245
Nov. 19-23	Pan-Americana-Mexico	Mexico	Kling/Klenk (Mercédès)	Lang/Riess (Mercédès)	Chinetti/Lucas (Ferrari)	165.217

BRITISH RACES AND SPRINTS

April 14	Lavant Cup—23 kms.	Goodwood	Hawthorn (Cooper-Bristol)	Brown (Cooper-Bristol)	Brandon (Cooper-Bristol)	135.556
„ 14	Chichester Cup—23 kms.	Goodwood	Hawthorn (Cooper-Bristol)	Rolt (E.R.A.-Delage)	Hamilton (Lago-Talbot)	137.568
„ 14	Richmond Trophy—46 kms.	Goodwood	Gonzalez (Thinwall)	Hawthorn (Cooper-Bristol	Hamilton (Lago-Talbot)	142.077
„ 19	Ibsley Formula II—50 kms.	Ibsley	Hawthorn (Cooper-Bristol)	Abecassis (H.W.M.)	Murray (Ferrari)	121.385
„ 19	Ibsley Formule Libre—33 kms.	Ibsley	Hawthorn (Cooper-Bristol)	Whitehead (E.R.A.)	Hamilton (H W.M.)	120.934
May 10	"Daily Express" 500-c.c.—70 kms.	Silverstone	S. Lewis-Evans (Cooper)	Brown (Cooper)	Moss (Kieft)	116.586
„ 17	Formule Libre Race—50 kms.	Boreham	Hawthorn (Cooper-Bristol)	Whitehead (E.R.A.)	Thompson (E.R.A./Delage)	143.027
„ 31	Formule Libre Race—64 kms.	Charterhall	Hawthorn (Cooper-Bristol)	Poore (Alfa-Romeo)	Kelly (Alta)	126.570
June 2	Sussex Trophy—58 kms.	Goodwood	Hawthorn (Cooper-Bristol)	Gerard (E.R.A.)	Poore (Alfa-Romeo)	137.085
„ 2	International Trophy—85 kms.	Goodwood	Gerard (Cooper)	Wicken (Cooper)	Parker (Kieft)	125.572
„ 21	Formula II Race	Boreham	Parnell (Cooper-Bristol)	MacAlpine (Connaught)	Dobson (Ferrari)	144.315
„ 21	Formule Libre Race	Boreham	Poore (Alfa-Romeo)	Whitehead (E.R.A.)	Parnell (Maserati)	149.098
„ 28	Bo'ness Hill-Climb	Kinneil	Wharton (Cooper)	Poore (Alfa-Romeo)	Wharton (E.R.A.)	34.50 sec.
July 5	Rest-and-be-Thankful	Arrocher	Wharton (Cooper)	Wharton (E.R.A.)	Poore (Alfa-Romeo)	54.23 sec.
„ 12	Leinster "200"—215 kms.	Wicklow	Titterington (Allard)	Flynn (M.G.)	McCaldin (M.G.)	126.184
„ 24	Bouley Bay Hill-Climb	Jersey	Wharton (Cooper)	Le Gallais (L.G. Special)	Poore (Alfa-Romeo)	55.40 sec.
„ 26	Prescott Formula III	Prescott	Leston (Cooper)	Moss (Kieft)	Leigh (Cooper)	45.27 sec.
„ 26	Welsh Formula III Championship—114 kms.	Swansea	Wicken (Cooper)	Coombs (Cooper)	Parker (Kieft)	119.001
Aug. 4	"Daily Telegraph" Trophy, Formula III—65 kms.	Brands Hatch	Parker (Kieft)	Loens (Staride)	Wicken (Cooper)	109.372
„ 9	Craigantlet Hill-Climb	Ulster	Wharton (Cooper)	Baird (Ferrari)	Titterington (Allard)	1 min. 20.20 sec.
„ 23	100-Mile Race, Formula III—160 kms.	Silverstone	Coombs (Cooper)	Gerard (Cooper)	Truman (Cooper)	113.092
„ 23	"Daily Express" Formule Libre—57 kms.	Turnberry	Parnell (B.R.M.)	Gaze (Maserati)	Whitehead (E.R.A.)	128.019
„ 30	Shelsley Walsh Hill-Climb	Worcester	Wharton (Cooper)	Wharton (E.R.A.)	Christie (Cooper)	36.97 sec.
Sept. 6	Brighton Speed Trials	Madeira Drive	Lloyd Jones (Triangle)	Walker (Cooper-E.R.A.)	Norris (Alta Special)	23.91 sec.
„ 6	Wakefield Trophy—237 kms.	Curragh	Stewart (Jaguar)	Powys-Lybbe (Alfa-Romeo)	Scott-Douglas (Jaguar)	127.842
„ 11	Prescott International Hill-Climb	Cheltenham	Wharton (Cooper)	Christie (Cooper)	Wharton (E.R.A.)	43.70 sec.
„ 27	Madgwick Cup—27 kms.	Goodwood	Downing (Connaught)	Poore (Connaught)	Brown (Cooper-Bristol)	136.667

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
BRITISH RACES AND SPRINTS—*continued*						
Sept. 27	Formula III—20 kms.	Goodwood	Moss (Cooper)	Leston (Leston Special)	Bicknell (Revis)	127.600
„ 27	Woodcote Cup—20 kms.	Goodwood	Gonzalez (B.R.M.)	Farina (Thinwall)	Parnell (B.R.M.)	141.127
„ 27	"Daily Graphic" Trophy—58 kms.	Goodwood	Gonzalez (B.R.M.)	Parnell (B.R.M.)	Wharton (B.R.M.)	142.592
Oct. 4	Formula III Race—50 kms.	Castle Combe	Moss (Cooper)	Parker (Kieft)	Leston (Leston Special)	128.341
„ 4	Formula II Race—57 kms.	Castle Combe	Salvadori (Ferrari)	Wharton (Cooper-Bristol)	Sanderson (Cooper-Bristol)	134.251
„ 4	Formule Libre Race—44 kms.	Castle Combe	Gerard (E.R.A.)	Walker (Cooper-E.R.A.)	Wharton (Cooper-Bristol)	137.117
„ 11	Formula III Race—80 kms.	Charterhall	Brandon (Cooper)	Moss (Cooper)	Loens (Kieft)	123.832
„ 11	Formula II Race—129 kms.	Charterhall	Poore (Connaught)	MacAlpine (Connaught)	Oliver (Connaught)	130.258
„ 11	Formule Libre Race—129 kms.	Charterhall	Gerard (E.R.A.)	Wharton (B.R.M.)	Rosier (Ferrari)	132.699
SOUTH AMERICAN RACES						
Jan. 1	Rio de Janiero G.P.—150 kms.	Gavea	Fangio (Ferrari)	Landi (Ferrari)	Pagani (Maserati)	87.978
Feb. 10	San Paulo G.P.—200 kms.	Interlagos	Fangio (Ferrari)	Marques (Maserati)	Gonzalez (Ferrari)	119.905
Mar. 9	1st Buenos Aires G.P.—141 kms.	Brazil	Fangio (Ferrari)	Gonzalez (Ferrari)	Landi (Ferrari)	109.576
„ 16	2nd Buenos Aires G.P.—141 kms.	Brazil	Fangio (Ferrari)	Menditeguy (Ferrari)	Landi (Ferrari)	112.369
„ 23	1st Piriapolis G.P.—154 kms.	Uruguay	Fangio (Ferrari)	Landi (Ferrari)	Manzon (Simca)	104.464
„ 30	2nd Piriapolis G.P.—50 kms.	Uruguay	Fangio (Ferrari)	Gonzalez (Ferrari)	Rosier (Ferrari)	103.758
CONTINENTAL HILL-CLIMBS						
July 27	Chiusaforte—Sella Nevea	Italy	Stuck (A.F.M.)	Sterzi (Ferrari)	Palmieri (Ferrari)	13 min. 02.3 sec
„ 27	Mont Ventoux	France	Manzon (Gordini)	Lucas (Ferrari)	Pagnibon (Ferrari)	13 min. 17.7 sec.
—	Maloja Mountain Hill-Climb	Switzerland	Fischer (Ferrari)	Macchieraldo (Maserati)	—	87.033
Aug. 3	Aosta—Grand St. Bernard	Italy	Palmieri (Ferrari)	Sterzi (Ferrari)	Stuck (A.F.M.)	24 min. 36.3 sec.

N.B.—In accordance with our policy outlined last year, speeds are in k.p.h. and distances in kilometres. This means that Continental results, in which the kilometre is the unit of measurement, are accurate to three places of decimals. Conversion of m.p.h. to k.p.h. is based on the accepted figure 0.621. Race distances are given to the nearest kilometre.

REPORTS OF RECENT EVENTS

LONDON M.C. GLOUCESTER TRIAL (Dec. 6th)

Provisional Results :

Gloucester Challenge Cup (best performance of the day).—E. J. Chandler (1,172-c.c. Chandler), 47 marks gained.
Thomas Challenge Cup (next best performance).—W. H. Waring (1,196-c.c. Dellow), 46 marks.
Committee Challenge Cup (next best performance).—M. H. Lawson (1,172-c.c. Lotus Mk. IV), 43 marks.
Team Award.—Southern Lights—R. W. Faulkner (1,172-c.c. Paul Special). W. H. Waring and A. E. Rumfitt (1,196-c.c. Cotton II).
First-Class Awards.—R. Chappell (Cotton III), F. Harrison (1,172-c.c. F.H. III), R. W. Faulkner (1,172-c.c. Paul Special), D. W. Price, Jnr. (1,080-c.c. Price II), T. C. Harrison (Harford III), R. W. Phillips (1,180-c.c. Le-Tout), G. W. Best (1,200-c.c. Austin).
Second-Class Awards.—P. A. Atkinson (1,225-c.c. Atkinson), G. P. Mosby (1,172-c.c. Ford), A. E. Rumfitt (1,196-c.c. Cotton II), R. Oakes (1,172-c.c. E.R.H.), L. J. Oliver (1,172-c.c. Oliver), R. E. C. Brookes (E.R.P.).

BUGATTI O.C. WELSH RALLY (December 6th/7th)

Invicta Trophy and Welsh Trial Trophy : J. W. E. Banks (Bristol 401).
Runners-Up : J. Moore (Morgan) and B. E. Bradnack (Jaguar).
Stubberfield Trophy : W. A. L. Cook (Bugatti 57 SC.).
Open Cars, 1,101-2,000 c.c. : N. Jarrett (Dellow); **Over 2,000 c.c. :** F. Preece (Jaguar XK120); **Closed Cars over 1,000 c.c. :** O. H. J. Davies (Morris Minor); **1,101-2,000 c.c. :** J. W. E. Banks (Bristol 401); **Over 2,000 c.c. :** J. Moore (Morgan); **Special and s/c. Cars :** W. A. L. Cook (Bugatti 57 SC).

U.H. & U. LONDON M.C. & HANTS & BERKS M.C. NIGHT TRIAL (December 7th)

Best Performance : T. C. Sanders (A.C.); **Best U.H.U.L.M.C. :** J. I. Bremner (Lancia Aprilia); **Best H. & B. Member :** G. A. Robins (Vauxhall Velox); **Novices' Award :** A. Stevens (Lea-Francis).

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THE PLYMOUTH M.C. MANCUNIAN TROPHY RALLY (Dec. 13th/14th)

Nothing daunted by the Arctic weather, 14 drivers, complete with maps, torches and navigators, left the Elfordleigh Hotel, Plympton, from midnight onwards to compete in the last event of the year. Over 92 miles of snow and ice-covered roads were spread 10 timed check points, two special tests and two greasy observed climbs, all of which had to be found by map reference. The route by way of Whitechurch Down, Postbridge, Widdicombe, Buckfast, Staverton, Ashburton, Haytor, Sheepstor and Lee Moor was, to say the least, tricky to find by night, but in spite of one skid, resulting in a buckled wheel, all the crews reached Plympton for bacon and eggs at 5 a.m.

The organisation, thanks to Leon Fredman, the Car Competitions Secretary, was well nigh perfect, and to those stalwarts who manned the controls with little more than enthusiasm and hurricane lamps to keep them warm, a hearty vote of thanks is due.

Results :

Mancunian Trophy.—Mrs. M. Hussell (Vauxhall Wyvern), 14 marks lost.
Runner-up.—A. L. Chard (M.G. TC), 19 marks lost.
Third and Class Award.—W. McNaughton (1925 Sunbeam), 44 marks lost.

* * *

The annual general meeting of the Plymouth Motor Club will take place at 7.30 p.m., January 15th, 1953, at the Moorland Links Hotel, between Plymouth and Yelverton. Will as many members as possible make an effort to attend please, not only to assist in the election of the new committee, but to discuss matters of great moment to the club.

NORTH LONDON E.C.C. (Dec. 14th)

The closed Christmas Run took place on December 14th, attracting 30 entries, embracing five sections and one test, starting at Whelpley Hill and finishing with a Christmas dinner at the Royal White Hart Hotel, Beaconsfield. There was a novelty in the marking to benefit saloons and the carrying of passengers, as many as five bonus marks were awarded to closed cars and one mark per passenger normally seated.

After the lunch a team was selected, comprising D. P. O'Shea, Mrs. Rivers-Fletcher, Bob Bishop, David Render and Ian Metcalf, with Rivers-Fletcher in the chair, and questions were put to them by the audience, which led to considerable hilarity.

Results :

Premier Award.—Ken Jones (Magnette).
First-Class Awards.—A. F. Rivers-Fletcher (Mk. V Jaguar), A. T. Young (Magnette) and G. B. Lilley (M.G.).
Second-Class Awards.—D. Mayston (Alvis), M. F. Ault (M.G. TC) and C. C. Foreman (M.G. TC).

MOTOR SPORT

Wishes its Readers a Prosperous

1953

T. C. Harrison Wins The 1952 R.A.C. Trials Championship

THE 1952 R.A.C. Trials Championship was contested over a sporting course at Gandalo Camp, Catterick, in Yorkshire, by kind permission of the War Department. The rocky ways were muddy rather than slimy but a lacing of ice made the going difficult. It is a great honour to qualify or be invited to compete in this annual Championship which winds up the trials year, so let us place on record the field for the 1952 event :—

List of Entries

Name	*Make of car*	*Engine capacity*	*Zone of entrant*
E. B. Wadsworth ...	Austin Special ...	1,199 c.c. (s/c.) ...	North
C. M. Seward ...	Freakin	1,099 c.c.... ...	South
D. W. Price ...	Price Special I ...	1,175 c.c. (s/c.) ...	South
P. M. Goodall ...	Dellow	1,172 c.c.... ...	Scotland
R. W. Phillips ...	Le-Tout	1,180 c.c.... ...	North
R. F. Chappell ...	Cotton III	1,172 c.c.... ...	South
I. D. L. Lewis ...	Ford	1,172 c.c.... ...	South
W. T. Todd ...	Todd Special ...	1,200 c.c.... ...	Ulster
J. E. Wilson ...	Austin	1,200 c.c.... ...	Scotland
M. H. Lawson ...	Lotus Mk. IV ...	1,172 c.c.... ...	South
J. H. Appleton ...	Appleton	1.172 c.c.... ...	South
A. E. Rumfitt ...	Cotton II	1,196 c.c.... ...	South
T. C. Harrison ...	Harford	1,172 c.c.... ...	North
C. Corbisbley ...	C.C.S. III	1,172 c.c.... ...	North
R. W. Faulkner ...	Paul Special ...	1,172 c.c.... ...	South
E. J. Chandler ...	Chandler Special ...	1,172 c.c. (s/c.) ...	South
E. Harrison ...	Ford	1,172 c.c.... ...	North
H. Sinclair-Sweeney	"Jacquie" Special ...	1.442 c.c. (s/c.) ...	South
A. E. A. Day ...	Spence VI	1.172 c.c.... ...	South
R. C. McKinney ...	Dellow	1,172 c.c.	Ulster
F. Harrison ...	F. H. Mk. III ...	1,172 c.c.... ...	North
G. P. Mosby ...	Ford	1 172 c.c.... ...	North
K. P. Murray ...	M.M. II	1,286 c.c.... ...	Eire
A. D. Alldred ...	Austin	1,172 c.c.... ...	North
E. A. Jauncey ...	Otter Special ...	1.172 c.c.... ...	South
W. H. Waring ...	W.H.W. Dellow ...	1,520 c.c.... ...	South
M. Wilde	Ford	1,172 c.c. (s/c.) ...	North

Of these, the only non-starter was J. E. Wilson. The Championship is a great occasion and many clubmen have the opportunity of seeing for the first time in the flesh notabilities previously associated only with the Competitions Committee room. Earl Howe braved the elements to watch, Col. Barnes, Ian Appleyard, H. Winter, Guy Warburton, Porter-Hargreaves, Tommy Wise and D. G. Flather were amongst those with heavy official duties to perform. Maurice Toulmin (who does *not* sell M.G. bits at Hounslow) was lurking about seeing that regulations were conformed to, while Dean Delamont and a Land Rover did valuable work in the field.

There were some notable novelties about the organisation. For example, not only was starting order balloted for, but to make conditions absolutely fair drivers were divided into three groups of nine each and set to tackle the ten sections in a different order section by section. Another clever scheme was the use of tallies kept by a driver until he failed a section, whereupon the appropriate tally was pinned to a tape at the point of failure, the tape running up the hill and being firmly pegged to the ground. Thus a permanent record was available, rather as with the marked tape of an electrical timing apparatus, for check purposes. A clean climb lost no marks, so no tally was needed in this case. The R.A.C. certainly proved that it can bring some refreshingly new ideas into the organisation of an important trial.

On December 20th the weird trials vehicles went from Scotch Corner, over roads covered in sheet ice with many "heavies" immobile, to Gandalo Camp. Wally Waring's new car, a Dellow chassis very neatly bodied and with Ford Consul engine with twin S.U.s, had left Portsmouth per lorry on the previous Thursday! Most of the entrants used Ford Ten engines, a few Austin A40, one a Vauxhall, and five had blowers. Many, of course, arrived on trailers towed by hermetically sealed transport.

The first set of hills were "straight-up-into-the-woods" affairs. Lewis broke a steering-arm on the first and so failed to climb the second, losing maximum marks. However, he used a Jubilee clip to effect a repair, which lasted through all the rest of the rough stuff—and some of it was *very* rough!

Sixteen cars climbed the first hill, but the second defeated everyone, although Harrison got within one mark of victory, Wadsworth losing two marks, Mosby three. F. Harrison did best on the third section, but Mosby lost only one mark more. There was a nasty bump at the foot, over which Jauncey's Otter Special aviated and then McKinney broke the altitude record!

The fourth of these sections had a nasty mud bath near the start, which proved the undoing of McKinney's Dellow, which was singularly gut-less. Mosby failed early, spoiling his previous chance of success, Alldred stopped even sooner, Jauncey sooner still. All praise, however, to the vigorous "bouncing" on subsequent hills by Alldred's girl passenger, who practically stood up before going down.

Wilde's Ford went onto three cylinders, troubled perhaps by forced induction, and Jauncey failed a section because his near-side front wheel locked on.

Wally Waring, in his familiar Sidcot inner suit and woolly cap, was explaining failures by the tendency of the suspension of his new car to go up solid.

A. E. A. Day earned applause for a fine ascent of the curving steep section with a left-hand bend at the top known as "C2," and here the soft back suspension of F. Harrison's F.H. Mk. III lent itself to sensible "bouncing" by the occupants. Mosby went very nicely here, to climb clean, and Waring was outstanding.

As the afternoon wore on and rain began to fall, gently at first, then in torrents, some very choice sections had to be tackled. "C4" involved a very tricky right-hand turn on to a gradient immediately after the start. No one managed this, although two tries were allowed, the better to count, but Corbishley lost only one mark. All sorts of hummocks and hillocks followed, one with a stream at the foot, another with a right-hand slippery bend halfway up, to the downfall of McKinney, in spite of negative pressure in his back tyres. Wilde and Alldred recovered after nearly losing the prop, at the corner, Day was neat and Jauncey made a splendid climb. F. Harrison's rough device proved to have ample urge here.

The last hill was long and steep, although we would guess no steeper, though probably more slippery, than those freak gradients, also in Yorkshire, which Jowett light cars, amongst others, used to climb so easily in the early 'twenties. Here we had the delightful sight of Earl Howe watching the antics of the rope-squad and chock-boys, as they sought to prevent failures from hurtling backwards to destruction. A rope was necessary to lower cars *down*, and Dave Price's Price Special I ran away and nearly rolled over, an ugly incident. Yet here was the Chairman of the R.A.C. Competitions Committee, who sells us medicals and racing-car log-books and crash-hats and blood groups, at the annual meeting of the clubs, watching all the excitement with apparent equanimity! Has he a secret admiration for the gallant trials drivers and their intrepid passengers?

Joking apart, lots of concerted "bouncing" got many cars up this section and many front-ends aviated over the rocky outcrops, sending boulders hurtling downwards; 13 climbed clean. But already the Championship had been won by the Northern driver T. C. Harrison and his Ford Ten-engined Harford, by reason of clean climbs of A1, C2, C3, and this last D2, together with loss of one mark on A2, five on A3, two on B1, five on B2, one on C1 and seven on C4.

The runner-up, Chappell, also had four clean climbs, but lost 16 more marks, and the third man, Mosby, had only three clean ascents.

It was a good trial, followed by a good party, I am told, at Scotch Corner. The toughness of the modern trials special is nicely proved by the fact that only one car retired, Murray's M.M. II with a broken differential.—W. B.

Results :

The R.A.C. Championship Trophy (for the best performance).—T. C. Harrison, 21 marks lost.
Special Award (for the second best performance).—R. F. Chappell, 37 marks lost.
Special Award (for the third best performance).—G. P. Mosby, 39 marks lost.
Souvenir Awards (for the seven next best performances).—E. J. Chandler, 48 marks lost; M. H. Lawson, 75; C. Corbishley, 77; F. Harrison, 77; E. B. Wadsworth, 83; C. M. Seward, 83; R. W. Faulkner, 89.
Special Area Award (for the best performance by a competitor from each of the following areas).—*North England :* T. C. Harrison; *South England :* R. F. Chappell *Scotland :* P. M. Goodall; *Northern Ireland :* W. T. Todd.

CARS I HAVE OWNED

by Ivan Carr

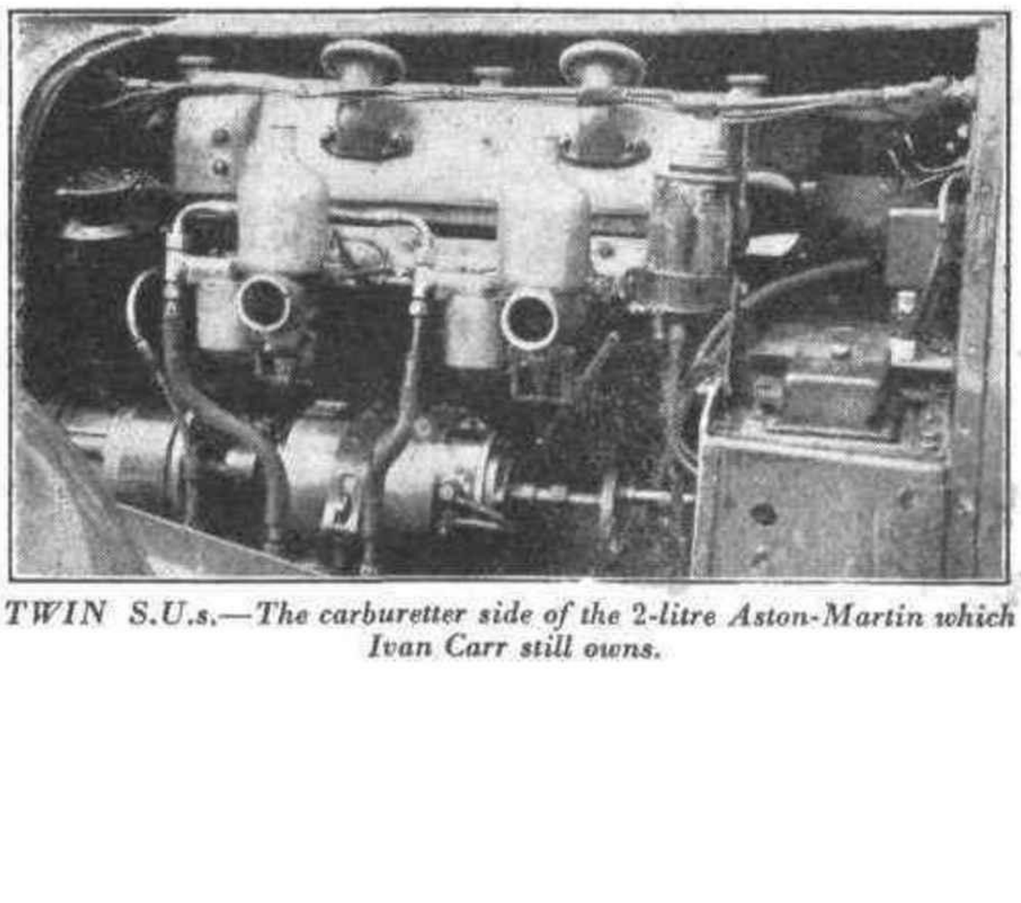
(Continued from the December issue)

TWO days before war broke out I was in London, it was all too obvious that the end of peace was just round the corner and there was talk of the immediate prohibition of private motoring, so I determined on just one more "blind" before the lights went out. The red Aston and I slept at the famous George Hotel in Stamford, and at 4.30 next morning a sleepy night porter woke me with a strong cup of tea. Just as the church clock struck five we hauled out of Stamford. It was a run to remember all one's life. The roads were clear and dry and bathed in autumnal sunshine; the car running to perfection with a tank full of Cleveland Discol; 57 miles in the first hour, 61 in the second—a road blockage just north of Scotch Corner held us up for three minutes, yet at precisely 9 a.m. I walked into my office in Carlisle to see the letters, before seeking a much-needed breakfast.

All through the war the Aston carried on. It hurt me to neglect it, but in those days there were more important jobs to do. It attended Home Guard parades, trundled over ploughed fields, carried festoons of Sea-Cadets, and at the end of the war, like the rest of us, was a little jaded and faded and tired; so in 1946 I gave it what it so much deserved, a thorough overhaul and a new coat of scarlet paint.

The sheer excellence of this car impressed me vastly, so it was natural that when, in 1946, my wife again wanted a car of her own, I should advise a 2-litre Aston-Martin saloon. A baker friend of mine had one, and it came to Carlisle. Sadly it must be confessed that it was a wash-out. In 1937 the Company had adopted a retrograde policy. The dry-sump and much of the excellent finish of the earlier cars gave place to a very ordinary engine and a lamentable lack of spit and polish. The result was an *unhappy* car. There was nothing much wrong with it really, but it always seemed to be ashamed of itself, rather like an Eton schoolboy turned bookie. My wife felt the same about it, and in the end we took a shamefully large profit on its sale and invested a part of the proceeds in a much older Mark IV Aston of 1½-litres, and I am sorry to say that this car, too, was a disappointment. It was a drophead coupé, and it proved utterly impossible to eliminate the irritating rattles and squeaks which came from the many joints of the roof. True it had breeding, which the 2-litre car so sadly lacked, but it had done a big mileage and I never succeeded in restoring it to concert pitch. We sold it at a disgusting profit.

And then in 1947 I did a mad thing. You will remember that the Triumph Company at one time built three cars which closely resembled the Alfa-Romeo. One of these three came on the market, and I foolishly fell in love with its immaculate condition and glittering chromium plate. The dearly beloved red Aston went to Sheffield, and an abominable impostor took its place. Next to the Maserati it was the worst of the lot, and never again shall I have anything to do with a copy. The Triumph (it went by another name at that time) looked like an Alfa, sounded like an Alfa, and even on occasion motored like an Alfa; but somehow it was all hateful, simply because it was NOT an Alfa. It felt bogus. But apart from that it had a most grievous defect, for the rear main-bearing had apparently no proper oil-seal, and what's more there was no room to fit one. The result was that its oil consumption was really horrific and oil simply poured through the bearing into the flywheel well and from there on to the road. I tried fitting a petrol pump to collect the oil from the bottom of the flywheel well and return it to where it belonged. This helped but was far from a complete remedy, and still the well filled up to the level of the inspection hole, and then out it poured on to the road. I puzzled long and unhappily, not to say expensively, and then . . . suddenly the complete solution struck me. Half an hour's work sufficed to make a shaped wooden cover to block the inspection hole. I fixed the cover with a single central bolt, and pulled it down on to a cork gasket. The cure was complete and immediate. I discovered afterwards that three previous owners had sold the car simply because of this oil leak, and I was pleased with myself for having cured it.

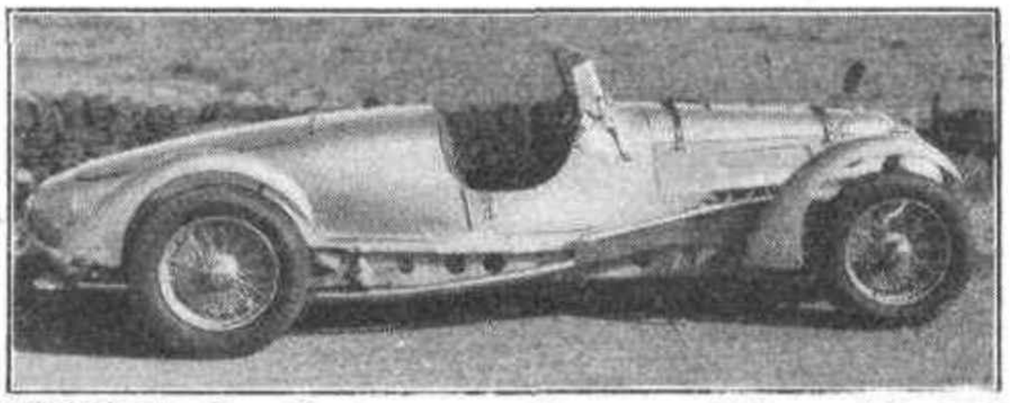


TWIN S.U.s.—The carburetter side of the 2-litre Aston-Martin which Ivan Carr still owns.

After that the Triumph gave quite good service for a time, and certainly it was the most unfailing starter of any. But somehow I could never forget that it was illegitimate, and became very keen indeed to get rid of it. A chance to do so cropped up, and there was no mourning at its demise.

The last four cars are so fresh in my memory that a little more detail may be of interest. For four years a Type-57 Bugatti saloon served my wife with unfailing fidelity, and only passed on a few months ago. Somehow it was a car for which it was difficult to feel any great affection, yet it earned wholehearted respect by reason of its good qualities. It came to us after it had travelled a distance equivalent to a journey half-way round the world. I gave it the customary careful overhaul, and then month after month, and year after year it did its stuff. Always fast, always trustworthy, always the joy of perfect roadholding and cornering. No trouble of any kind, save only that it was a little difficult to start in frosty weather . . . Yet dull, a trifle dull. It carried great loads of equipment. Now and then a yacht's dinghy was lashed to its roof. It went shopping, and it went down the Great North Road when my wife visited relations in the south; and when in the end we said good-bye to it one winter's day in Stevenage, and saw its rear number plate fade away into the distance, we felt regret, but no shade of emotion. Yet it was a grand and faithful servant.

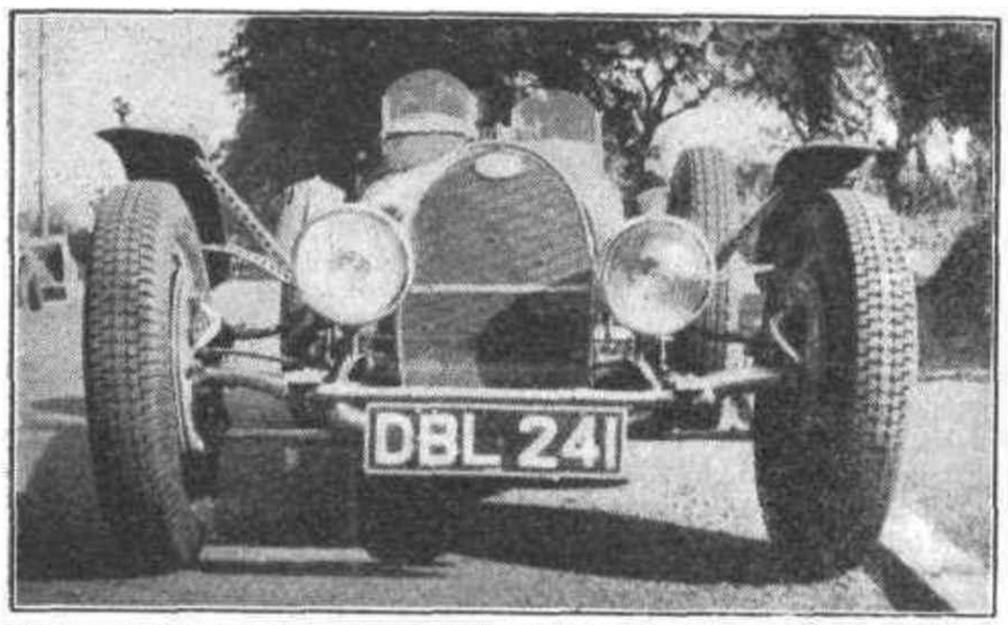
Today three cars live in the garage. My wife has taken possession



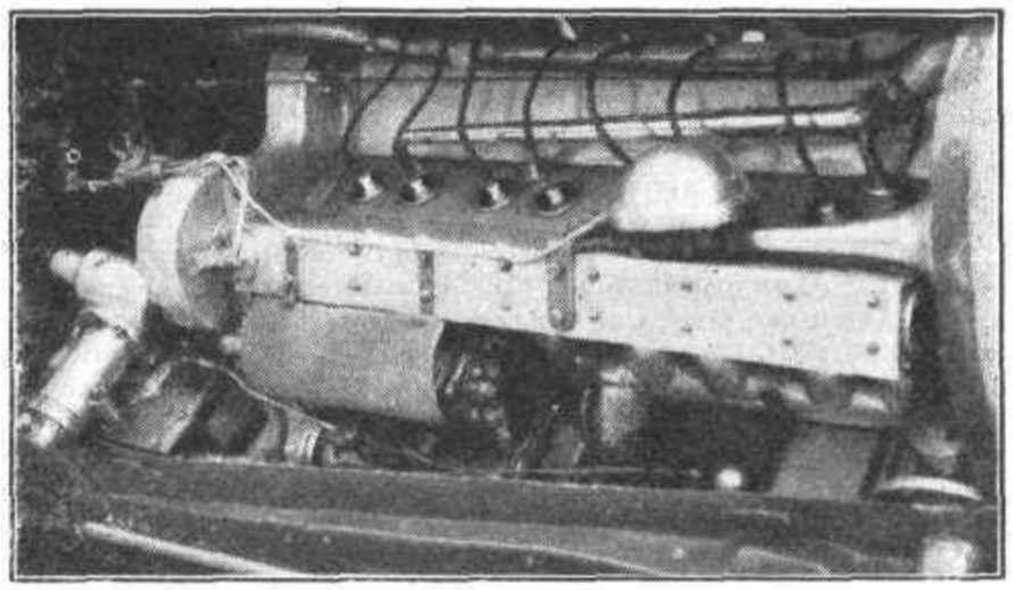
"GROCK."—Ivar Carr's rare specimen, one of the surviving 1939 Le Mans V12 Lagondas.

of a Lagonda, and appears to enjoy driving her. This is one of the Fox and Nicholl cars built for the French G.P. of 1936, which in that year was a race for sports-cars. She is a 4½-litre two-seater, and is a GRAND old car, in the old tradition. Trustworthy, fairly fast, infinitely reliable and a great joy to drive. For eighteen months I used her before passing her over to the domestic department. Now she is, so to speak, pensioned-off, and spends her life collecting groceries and taking sick villagers to see the doctor, and sick dogs to the vet. Yet now and then she comes out of her retirement, and when she is really warmed up, and when she has 20 per cent. of benzol in her big tank, then I think she recalls past glories, and the rumble of her exhaust would awaken the dead . . or the Spaniard called Leoz who drove her in far-away 1936. She is maintained in good order, and we keep her clean and immaculate, as she deserves to be kept, for does she not wear British Racing Green?

Alongside her dwells "Grock" (GRK77). "Grock" is the only V12 Lagonda racing car in the world, or so I am told. It was built for the Le Mans race of 1939 and came in third. Two sisters were destroyed by fire and only one remains. In the winter of 1951-52 I neglected other duties and spent about four hundred



NEAR-PERFECT?—The 3.8-litre G.P. Bugatti which is naturally the apple of its owner's eye.



MACHINERY.—The twin o.h. camshaft engine of Ivan Carr's 3.8-litre G.P. Bugatti.

hours in its service. The result is that today it is as fit as it has ever been in its life. . . What a car, what acceleration, what comfort, what breath-taking speed! You only have to put your foot down for a few seconds and the gentlemanly rumble changes to a savage roar; 100 m.p.h. is common-place, and though I have passed my 46th birthday, yet "Grock" sometimes takes me up to between 100 and 110 on the road, and that in perfect safety. It is indeed a thing of beauty and a joy, if not for ever, yet for some years to come . . . I hope.

And then it is so docile. If you wish, it will dribble along at 10 m.p.h. in top gear, twelve cylinders doing their work almost noiselessly: then drop down into second, put your foot down hard, and the revs. fly up to 4,000 and "Grock" becomes a roaring monster. It has everything. There is no car happier in traffic, no car a greater joy when the Great North Road is deserted at 5 a.m. on a summer's morning. It starts unfailingly, and daily takes me to my mundane office, and nightly it brings me home. I hope the car is as happy as it has made me.

Intentionally, I have left to the end the first string of my small stable. Soon taxation will disrupt and dissipate the garage here in Crosby, but at this moment between the Lagondas stands the *prima-donna*, none other than the ex-Nuvolari, ex-Eccles, ex-Lemon Burton Type-59 G. P. Bugatti. The Type 59 was originally a supercharged 3.3-litre straight-eight, and was the last two-seater racing car built by Le Patron. Mine has been enlarged to 3.8 litres.

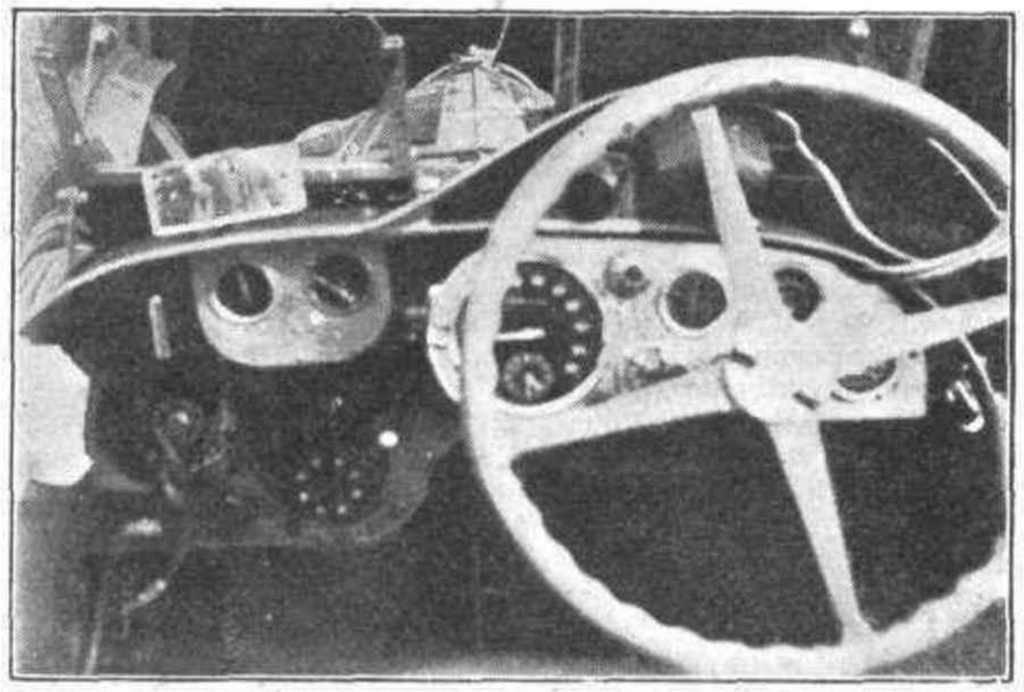
For five years DBL 351 has lived here. Two and a half winters have been spent in perfecting it. About 400 hours have been used (or mis-used, according to your philosophy) in making the car as perfect as I can contrive.

It is a good plan, when you have a car to rejuvenate, to start with all the *little* things, then they really get done, and furthermore, when you come to the big jobs, then the little ones are not there to nag at you. Thus I spent the first winter in tidying up. The body rattled and was loose, so I removed all the screws and re-tapped the holes and fitted B.A. screws instead of the Bugatti type. The hand-operated air pump was shifted from the passenger's lap to a more convenient place. The old G.P. exhaust manifold and pipe were refitted, and twin S.U. fuel pumps proved more handy than the original pressure system. Places were found for the jack and copper hammer, and much time was spent in lightening the spare-wheel bracket, the starter gear and the dynamo mounting. These fittings had been made, apparently, by the junior acting-deputy blacksmith's assistant, at a time when the head blacksmith was on holiday; they were very vile and would have made Le Patron turn in his grave. Then many happy hours were spent in cleaning and polishing, for here was beautiful machinery which must be treated with reverence, respect and awe.

Neat cycle-type wings were made to replace the ugly mudguards originally fitted by the j.a.d.b.'s assistant who converted the car for road use. Then there was a tiny oil tank to fit, to feed oil to the hitherto-starved blower bearings. The fuel tank came out and was carefully cleaned, and even the electric clock was persuaded to work and keep good time.

The second winter was spent on the engine. It took three full days' work to strip it, and when that was done it became clear that the bottom half was in first-class order, but the top half was not so hot, for one bore was scored and two pistons were slightly cracked. Necessity makes inventors of us all, and I made a hone which effectively cut five thou. out of each cylinder. That job alone absorbed five days' work. Pistons were a big worry, but in the end I discovered by accident that Ariel motor-bike pistons were precisely what was wanted, and what's more they could be bought in all degrees of oversize. In all, 550 hours were spent on the engine, and great was my satisfaction when the job was finished, for then all cylinders pulled their weight, and no oil leaked from the innumerable joints: oil consumption jumped up to 400 m.p.g., and when a set of used plugs were sent to Messrs. Lodge for inspection, they reported that the plugs "showed an engine in perfect condition, and plugs ideally suited to their work."

In the autumn of 1949 there remained only one job to do. The old Zenith carburetters were crude and inefficient. S.U. helped, and supplied an instrument equal in choke-area to the two Zeniths; it was touch and go whether it would fit into the limited available space on top of the blower, but it was wangled in the end. A hand control for the adjustable jet was fitted conveniently at the side of the steering-wheel, and the results of this change were phenomenal. On a mixture of 25 per cent. methanol and 75 per cent. petrol the car did no less than 23 m.p.g. with the jet at its weakest position and travelling slowly. Of course, that mixture is far too lean to risk opening out, and normally I am content with 19 m.p.g. and all the verve and acceleration of which these cars are capable. For really high speeds the jet is opened fully: thus I get the best of two worlds.



COCKPIT APPEAL.—The business-like driving aspect of the Ivan Carr 3.8-litre Bugatti.

I wish my literary skill were adequate to describe the vivid performance of the car as it is now. Every journey in it is a poem of motion, and in addition to the joy of owning so fast and perfect a racing car, I now have a fairly docile machine which will tick-over, start fairly well, run without undue embarrassment in traffic, and accelerate like a bomb. Furthermore, when life seems a bit dreary one can go and look at it in the garage!

The G.P. Bug. is licensed for only about three months in the year, and since the completion of its overhaul in 1949 has given no trouble of any kind, until October of 1951 when it cracked the aluminium

Continued on page 18

VINTAGE VEERINGS

TIM Carson, Secretary of the Vintage S.C.C. has changed his address. It is now : Brook's Cottage, Bishop's Green, near Newbury, Berkshire (tel. : Headley (Newbury) 218). The Club was able to announce in its Autumn *Bulletin* that membership had reached 2,079, a very fine achievement.

* * *

The V.S.C.C. ended the old year with one of its popular driving-test meetings, at a new venue at Witley Park, near Haslemere, on December 7th. In spite of fog there was a good attendance, with an entry of 28. In the big vintage-car class John Vessey took the only first-class award, with his special 1928 Lancia Lambda. Jane, with *his* well-known cut-and-shut Lambda missed a "first," but, with Norman Routledge's wonderful 1924 Morris-Cowley tourer from Leeds, won a second-class award. C. J. Richardson's more modern Alvis had to be content with a third-class award. Michael Arnold-Forster in his evergreen 1925 Frazer-Nash deserves great praise for taking a first-class award in the up-to-1½-litre vintage-car class in company with B. E. Brown in his 1930 Frazer-Nash. Gahagan got a second-class award in this category with his G.P. Bugatti, as did Wood with his far less accelerative 1923 disc-wheeled Riley coupé. A third-class award went to Bonham-Christie's 1927 Frazer-Nash. The thoroughbred chassis were merged, E. J. Laker's 1934 Riley taking a first-class award and R. Trustcott's 1934 Frazer-Nash a second-class award.

There was a special award for the best vintage light car, won by Wood's stately Riley Eleven.

Having thus closed the old year effectively in spite of the poor weather, the V.S.C.C. proposed to open 1953 with its ambitious Measham Rally on January 3rd/4th.

* * *

VINTAGE POSTBAG

Sir,

I am interested in your illustration of the Daimler with the beer-bottle body, as I was employed, in a very minor capacity, in the building of the first job on these lines.

This was for Worthington only, and was not a Daimler, for Worthington's manager at that time was a Dutchman, and he, perhaps naturally, specified a chassis mentioned several times lately in MOTOR SPORT, namely a Spyker.

As you know, this make had a round bonnet and there was an idea that it could be the neck of the bottle, but it was impracticable, and the final result was similar to the Daimler, and the driver's field of vision was somewhat restricted. This was in 1911 or earlier.

The main part of the body was of steel built by the firm who supplied the bodybuilders with the tanks for road tank-wagons (horse-drawn in those days as the L.C.C. would not allow motor wagons carrying petrol in bulk), so you can guess it was pretty heavy.

We had to remove the body and stand it on end for the signwriter to do the Worthington labels, as he was most indignant when it was suggested a good writer could do them lying down. He was a good signwriter and did do a good job.

I am, Yours, etc.,

T. WELLS.

London, N.17.

THE TREND OF RACING CAR DESIGN—continued from page 8.

long pipe, Connaught have cylinders 1 and 4 coupled, and 2 and 3, joining the two manifolds together into a common tail-pipe, Cooper exhaust like Maserati, 1, 2, 3 into one pipe and 4, 5, 6 into another, while Osca connect each subsequent pair, taking them into a common expansion chamber with a single tail-pipe. Clearly exhaust gas flow is occupying much thought but no very definite conclusions appear to have been reached as yet.

Apart from such details as instrument board layouts, wheel and tyre sizes, fuels and fuel systems, that covers the main design trends in current International Grand Prix racing and, as that category is fast becoming a single group, namely unsupercharged 2-litre engines, we can view with a good deal of certainty the lines along which future racing car design will run.

We come finally to Formula III, or 500-c.c. racing, wherein there is little pure design but a great deal of very ingenious improvisation or adaptation. With one or two yet-to-be-proved exceptions, the whole movement is agreed that maximum power is to be obtained at present from existing motor-cycle engines, and of these the single-cylinder Norton holds sway, though J.A.P. do their best to compete. Other units, such as Triumph, B.S.A., B.M.W., D.K.W., Gilera and Guzzi are used but with little or no success. On the question of the suitability of the modern close-ratio motor-cycle gearbox there is no dissention, nor on the advantages of chain drive. On the matter of engine position it is with one or two exceptions agreed that it should be behind the driver. Chassis design shows a greater divergence of opinion, although all-round independent suspension is fairly generally applied. At the front various layouts of the double-wishbone pattern are usual, and so many and so varied are the Formula III cars, especially in the "one-off" group, that they would need a separate article to deal with them all fully. Suspension mediums at the front range from transverse leaf springs, as exemplified by Coopers, through air struts on the Grenville, to rubber in torsion on the Kieft. At the rear fully independent layouts are general, only one version of the Scampolo bothering with the added complication of de Dion. Double-wishbone layouts, or transverse leaf spring and wishbones, are popular, though the swing-axle style, as pioneered in this class by Iota and perfected by Kieft, is fast becoming popular. Here rubber strands in tension are becoming fashionable, and justifiably so, for they have the lightest weight and near-ideal characteristics. Chassis frames of the "space-frame" variety are produced in varying "one-off" forms, as are the more conventional twin tube layouts, there being no definite trend towards either. In the same way the use of wire or cast wheels is still an open question, Cooper supporting cast wheels, Kieft light-alloy rimmed wire ones, though all are in accord on the lack of need of knock-off hubs. Rack-and-pinion steering is gaining in popularity and hydraulic brakes are universal, while on the subject of brake drums, Cooper retains them cast integral with the wheel and Kieft and J.B.S. use Al-fin drums on separate hubs. Design in Formula III is by no means stagnant but it is hampered a great deal by the cost of having special parts made, so that much of what appears to be design trend is in reality due to the availability of limited parts that can be adapted for racing.

That then is the present position of design among the chief contestants in International Formula racing and it can be boiled down, in the case of factory inspired pure racing-car design, to Formula II activities by three Italian firms, one French, one German and one English, ably supported by numerous other concerns who are making the best use of existing conditions.

American design for Indianapolis cars has not been brought into the discussion, as that is a branch of automobile engineering worthy of an article in itself, and is all concentrated on one track. Little of the knowledge gained being applicable to European road racing, it would only fog the issue to include it in an article confined essentially to classic road racing.—D. S. J.

MOSS GOES MOTORING !

Stirling Moss, Leslie Johnson, John Cutts and David Humphrey deserve the congratulations of all who imagine they are fast drivers. for getting a new Humber Super Snipe through fifteen European countries, 3,280 miles, in three days 18 hours, an average running speed of over 40 m.p.h. under winter conditions and over roads. always wet, often icy, throughout. The Press received exciting Rootes bulletins of the car's progress, but fog held it in Lisbon after the finish when it should have been flown home to a Press reception.

The new Humber Super Snipe has moved up into the true high-performance class, with its 4-litre 113-b.h.p. "Blue Riband" engine. Finding that it is too new to qualify for entry in this month's Monte Carlo Rally, the competition-minded Rootes Organisation, through Norman Garrad their Competition Manager, arranged this searching test of the new model. The route was from Oslo in Norway to Lisbon in Portugal, *via* Sweden, Denmark, Germany, Holland, Belgium, Luxembourg, Switzerland, Italy, Jugo-Slavia, France and Spain. The aim was to make this long journey in five days, accurate timing to catch numerous ferries being essential. In fact, so well did the boys drive and the Super Snipe run, that the objective was achieved in six hours less than four days!

The route is some 50 per cent. longer than those of the Monte Carlo Rally and the Alps had to be crossed into Italy, six passes being taken in 70 miles. The Humber was standard except for extra lamps. The appropriate flag was flown on its own little mast as each frontier was successfully crossed.

Many enthusiasts cannot help envying drivers who can engage in such exciting and purposeful motoring, but all will be warm in their praise of the crew and the Humber.—W. B.

CHAIN CHATTER

by "CARROZZINO"

WHILE simmering by the fire with the Editor recently he expressed the opinion that he really knew little about the present-day motor-cycle and should he ever feel the urge to acquire one, it would be difficult to choose. In that he was right for the range of machines offered for sale these days is quite outstanding, running as it does from motorised bicycles or 98-c.c. machines to 1,000-c.c. machines, and single-cylinders to four cylinders. It would not be possible in an article of this length to deal with all these models, so perhaps my own choice may give a good working idea of the range. Just as one motor car cannot fulfil all the requirements of a full motoring life, one motor-cycle cannot do likewise to a motor-cyclist with time and money. I feel that a stable of six machines would make an ideal motor-cycling life more or less bearable, at present I have to manage on four, and we will start the list from the bottom and work up. First essential would be a runabout for which I would choose the Douglas Vespa, as being one of the handiest small machines as well as the best looking. Its 125-c.c. engine and three-speed gearbox mean that it can carry two people comfortably, is economical and takes up little more room about the place than a push-bike. The motorised bicycle type of machine I do not like, as they all have limited space for carrying odds and ends, and are essentially rider-only machines. Should one not want a Scooter for local pottering then there is a very good range of small motor-cycles such as the B.S.A. Bantam, Royal Enfield, James, Francis Barnett, which are all scaled-down motorcycles, or the revolutionary Le Velocette, which is a cross between the Scooter and the small motor-cycle group. All these coming within the £130 price range.

For a good all-round machine a 350-c.c. is hard to beat, and the Competition 350-c.c. A.J.S., or Matchless, would be difficult to surpass. Priced at £207, this model is reasonably light, extremely handleable, economical to run at 80 m.p.g., and fast enough to be used for long runs, while being ideal for entering trials events, or just pottering about off the beaten track. B.S.A. make a similar model and it would be hard to choose between it or the Plumstead models from a design point of view. If one wanted the 350-c.c. for normal riding, and had no interest in competition work or going along farm tracks, then I would take the new M.A.C. Velocette. This very sound push-rod 350-c.c. bicycle has that indefinable quality about it that a Bentley has over cars that look the same. Particularly pleasing is the compactness of the M.A.C. and the whole machine has been viewed by the designer as a complete unit and not planned in its separate parts so that the resultant collecting together looks unbalanced. Apart from perfect steering and one of the best gearboxes ever made, the Velocette has a neat swinging arm rear suspension which is variable for different loads. This is a very sound practical approach to a problem that has been ignored by manufacturers. A rider of eight stone and one of 18 stone have had to buy identical machines, with identical suspension systems; Velocette offer a very good solution. For me, the M.A.C. has no place, excellent machine though it is, for I like to use my 350 model for bog-wallowing as well as general running.

For touring purposes a 500-c.c. bicycle is the minimum for me, for with luggage and pillion passenger anything smaller is being over-worked. I would plump for a twin for the noise is less than a single, vibration less and flexibility is better; and as I am particularly fussy about good steering and roadholding I would choose the Norton Dominator de-luxe, which uses the featherbed-type frame, with swinging arm rear suspension, telescopic forks and the 500-c.c. vertical twin engine which is a very solid and robust unit. Today there are so many vertical twin 500-c.c. machines in the lists that choice usually boils down to a pet make, regardless of specification, for they are all very nearly alike. For £250 one can choose from Norton, Triumph, Royal Enfield, Ariel, B.S.A., Sunbeam, Matchless or A.J.S. in the twin-cylinder range, and while they all have their good points and their bad, it may help to touch upon one or two. Norton I have chosen for handling, Triumph I would choose for sheer reliability and long life, Royal Enfield have a very neat rear suspension, Ariel for clean lines and the Plumstead models for the satisfaction of their three-bearing crankshafts, Sunbeam if you want a really modern machine, with large-section tyres, shaft drive and the best looks of any motor-cycle of today, and B.S.A. for a well-proven design with the holding of the Maudes Trophy to prove their point. It is more than likely that my touring would involve sidecar work, in which case the enlarged version of some of the above makes would come under review. Either the 650-c.c. Triumph Thunderbird or the 650-c.c. B.S.A. would do well with a sidecar, but I would not be too keen on the twins, like the Norton, with swinging arm rear suspension, for use with a chair. Before leaving the 500-c.c. class of machine, I have a soft spot for the old "bangers," the thumping 500-c.c. single-cylinder, and I must admit that I would be very hard put to choose between the Vincent Comet, the Gold Star B.S.A. or the International Norton. Nowadays there are so many special bicycles made for special jobs that the category of "sports five-hundred" barely exists in motor-cycling life, but a run "with the boys" on any of the three mentioned machines would certainly prove to be motor-cycling for motor-cycling sake. Probably the new swinging arm framed B.S.A. is the most outstanding of the three, and I particularly like the double loop frame around the engine, with a stout, single, top tube. This must eliminate a great deal of lozenging which the Norton featherbed frame is prone to do. The Vincent, of course, does not have a frame, the engine and gearbox being hung from a backbone, and while it is a mechanically noisy machine by present-day standards, its finish is superb and it is definitely a connoisseur's bicycle.

No stable would be complete without a model from the "man's" range of machines; I refer to the 1,000-c.c. Vincents in various forms, with maximum speeds from 110 to 125 m.p.h. The Vee-twin Vincent would be kept for special occasions when I woke to feel that life was particularly good and that something should be done to justify it, and a run on a Black Shadow would fulfil that role. Admittedly £389 14s. 5d. is a lot of money to have sitting in the garage for special occassions, but we are theorising. The Vincent 1,000 is the only production machine that will record a really genuine timed three-figure maximum, while its acceleration is second to none, including two- and four-wheel production vehicles. When you realise that, fitted with a sidecar, the Black Shadow can deal with most 500-c.c. twins solo, you get some idea of why a solo Vincent should only be ridden on special days, if only out of respect.

Lastly, in my mythical stable I would need a racing machine, as road-racing is a particular interest, and the manufacturers can produce 350-c.c., 500-c.c. or 1,000-c.c. models. For a 350-c.c. I would choose the Manx Norton, though the 7R A.J.S. has proved itself more successful in private-owners' hands during the past season, but I have a weakness for the gearbox and clutch and also for the simplicity of the design of the engine of the Norton. For a 500-c.c. model I should, of course, choose the Manx Norton again, but that would be indicative of a one-track mind, so I would have the new G45 Matchless twin. A prettier or neater racing bicycle one could not wish to see and the frame parts, identical to the 7R A.J.S., have been proved beyond doubt. The vertical twin 500-c.c. engine looks sound enough, especially with its three-bearing crankshaft, while the prototype of this bicycle won the Senior Manx Grand Prix and I watched the Australian rider, Ernie Ring, lead all the other private 500-c.c. riders in last year's Belgian Grand Prix, with consummate ease. There is no doubt that the G45 Matchless racer is going to make its mark this season, so perhaps that is another good reason why it should be in my racing stable. Even so, the 500-c.c. Manx Norton will live long and its past record of successes is fabulous. In the 1,000-c.c. class Vincent offer a racing version of the Black Shadow and its performance need hardly be mentioned, though it does suffer from having too much power, at the expense of handleability, so that quite often a good 500-c.c. model will see it off, but in fearless hands, such as those of George Brown, or the Australian Tony MacAlpine, the Black Lightning is truly in a class of its own.

That then gives some idea from where I would choose my stable of machines or, for that matter, any one machine given the conditions of its use. Naturally there are many more very worthy bicycles on the market which no doubt would count as many people's first choice, I have only stated my preference. Such models as the 350-c.c. Douglas flat-twin, the 600-c.c. Panther, for sidecar work, the 500-c.c. Trophy Triumph as a good all-rounder, the 1,000-c.c. Square Four Ariel as a "gentleman's" roadster, and so on, all have their following and all for good reasons. Fortunately "to each his own" still applies when buying a motor-cycle and thanks to a truly flourishing industry there is a model for every taste, even an extravagant one like mine.

The Annual Dinner and Dance of the Allard Owners' Club will be held at 7.30 p.m. (for 8.0 o'clock), on Wednesday, January 14th, 1953, at Frascati's Restaurant, Oxford Street, London, W.1, and is in lieu of the usual monthly meeting held normally on the second Tuesday of each month.

Tickets are 35/- each, and it is anticipated that a goodly crowd of Club members and their friends will be in attendance.

SIDESLIPS

BY "BALADEUR"

"I am able to present my readers this month with a genuine curiosity of motoring." Thus wrote a contributor to *World's Work* in December, 1903, and I agree so thoroughly with his description of his contribution that it seems that the "genuine curiosity" is worth reproducing, nearly half-a-century later.

Unfortunately, I do not know the identity of the contributor and so can make no more adequate acknowledgment of my indebtedness to him. But as his "genuine curiosity" was in itself a quotation from an anonymous writer, perhaps he will forgive me.

Some time during 1903, it seems, an Englishman bought an 8-h.p. de Dion Bouton in Paris, for delivery in England, and its operation, as explained verbally to him by the makers, seemed so simple that "he determined to take care of the car himself, with only a boy to wash and clean it." As a precaution, however, he asked the makers to send him full written instructions for its operation and shortly afterwards received the document which constituted the "genuine curiosity." It was in fact the early equivalent of an instruction book, in English; but it was the nature of the English that was genuinely curious. The contributor to *World's Work* reproduced it almost without comment, and like this it is not only curious but extremely funny. However, as these articles of mine are, of course, essentially serious, and as I found considerable difficulty in understanding large slices of the original text at a first reading, I propose to add a few glosses with a view to a possible better understanding of early and current French and English motoring terms.

"METHOD TO MAKE USE OF THE CARRIAGE.

"When you received it, put some water in the tank of water which is placed under the capot, see if there is some oil in the mover; put in it one measure with the graisseur of the pump which is fixed at the plank before the capot, inhale with the pump one measure of oil and drive back while you move the pump round with the arrow on mover. See essence, tank under the coachman's box, open the cock."

I do not know why, in the first place, it has never been possible in English to call a motor car a "carriage," unless the original prohibition arose from jealousy on the part of users of horse-drawn vehicles. In French it is still possible to speak of a *voiture de course*, but in English "a racing carriage" is absurd. Why this should be so when the alternative "car" can also mean an Irish jaunting ditto or a Juggernaut's outfit I do not know.

I don't know either why the writer should have thought that there was an English word *capot*. As a matter of fact there is, but it means to win all the tricks at piquet. What the writer meant on the other hand was "bonnet," an absurd word which, however, had found its way into mechanics long before the advent of the motor car, and meant, among other things, those wonderful wire erections on the tops of the funnels of wood-burning American locomotives, a few of which, I am happy to think, must be preserved in Hollywood for use in "Westerns." "Mover," of course, is merely *moteur* or engine, and "plank" is *plancher* or floor-board. I don't wonder that he stuck to *essence* for petrol, because in those days at least if you asked for *petrole* in France you were apt to get paraffin, which was not so good. But to return to our instruction book.

"*For making the mover walking.*

"1° Lean on the pointeau of the carburateur, till the essence unbordes.

"2° Put the first manette (Advance of the lighter) close to the tube of direction, that is to say at the left of the late.

"3° Put the second manette (Admittance of air) completely at the right, that is to say, the contrary of the advance to tha lighter.

"4° Push thoroughly the handle on, and hurl the mover till his starting.

"5° Increase the advance to the lighter with an eighth of lathe forward at the right; then, take sensibly back at left backward the second manette with a fifth of lathe; just at this moment, the mover must goes regurlarly with 1,500 lathes; for making it slacken without touching the 2 first manettes, put the big manette of the moderator at the last but one notch going at left."

GLOSSARY. *Pointeau* = needle. "Unbordes" = *deborde* = overflows. *Manette* = hand-lever. "Lighter" = *allumage* = spark, ignition. "Tube of direction" = of course, steering column. "Lathe." This, I must admit, had me guessing, until it occurred to me that *tour*, meaning a revolution, was also the French for a lathe. All the same, the writer must have had a remarkable dictionary if it gave "lathe" as the first meaning of *tour*. Perhaps, however, he was a conservative who did not like to mention revolutions. The "moderator," which sounds reminiscent of the mathematical tripos at Cambridge, was really, I imagine, merely the *regulateur* or governor, operating on the exhaust-valve.

"*For making the carriage walking at the first speed.*

"1° Take back the drag of the wheel backward, crow-bar of the right.

"2° Lean on the pedal, so that the mover turns slowly round and take back the big manette of the moderator, at the right.

"3° Raise up again the pedal with ¾ and take completely and progressively back the crow-bar of embrayage to you, while you keep the direction with your right hand and the crow-bar with the left hand."

Did you ever see a Dion walking? Even armed with the knowledge that "embrayage" means a clutch and that "crow-bar" is evidently the writer's rather violent word for a brake- or gear-lever, it might still be rather difficult, I think, to get the carriage walking at the first speed, even in imagination, without knowing how the controls of a 1903 de Dion Bouton worked. There was, in fact, a pedal which, when pressed down, operated the exhaust-valve control and slowed the engine, this governor being also operated by a hand-lever on the steering column. The two speeds were provided by constant-mesh gears, either of which could be brought into operation by expanding clutches, which were operated by a hand-lever or "crow-bar of embrayage." What, therefore, the writer really meant to tell the would-be driver was to take off the brake; press the pedal so as to slow the engine and at the same time set the hand-lever of the governor to the all-out position; speed up the engine by means of letting the pedal up through three-quarters of its travel, and then ease the first-speed clutch in with the lever. Now I think we are away?

"*For getting from the first speed to the second one.*

"The carriage beeing drawing along at a superior speed of 10 kilometers, for taking the second speed, push rapidly the crow-bar forward without brutality and take care that the pedal must be raised up again after the embrayage of the first speed which changes between 18 and 45 kilometers, according to the speed of the mover. The mover must be regulated from the pedal of the moderator. When the mover is engaged thoroughly, it turns round slowly: when it is raised up again, it gaves all his strength."

I find this paragraph very confusing and I think, frankly, that the author has got a bit tied-up, too. His opening phrase is clear enough to the effect that once the car is travelling at not less than 10 kilometres an hour you can engage the second speed—although I must say that pushing a crow-bar rapidly forward without brutality sounds rather like a contradiction in terms. But when he goes on to tell you to take care that the pedal must be raised up again after the embrayage of the first speed which changes between 18 and 45 kilometres according to the speed of the mover, I think he is being confusing. In the first place we have finished with the first speed by now, and anyhow we had the pedal three-quarters of the way up when we engaged it, so there is no occasion for us to be told to raise it up *again*. Secondly, I assume that "which changes between 18 and 45 kilometres" means which has a range of from 18 to 45 k.p.h. and I don't believe that a 1903 8-h.p. de Dion Bouton could do 45 k.p.h. on its first speed. In fact, I think he really means "the pedal must be raised up again after the embrayage of the *second* speed, etc.," which at least makes sense.

In the last sentence of the paragraph, too, I think he has got into a muddle over the mover and the pedal, and made nonsense of the whole thing in consequence. I think this part should read: "The mover must be regulated from the pedal of the moderator. When *it* (*i.e.* the pedal) is engaged thoroughly (*i.e.* pushed right down), it (*i.e.* the mover) turns round slowly; when it (*i.e.* the pedal) is raised up again, it (*i.e.* the mover) gaves all his strength." Which makes everything crystal clear. After which we can return to the text.

"*For making the carriage slacken and making it stopping.*

"When you are embrayé with the second speed with the advance to the lighter completely at right, and admittance of air completely at left, you must go at 50 kilometres in a hour.

"For slacken at 15 kilometres in a hour, engage the pedal almost thoroughly without making drag and take the manette of advance of the lighter at half back.

"For making the carriage completely stopped, when it goes at 15 kilometres in a hour, take abruptly the crow-bar of embrayage back in the middle ant tighten thoroughly the pedal and so, you must stop in 5 yards.

"When you are in first speed push the crow-bar forward at the debrayage and make drag with the pedal."

Now that we know the language, this is all pretty plain sailing. But it gets much more difficult when we try to reverse.

" *For going backward.*

" When you are at the thoroughly debrayage push the pedal of backward step with your right wheel and push completely forward the crow-bar of embrayage.

" For the backward step, take back the crow-bar in little speed and in debrayage if you will stopped."

This is, frankly, an awful muddle. How could you " push the pedal of backward step with your right wheel "? What you actually did, I think, was to engage reverse by turning a small crank-lever on the riser of the seat and on the right-hand side of the driver. This crank would doubtless be called a *manivelle* in French and I think that the writer assumed that anything which turned was called a wheel in English. What is curious, on the other hand, is that he got it quite right earlier, when he told us to " push thoroughly the *handle* on, and hurl the mover till his starting," because handle here must have been *manivelle* too. But, perhaps, he was not trying so hard by the time he came to the end of his instructions, on the well-founded assumption that if they were sufficient to enable the owner to get his car going forwards he would be able to learn how to reverse it by the light of nature.

CARS I HAVE OWNED—continued from page 14.

cross-member just forward of the gearbox. This was a big worry. and by far the most difficult repair I have ever attempted. However a steel skin was made and fitted most carefully over the damaged cross-member, holes were cut for the three shafts and bearings that are carried by the cross-member, and I am well content with the job, which is light and stronger than the original.

Incidentally, I found two great lead blocks, each of them weighing 1 cwt., which some previous owner had fitted into the channel of the chassis frame. They make excellent weights for fishing nets and mackerel lines !

This brings me to the end of my tale, such as it is, but before signing off perhaps a few conclusions based on 25 years of owning, and repairing, and maintaining fast cars may be of interest to enthusiasts. I do not think that independent suspension is as valuable as it is thought to be. The V12 Lagonda, for all its wishbones and torsion rods, is not the equal of the G.P. Bug. for roadholding, cornering and comfort. Supercharging is useful on the road, provided the pressure be not too high. But only in open cars, not in saloons. There has been little advance in sheer speed during the last twenty years, but there has been much progress in handiness, brakes, flexibility, steering and roadholding. If you want an efficient car, then cleanliness is of the essence, and the very first job is to *get it clean.* I have yet to see a dirty car which is in good order, or a clean one that is not in pretty good shape. In these days it is the *condition* of the car that matters, more than the reputation of its maker, though the latter is always important.

Of all the cars I have been so privileged and lucky to own, the three best, in order of excellence have been : No. 1, the 3.8-litre Bugatti ; beyond question it comes first. No. 2. the scarlet 2-litre Aston-Martin, my faithful servant for ten long years. No. 3, the Le Mans Replica 4½-litre Bentley. (The V12 Lagonda is too new for me to be able to pronounce a considered judgment, yet.)

If it were possible to have the last twenty-five years over again, I would of course avoid the half-dozen duds of which I have written, but apart from that I would do much the same . It has been great fun and well worth the money, and even the duds taught me more than the good ones, so perhaps they were worth while too. You will say, perhaps, that it has been a selfish and expensive hobby, and there is truth in both charges ; but not all that much truth, for there has been the pleasure of lending a car now and then, of watching an enthusiast's face as he takes the wheel, and only a few weeks ago a gentleman came *from Cairo* to see the G.P. Bugatti !

May I end on a serious note ? The more you give, the more you receive. That surely is true of all our human activities. It is true of our friends, of our associates, of our businesses, and of those we love. It is equally true of motor cars ; if you will give to your car devotion. attention, intelligent, industrious and thorough service, then it will give you much real joy. But if you don't do these things, then you will never reap the harvest. That's all there is in it, really.

For those who enjoy Continental motoring a French publication entitled " Garages de France " will be a useful companion to the inevitable " Guide Michelin." Giving a complete list of the larger garages in France, together with their activities and service equipment, this book is almost certain to earn its keep in the door pocket. If it doesn't, the enthusiast can always derive pleasure from the sight of the Bugatti steering wheel on the cover, which shows that the French are still true believers in " class and distinction."—D. S. J.

CLUB NEWS—Continued from page 19

when Mrs. Patsy Kelly came forward for her share of the silver (plate !).

In addition, Marcel rewarded her with a typical French gesture, a kiss on each cheek.

Those utter cads, Messrs. Hirst and Palmer, rounded off an excellent evening with entertainment at the piano—á *la* Ken and George, to the obvious amusement of all.

W. HANTS & DORSET C.C.

The A.G.M. was held at the Grand Hotel, Bournemouth, on December 9th. Between forty and fifty members were present, a not unreasonable total in view of the fact that there were no "carrots" in the form of film-shows or other attractions. The Chairman, T. W. J. Bryant, gave a report on the activities of the past year. These included the Ibsley race meeting, another speed event, a rally, four trials, and quite a number of social events. He concluded his remarks with a plea that the Government should permit a limited number of racing events on suitable closed public roads, as is done in every other country in Europe. " Motor racing," he said, " is now almost a national sport. Let the public see the real thing."

Hon. Treasurer E. P. Huxham gave his financial report. This showed that although, on paper, we had done no more than break even, the Club's position was stronger than a year ago because a much greater proportion of its assets consisted of cash at bank. Always a useful thing to have. The membership has remained steady throughout the year at a little under four hundred.

The announcement was made of the Club's decision to refund, in full, entry fees to starters at this year's Ibsley race meeting. It was made clear that this was not to be taken as a precedent, as obviously the position must depend on the financial outcome of each season's events at Ibsley. However, this year there was a small surplus, and the Committee felt that it would be an appreciated gesture if this was to be handed back to the competitors. One of the reasons why it has been possible to do this this year was the unusually high proportion of non-starters, who, of course, do not get their money back. Had there not been so many non-starters, the surplus would not have been large enough to cover a general return of fees. The Club would have liked to make this announcement much earlier, but the financial risk at Ibsley is shared with a motor-cycle club which also held a meeting there, and until their accounts had been finalised, it was not known what the overall picture was for the year.

The new Executive and Committee was then elected as follows :

President : Major-General A. H. Loughborough, C.B., O.B.E.
Vice-Presidents : L. J. O. Bartlett, C. F. B. Bassil, R. Emerson-Tavener, G. R. Hartwell, C. B. K. Milnes, and C. Oldham.
Chairman : T. W. J. Bryant.
Hon. General Secretary : Mrs. P. Jesty, Doddings, Wareham, Dorset. Tel.: Bere Regis 250.
Club Captain : P. G. Cooper.
Hon. Trials Secretary : D. S. Ship.
Hon. Competition Secretary and Magazine Editor : R. R. Mountford.
Hon. Social Secretary : A. E. Morrish.
Hon. Press Secretary : A. Hollister.
Committee Members : J. B. Jesty, E. W. Crabbe, L. S. Fitch, A. I. Bartlett, A. G. Cooper, F. W. Scott, and H. H. White.

(Although D. S. Ship is shown as being Trials Secretary, his activities will cover a much wider field and will include the Ibsley race meeting scheduled for April 18th next.)

Under " any other business " a really lively discussion ensued on various topics as the members were encouraged to get up and say what they really felt about the conduct of the Club, and to make suggestions for the guidance of the Committee. The main outcome of this was the very encouraging confidence in the Committee that was shown by the members present. This had also been demonstrated earlier by the re-election of the entire Committee, except for two members who had had to withdraw for business reasons. Thus encouraged, the Committee has set out with the intention of making 1953 an especially good year in the history of the Club, especially as it will reach its twenty-first birthday next September.

LEA-FRANCIS OWNERS' CLUB

P. G. Thompson, 29, Meadow Hill, New Malden, Surrey, seeks to form a club for Lea-Francis owners and asks those interested to get in touch with him.

ASTON-MARTIN O.C.

The Aston-Martin O.C. announces the following awards for the 1952 season :—

Charnwood Trophy : D. Edwards ; **Peter Bell Trophy :** L. Marr ; **St. John Horsfall Trophy :** E. Stapleton ; **President's Trophy :** E. Thompson ; **Wyatt Trophy :** R. C. Willis ; **Members' Trophy :** P. C. T. Clark and M. J. Keen ; **Stallebrass Trophy :** M. H. Morris-Goodall and H. Wallace.

CLUB NEWS

WE HEAR

The Foy steel light car, referred to last month, has been broken up, but a new crop of "discoveries" comes from Norfolk. These include a Rugby tourer, a 12-h.p. Belsize four-seater, a Belsize Bradshaw light car, a 1903 Wolseley Regal, a large 1910 24-h.p. Hotchkiss, and a early steam car. Goodey of Twyford, whose fascinating scrap-yard must be known to many, recently sold a lot of veteran vehicles by auction. He said he was obliged to give up part of his large collection on doctor's orders, but has also been concentrating recently on beautifully restored horse-drawn gypsy caravans. Minimodels, Ltd., Tennyson Works, Mill Hill, N.W.7, after consultation with MOTOR SPORT, have added a DBII to their range of clockwork $\frac{1}{38}$-scale cars which also includes the open XK120. These miniatures cost 4s. 11d. each. They should be in the possession of all those who have a weakness—as we have—for collecting replicas of actual makes. From the practical viewpoint these Minimodels gain by being self-winding—readers with children will appreciate this point! T. Walker, Top Row, Market Hall, Leeds, 2, owns a 1929 2-litre Adler and would like to contact other owners of these cars. Juan Manuel Fangio has bought a Type C Jaguar. Donald Monro points out that although his Invicta "Red Gauntlet" is in America, he retains his 1935 4½-litre Invicta "Hereward" for English competitions. Another 10/30 Z10 Talbot, with a single-seater body, has come to light in Australia and a well-preserved 1926 14/45 Talbot tourer in Leicestershire. Having reached the age of 17 David Meredeth and two friends have commenced motoring in a 1929 12.8-h.p. Hillman saloon. It is giving excellent service, cruising at 50 m.p.h., but so far they can find no means of draining the oil from the sump.

JOHN COBB MEMORIAL TROPHY

The B.R.D.C. has accepted a generous offer of the Vacuum Oil Co., Ltd., to present to the Club a perpetual trophy to be known as The John Cobb Memorial Trophy.

The Club has appointed a sub-committee consisting of Lord Howe, Lt.-Col. Goldie Gardner, Mr. George Abecassis and Mr. Peter Whitehead to draw up the conditions of award. In this task, they will bear in mind that throughout his sporting career not only did John Cobb by his successes contribute greatly to British prestige throughout the world, he also demonstrated that kindliness and efficiency can go hand-in-hand.

R.A.C. TYRE REGULATIONS

These Regulations will in 1953 apply compulsorily only to the R.A.C. Trials Championship and its qualifying events. Promoters of other events may, at their option, adopt these Regulations or the R.A.C. Tyre Regulations, as published in July, 1949, and now current.

Tyre sections will be restricted in the case of "Special" cars to :

Engine capacity	*Section*
Up to and including 2,500 c.c.	5.00
Over 2,500 c.c.	7.00

It should be noted that the chassis, excluding the body, determines whether or not the car is regarded as a "Special" or a "Standard" vehicle. In the case of "Standard" cars of which at least 50 chassis have been produced or for which manufacturing provision has been made to the satisfaction of the R.A.C., no restriction on size will be made within the range of tyres recommended by the tyre manufacturers for the standard wheel and rim, as sold with the car.

All tyres, whether fitted to "Special" or "Standard" cars, must be on the approved list and modification of the manufacturer's tyre tread pattern will not be permitted.

To date the following tyres have been approved :

New Tyres

Henly	Car tread, sizes 14-19 in.
Michelin	"Zig-Zag" and "Stop" only.
British Tyre & Rubber Co.	"Gilt-edged."
Dominion	"De Luxe."
Avon	"HM."
John Bull	"Heavy."
Davies	"Passenger."
Firestone	"De Luxe," "Safety Lock," "Super Balloon."
Pirelli	"Airflex."
Goodyear	"De Luxe All Weather," "De Luxe Rib," "Eagle All Weather," "Super Cushion Rib," "Super Cushion All Weather."
Dunlop	B5, "Cushion," "Fort" B5, "Fort" C Type.
North British	"Airglide."

Retreads and Remoulds

Any retread or remould by the original tyre manufacturer to the tread patterns listed above. In addition :

W. T. Matthews, Brentford	"Standard," "Pyramid."
Reflex Tyre & Rubber Co., Maidenhead	"Standard."

Manufacturers are being urged to submit samples as soon as possible and it is hoped to issue an additional list in the near future.

The R.A.C. have considered the over-sizes recommended for the wheels as fitted to Dellow cars and have ruled that the maximum section permitted is 5.50.

THE SOUTHERN JOWETT C.C.

Some 58 members and guests were present at "The Talbot," London Wall, E.C., to hear Secretary Roy Knight announce that M. Marcel Becquart, had accepted the invitation to become the club's first President.

"The Director-Generalé"—as Roy Clarkson would have it—appears to be the Scarlet Pimpernel of Continental events. As Roy so explicitly explained, Marcel is here, there and everywhere, and although one "drives like stink," M. Becquart is there waiting for you at the controls.

In his reply, the President-elect, said he was indeed honoured to be associated with a club of such long standing as the Southern Jowett, and hoped, that in spite of living in France, he would be able to assist the club and its members if they desired to call on his experience.

Other notable guests were Mde. Sigrand (whose driving was very vividly described by the inimitable Roy), Gordon Wilkins, Johnny Baldwin. The latter extended the hospitality of his Albemarle Street premises to those in trouble (mechanical, we presume!).

The A.G.M. was hustled through at record-breaking pace, aided by the re-election of the committee, practically *en-bloc*. The presentation of awards followed and M. Becquart rose to the occasion

[*Continued on page* 18

FIXTURES FOR JANUARY

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

2nd.—M.C.C. Exeter Trial. *C.*
3rd.—V.S.C.C. Measham Rally. *C.I.*
4th.—Cheltenham. Trial. *C.*
10th.—Bristol M.C. & L.C.C. Trial. *C.*
11th.—N. Staffs. Rally, N. Wales. *C.*
N. Midland M.C. Trial, Derby. *C.*
Cumberland S.C.C. Rally. *C.*
17th.—Lancs A.C. Trial. *C.*
King's College M.C. Rally. *C.I.*
Newry & D.M.C. Trial. *C.*
Blackpool & Fylde M.C. Rally, N. Wales. *C.I.*
Cambridge 50. Driving Tests. *C.*
18th.—Notts S.C.C. Trial. *C.*
M.G.C.C. (Midland). Trial, Banbury. *C.*
E. Counties M.C. Trial, Suffolk. *C.*
Worcs. M.C. Rally, Worcs. *C.*
Bolton le Moors C.C. Trial. *C.*
23rd.—Ulster A.C. Trial. *C.*
24th.—Scottish S.C.C. Rally. *C.*
25th.—Lancs & Ches. C.C. Trial. *C.*
Wolverhampton & S. Staffs C.C. Rally. *C.*
Herts & County Aero & A.C. Trial, Chilterns. *C.I.*
N. Devon M.C. Trial. *C.*
E. Anglian M.C. Rally, Halstead. *C.*
Manchester U.M.C. Rally, Wales. *C.*
Torbay M.C. Rally, Torbay. *C.*
Morecambe C.C. Rally, N. Lancs. *C.*
Walsall & D.C.C. Trial. *C.*
South Shore M.C. Trial. *C.*
31st.—Thames Estuary A.C. Night Trial, Southend. *C.I.*
Grimsby M.C. Night Trial, N. Lincs. *C.*
Feb. 1st.—Kentish Border C.C. Trial. *C.*
Harley & D.L.C.C. Trial, Shropshire. *C.I.*
Pathfinders & Derby M.C. Driving Test. *C.*
Loughborough College M.C. Rally. *C.*

RUMBLINGS

HISPANO HISTORY

During the year 1950 Kent Karslake wrote up the marque Hispano-Suiza in MOTOR SPORT, and subsequently we had quite a discussion in these pages about the valve gear of certain pre-1914 models and the exact engine size of the post-1914 Monza model. Now further information and fresh doubts about the marque arise as a result of a very interesting article by Peter Dale, which appeared in the October issue of *Australian Motor Sports*.

Peter Dale has imported to Australia a truly delectable example of Hispano-Suiza.

It is one of three racing "Boulogne" cars built by the French factory, purchased from Pierre Coty, son of the perfume king, and rebuilt by Cattaneo, who, according to Dale, is to Hispano in Europe what McKenzie is to Bentley in England, Cattaneo being described as "a retired racing driver."

Dale's "Boulogne" Hispano-Suiza, we are told, was spotted by Briggs Cunningham during its rebuild and he promptly offered any sum required for it, hoping to deflect it to America.

This is not surprising, for Dale has had the car entirely rebuilt, so that it can be claimed to be better than new. Many chassis parts are brand new, from Cattaneo's stock, while modern developments such as lead-bronze bearings and h.c. pistons are incorporated. Three d.d. Zeniths replace the original single carburetter and on a 6.5 to 1 compression-ratio this 45-h.p., 8-litre engine gives something like 250 b.h.p. On 20-in. tyres the car is geared 35 m.p.h. per 1,000 r.p.m. in the 3 to 1 top gear. Second gear of the three-speed box produces 25 m.p.h. per 1,000 r.p.m. Such gearing equals 105 m.p.h. at 3,000 r.p.m. in top and a maximum of 90 in second, although normally one changes up at 30 m.p.h. in the middle ratio. There is great charm in a car which cruises at 60 m.p.h. at 1,800 r.p.m. on a whiff of throttle, giving 15 m.p.g., yet goes rapidly to another 700 r.p.m., or 85 m.p.h., with no effort at all.

Dale has yet to put a body on the car, but this will be reminiscent of that on an S.S.K. Mercédès-Benz, but with rather more luggage accommodation. This Hispano-Suiza has a fuel range of over 350 miles (24 gallons) and from the tip of the beak of the famous stork mascot to the screen is not far short of 7 ft.

Certainly a magnificent car!

Where confusion arises is in Dale's history of his car. He claims it to be one of three racing "Boulogne" models. The distinguishing features are quoted as a bonnet-line 88 in. lower than that of normal "Boulogne" cars and a wheelbase of 11 ft. 5 in. One such car was driven in a Targo Florio by Dubonnet, Dale has another and the third, he says, was supplied to Weymann for his successful onslaught against Stutz at Indianapolis. Now other authorities are convinced that Weymann's car was a 37.2-h.p. "Monza" model, yet Dale appears to possess some data on the Hispano in question, remarking that Weymann's car had a higher compression-ratio than the other two racing "Boulogne" models and the valve lift increased to 11 mm. Does this data apply to a "Monza" or was Stutz defeated by a special 45-h.p. "Boulogne" car?

Dale gives the output of a normal "Boulogne" as 194 b.h.p. on a 5 to 1 compression-ratio and says the factory spoke of over 200 b.h.p. at 2,600 r.p.m. from the racing version. Incidentally, he remarks that the H-S stork mascot was designed by F. Gazin.

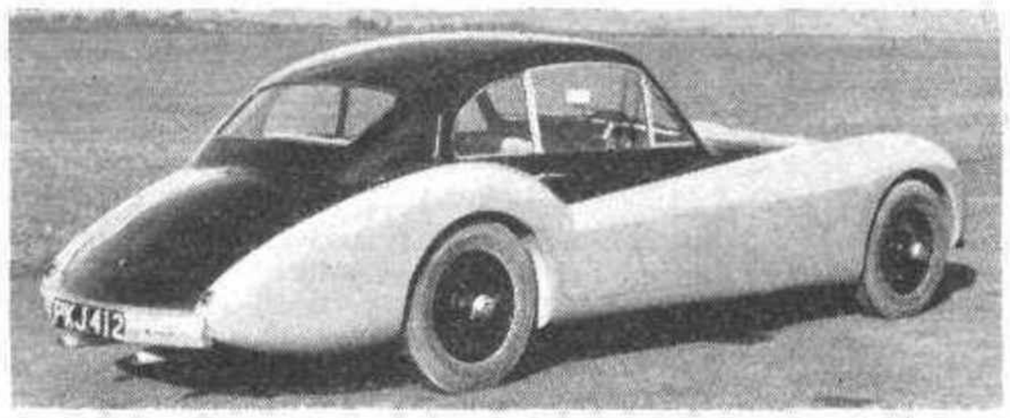
Whether his rebuilt Hispano-Suiza really is the "Gallic answer to the 8-litre Bentley of Mr. Lycett" only a test will tell. But it is an uncommonly fine car and one which should be of great interest to *Les Hommes a l'Hispano*.

MAGNESIUM BODYWORK

Sydney Allard was obviously interested when Essex Aero, Ltd., revealed a coupé which they had built on a J2X Allard chassis. This car, they pointed out, weighs 2,683 lb. complete with radio, Clayton heater, etc., whereas the normal J2X in open form, on a shorter chassis, and without any such luxury equipment, scales 6 lb. more.

The Essex Aero coupé is of one-piece construction, easily removable from the chassis, when the mechanism is immediately laid bare and accessible. There are, indeed, only six fixing points. The facia panel is of stained and polished mahogany and remains with the chassis after the body has been lifted off.

The materials used for this lightweight body are 16 s.w.g. D.T.D.118A magnesium alloy for the shell and structure generally, 12 s.w.g. for screen pillars and reinforcements. Magnesium alloy containing 7 per cent. aluminium is employed for most of the minor



fittings, the radiator grilles, for example, and the boot-lid hinges being of 10 s.w.g.

An example of the weight-saving of magnesium-alloy construction is that the fuel tank, which holds 20 gallons and on a normal Allard weighs 39½ lb., on the Essex Aero coupé weighs only 15½ lb. The entire coupé shell weighs but 132 lb., or 140 lb. with its doors, and even when windows, window winders, grille, headlamps, top facia panel, wiper, motor and rear seats have been added, this goes up to only 395 lb.

The J2X Allard was adopted as a useful chassis to effectively portray the benefits of weight-saving as effected by Essex Aero construction. The 3,917-c.c. Mercury V8 engine is used, with push-rod o.h.v. conversion heads giving an 8 to 1 compression-ratio. The transmission incorporates a four-speed Cotal electric gearbox, while the handsome lines of the car are shown in the accompanying photograph. Details can be supplied by Essex Aero, Ltd., The Airport, Gravesend, Kent.

A READER PRAISES IAN STEWART

Sir,

I feel, very strongly, that Ian Stewart has not been given the credit he deserves for winning the over 1,500-c.c. sports-car race at Charterhall. Without exception, every account I have read glosses over Ian's superb driving and infers that he won, only by having the fastest car. *This is not true.* I have the greatest respect and liking for "Wilkie" and no "knock" at him is dreamt of in this letter. I should know how fast his cars go, I've eaten their dirt on many occasions. That Stirling Moss is one of the truly great, knowledgeable people realise beyond all doubt, but, and this is the point I wish to make, so, also, is Ian Stewart. Already, with only a fraction of Stirling's experience, Ian is his equal in ice-cold, meticulously accurate, and devastatingly fast cornering. Out of their cars, the two lads have much in common in their good looks, friendliness and ready smiles, but note the difference behind the wheel. Stirling merely becomes expressionless, but Ian has a look of set grimness which, in the boxing world, reveals the "killer instinct" without which, although we may deplore it, no man will emerge victorious in the highest class of any international competition.

I think that Ian Stewart will, in time, reach high enough to stand comparison with even the great Richard Seaman.

I am Yours, etc.,

Stranraer. FRED S. MORT.

MATTERS OF MOMENT—Continued from page 5

cédès works and at the end of the day was asked to take the latest Type 300 saloon and drive it to his hotel. "We will return your own car in the morning," he was told, "if you will say at what time you propose to continue your tour." Ten minutes before the prescribed time on the morrow a German test-driver asked for "Mr. X." "I have come early," he explained, "because I am to request you to try your 170V round the houses before I return in the 300." "Mr. X" tried his 170V and found that it had been appreciably overhauled, even to a reconditioned engine being installed. "Someone," smiled the test-driver, "must have heard you voice a complaint against your elderly Mercédès-Benz and Stuttgart will not stand for that!"

We cannot vouch for the accuracy or otherwise of this story, which may be true only in substance. The fact remains that it has reached England and is excellent propaganda for the famous car-building firm.

Robert Bosch, too, is advertising again in English journals and taking elaborate steps to re-establish his renowned electrical equipment throughout Europe. The splendid German Volkswagen sells in large numbers. Mexico may be only a beginning to Mercédès-Benz domination of famous sports-car races. Competition is healthy providing there is competition. Let France, Italy, Spain, America, and above all Britain, busy themselves countering Germany's growing proficiency in motor-racing and motor manufacture.

"MOTOR SPORT" TESTS—

THE BRISTOL 401

A High-Efficiency 2-litre Saloon Possessing Outstanding Qualities of Performance, Comfort and Control. Driving an Epicurean Pleasure in this Near-Perfect Car for the Connoisseur.

UNDER wintry conditions last November we realised a patiently-awaited experience, that of road-testing the Bristol 401. We have always held the Bristol in high esteem, approving of the famous aeroplane company's decision to make a beautifully-appointed, extremely comfortable, fast car of only 2-litres capacity and, consequently, a car which pays dividends to a keen driver and which is essentially a high-efficiency sports saloon and not an over-engined luxury carriage. It would have been easy for the Bristol engineers, Car Division, having got a firm footing in the luxury-car market, to have followed the Bristol 400 with a car having an engine of twice its capacity which would have done all its work in top gear or even hydramatically. But such a temptation, if indeed it ever arose, was resisted, and the Bristol 401 retains its high-efficiency 85-b.h.p., 2-litre engine, compact dimensions and a gear-change that needs to be used and is a delight to handle.

Our test of the 401 extended to a four-figure mileage and the present writer completed 633 miles in the car. Incorporated in this mileage was a journey from Hartley Wintney in Hampshire to Land's End accomplished at an average speed of over 50 m.p.h. The entire out and home run, a distance of 502 miles, with only 20 minutes' rest, was accomplished in a running time of 11 hours, although much of the return journey was done after dark, some of it restricted to 40 m.p.h. over icy surfaces, and all of it made between the hours of 9.30 a.m. and 9.30 p.m. when the roads carried normal traffic. The extreme effortlessness of Bristol-fashion travel was nicely emphasised by this journey, undertaken with no thought of ultra-fast driving, or "dicing," but as any other driver used to fast cars would have made it. On this run the overall fuel consumption was 20 m.p.g., a remarkable economy at these speeds, and after over 500 almost continuous miles the driver felt only moderately tired and mentally alert for many more hours behind the wheel.

Thus, although it is true that a 2-litre engine in a car weighing over 24 cwt. and pulling a 3.9 to 1 top gear calls for considerable frequency of gear-changing, this does not tire the driver, but contributes, if anything, to the *joie de vivre* of his motoring.

A number of good qualities combine in the Bristol to make possible safe, effortless, very comfortable average speeds in the 50/60 m.p.h. range. The view of the un-ornate bonnet, uncluttered by mascot or dummy filler cap, pleases, and although the near-side wing is invisible, a driver unfamiliar with the 401 is immediately happy cleaving a way through narrow traffic gaps. The deep front seat, with its firm yet comfortable upholstery and high curved squab adjustable for rake, leaves the elbows free and provides the utmost comfort. The pedals are well placed and solid. Above the walnut facia is a decked-ledge to keep reflections from the windscreen. The facia itself, as will be seen later, is very fully equipped, with neat pull-out or push-in knobs as minor controls.

In this luxuriously-appointed "office" the driver is able to enjoy the epicurean pleasure afforded by the Bristol's performance and handling characteristics. The six-cylinder, three-carburetter engine is smooth but is an engine which demands assistance from the driver, who will thus use third gear frequently in traffic and up main road hills, and will almost as frequently drop into second gear. If speed falls really low second gear will give only mediocre acceleration at first, but a drop into bottom will provide a very vivid "step-off."

The gearbox, then, is there to be used but as the long central lever is absolutely rigid, has a delightful "grip," and can be whipped rapidly from ratio to ratio without effort, helped if need be by excellent synchromesh, anyone who professes to like driving will respond with pleasure to this call for the lower ratios. Even the change out of second into bottom gear is rendered a lightning operation by the employment of a free-wheel, on the lowest ratio only. This first gear free-wheel can be usefully employed for inching forward in thick traffic. The indirect gears are completely unobtrusive and so can be used for as long as the driver desires; they provide maxima of 25, 50 and 70 m.p.h. without hurrying the engine unduly.

Acceleration is very smooth and purposeful once the engine speed builds up in any gear, and a cruising speed of 80 m.p.h. (4,000 r.p.m.) becomes habitual on ordinary main roads, maintained up hill and after passing obstructions by free use of those delightfully spaced and easily engaged indirect gears.

It is after holding this speed for a while that the occupants become aware of a remarkable and very desirable aspect of the Bristol saloon. Eighty miles per hour gives the impression of little increase over 50 m.p.h., and it dawns on the fortunate owner that the aerodynamic lines of the handsome two-door closed body are really and truly aerodynamic, *i.e.*, that the wind-tunnel tests made on the Bristol have resulted in a car which, so far as wind-noise is concerned, is all but completely silent at all speeds up to 90 m.p.h. As the speedometer needle creeps from 90 to over 100 m.p.h. a slight increase in sound is perceptible, but it is very slight. Complete silence in this respect is marred only by a slight whistle of air round the area of the front screen pillars and even this is inaudible in the back compartment.

This lack of wind-noise is one of the main factors in the Bristol's effortless running, leaving the occupants fresh after many hundreds of miles at high cruising speeds, as our winter-day's drive to Land's End and back so nicely emphasised.

This clean aerodynamic form gives rise to the impression, even at low speeds, that the car has a free-wheel (which is actually operative in first gear only), so that the driver feels he must rely on his brakes more than usual. It also permits engine noise, which is to be expected from a high-efficiency 2-litre unit, to be heard in the lower gears to a greater extent than would be the case in square-rigged cars; in any case, the engine note is not in any way excessive and is not accompanied by so much as a trace of exhaust noise, while the aerodynamically-efficient form undoubtedly contributes to a fuel consumption of a genuine 20 m.p.g. under conditions when we would have been well content with 5 m.p.g. less.

In top gear the Bristol runs with the smoothness and silence of the true luxury car. As the engine idles at 600 r.p.m. in neutral it is virtually inaudible.

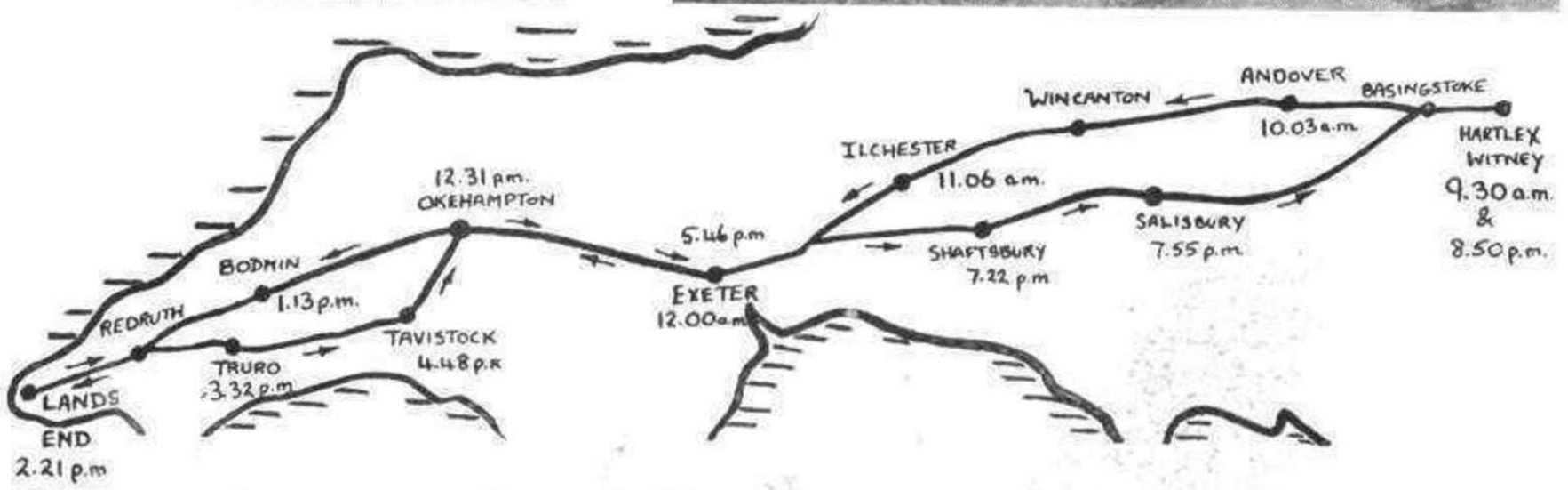
The cornering and roadholding qualities are fully in keeping with the Bristol's easy, vivid performance.

The steering, which on the car tested showed about $\frac{1}{16}$ in. free movement in the rack-and-pinion mechanism, is smooth and quite light, but acts against a strong castor action, which not only spins the wheel straight after corners, but renders control a taut, positive action. The front wheels can be "felt" almost unconsciously by the driver and on some surfaces cause the wheel to rock but not kick through his hands—good, sensitive steering. It feels extremely high-geared, although, in fact, calling or three turns from one generous lock to the other. No vibration is conveyed to the pleasant thick-rimmed wheel and, to sum up, this is steering which enables the Bristol to be taken down the camber at 70 m.p.h. and past a lorry with only inches to spare with complete nonchalance and no conscious effort, while it gives great confidence when the sheen of sheet-ice is mistaken for the glint of rain-soaked tarmac.

The Bristol goes round corners fast with neither over- nor understeer characteristics and with a minimum of roll. Such roll as there is takes the form of a slight lurch, killed at the outset before the back end breaks away. Rain has little effect on the splendid roadholding, but if the back wheels do break away a flick of the sensitive steering wheel corrects the incipient slide. The tyres make practically no sounds of anguish during fast cornering or brisk negotiation of traffic roundabouts. The nose of the car can be made to dip slightly under very heavy braking but this is particularly firm suspension, yet one which gives a luxurious ride—there is no other term for it—over the vilest surfaces. The wheels are also very well damped, and a sudden excursion onto an unmade road verge has no effect on the accuracy of control, which is another feature of the Bristol's seven-league boots. Before we dismiss the transverse leaf-







500-MILE JAUNT.—The Bristol 401, in which a run of over 500 miles was comfortably accomplished within 12 hours total time, seen on the left at the start at Hartley Wintney on A30, well known to V.S.C.C. supporters of "Phoenix" evenings, and on the right outside the Land's End Hotel (shut for the winter) which it reached in 4 hr. 51 min., although this was a gentle run, not a record-attempt! The map may be of interest to others who make this journey west.

spring i.f.s. and torsion-bar rear suspension, it must be remarked that no noise from the Michelin-shod wheels over varying road surfaces was transmitted to the occupants' ears.

To this general picture of the 401, difficult to set down but adding up to an ability to go far, fast, with a maximum of pleasure to those travelling in it, can be coupled some more detailed observations on performance.

The Bristol is not intended as a top-gear car, although the lazy need have no qualms; it will accelerate smoothly from 20 m.p.h. in top gear. Use that delightful gearbox and cruising speeds that would not disgrace a car of twice the engine size come up like magic.

The body is substantially made and completely rain- and draught-proof. The doors, for example, possess that solid construction which denotes the luxury car, while the equipment is truly generous. Yet 60 m.p.h. from rest comes up in under 17 seconds, 70 m.p.h. in 23 seconds or less. Some performance figures are included in the data panel but we must emphasise that they were taken on a wet road, and on Pool petrol, so that the engine would take very little ignition advance; the clutch was also prone to slip. Incidentally, there was noticeable free-play in the transmission.

The poor weather conditions precluded a maximum speed check, but this can be put at about 97-98 m.p.h. Twice the speedometer indicated well over 100 m.p.h. and, what pleased us more, was to see it at over 90 m.p.h. up an appreciable main-road hill! The Bristol 401, for all its refined manners, does not lack real performance. (It is a stimulating mental exercise to visualise a short-chassis "Gran Sport" version with alloy-shell saloon body and the 132-b.h.p. Bristol engine used in the Le Mans Replica Frazer-Nash!)

The 11-in. Lockheed hydraulic brakes are so powerful that all four wheels can be locked and they are in themselves vice-free. However, they call for determined pressure on the pedal when fully arresting the car. This rather "solid" vintage-style retardation is quite pleasant but proves tiring on a long run and as the leg muscles tire it becomes increasingly difficult to gauge the braking effect. Moreover, a lady would hardly enjoy such braking and at times we felt the car lacked sufficient stopping power, although for a crash stop, given sufficient effort, the safety factor would prove ample. For mere slowing down from high speeds these are good brakes. The horizontal central hand-lever has a good hand-grip topped by a release button, and works impeccably.

Clutch and accelerator are light to operate. The gear-lever is sprung away from the reverse location.

The three-carburetter engine proved difficult to [illegible] under temperature conditions but, once started, pulls [illegible] use of the mixture control and without [illegible] cool, blanking of the grille still failing to send the water temperature over 80 deg. C.; the oil temperature stayed at 50 deg. C. The oil pressure varies somewhat with speed, to a maximum of about 70 lb./sq. in. We noticed that Castrol oil was in use; only a pint was needed throughout the test and the radiator did not require topping up. The engine pinks viciously at full advance, but there is a sensitive, slide-out ignition control as an antidote, a similar control providing hand variation of engine speed from 600-2,800 r.p.m. The engine does not run-on, not a trace of fumes enters the car, and the Bristol feels as if it would do over 500 miles within 12 hours day after day without loss of engine or chassis tune.

Although the saloon has such good aerodynamic contours the interior is spacious, with plenty of leg and head room for everyone and an unusually deep luggage locker. The sloping rear window poses no problem of rear-view visibility and the rear windows, which open slightly to extract warm air, give a fine view.

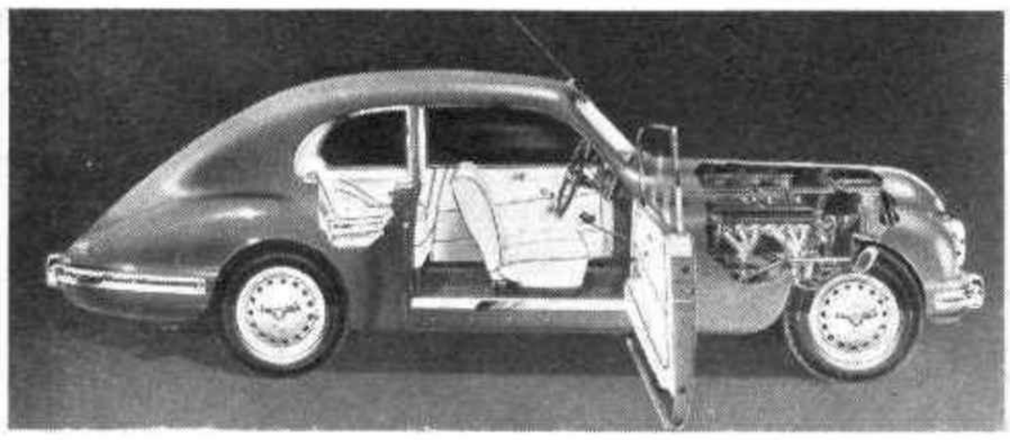
The Bristol in Detail

The 401 is such a magnificently appointed car that a brief description of those features which make it such a desirable personal possession will be of interest.

The built-in Lucas 770 headlamps give a long but not sufficiently concentrated beam; this may be because they had yellow bulbs. They are supplemented by excellent, but dazzling, fog-lamps, automatically extinguished as full headlamp beam is selected. The doors are opened internally and externally by flush push-buttons, the driver's having a Yale lock. There are rope "pulls" on the doors and four ash-trays. The driver's door button was far too stiff and resulted in a sprained thumb, although it became easier to operate with use. The doors each have deep, "rigid," very useful, two-partition wells, and there is a deep shelf behind the back seat.

The walnut facia carries large knobs which control the concealed panel lights (rheostat control of intensity), starter, mixture, throttle, ignition, de-mister, roof-light, petrol reserve, and wipers. There are neat windows for headlamp beam, fuel reserve and ignition lamps.

The horn button is part of the steering-wheel boss and the indicator switch is on the screen sill—it works rather too lightly and the self-cancelling action is too rapid. The lamp dipper is under the clutch pedal; we prefer a steering-wheel switch. In place of visors there are neat pull-out stiff blinds for both front-seat occupants. The sloping V-screen with central rib is free from reflected light; the wipers function well but are not self-parking. The screen sprays [illegible]lly; the lamps control is normal. A nice touch is the [illegible] 2-u[illegible]hed to the ignition key ring. [illegible] end of [illegible] a good cubby-hole with matching



G.A. OF THE 401.—A view of this very fine 2-litre which shows the high-efficiency engine, massive doors and exceedingly comfortable seating, etc.

walnut lid having a Yale lock. The interiors are lined to match the roof, in washable material, and the lids have leather " keeps."

The doors stay fully open as set; the locker lid is light to lift and is released by a knob concealed beneath the rear-seat central armrest when this is stowed. After the locker has been opened the catches which release the spare-wheel tray and allow it to be opened are revealed. Another clever anti-thief device is a knob in the near-side rear-seat armrest which releases the flap covering the quick-action fuel filler. This location keeps its operating Bowden cable short but would be more convenient on the facia.

A rear-window blind with a " wire " cord within reach of the driver is provided; it did not quite eliminate dazzle from lamps close behind, but at least this warned of a closely-following vehicle. The radio is that impeccable set, His Master's Voice, with external non-adjustable roof aerial. The heater has a stopcock within reach of the driver and volume controls (providing cool air with the heater off) for both front-seat passenger and driver. The heater took time to come into operation but was then very effective. There is rheostat control of de-mister heat and the fan is quite quiet.

The door windows wind easily and their handles have rotating finger-knobs, but the action is opposite from conventional, tending to a locked car with open windows! The back windows hinge slightly open to give an extractor effect.

The instruments comprise an accurate fuel gauge, Smith's speedometer with trip and total mileometers, Smith's rev.-counter, combined oil and water thermometers, clock, ammeter, and oil gauge. All are steady-reading, high-grade " square-dial " instruments with white needles. The speedometer suffered only slight needle-float but the rev.-counter took some time to " settle "; the former was virtually accurate at 30 and 60 m.p.h. The petrol gauge reads zero before the two reserve gallons have been consumed.

Above the accelerator is the pedal for working the useful Enoto one-shot chassis lubricator, to be used rather frequently—every 70 miles. The bumpers provide excellent protection of wings and tail. The light bonnet top panel opens on either side by operation of the appropriate pull-out knob, or can be removed entirely. It can be propped open with a crude but effective stay. There is no screen de-froster. A rev[illegible]g lamp is selected automatically as the gear-lever engages reverse.

The front seats have slides which give a wide choice of positions, while four-lobe cams enable the angle of the squabs to be pre-set to any one of four positions before the occupants enter. As these cams are not interconnected some delay can result in getting them synchronised. These seats also slide forward to give very reasonable access to the comfortable back seat. These bucket-type front seats with their curved-back squabs are a commendable feature of a fast-cornering car. The upholstery is of the finest crushed-grain leather over Dunlopillo and the head-lining is of soft, washable material, while the floor is covered with a deep carpet over a felt underlay.

Battery, dip-stick, etc., are decently accessible when the bonnet is raised. The coachbuilt, aluminium-panelled body is free from rattles, and its fine construction is complementary to the Bristol's refined manner of running.

Conclusion

In conclusion, the Bristol 401 appeals not on account of a single outstanding characteristic, but because a combination of good qualities renders it an outstandingly pleasant car on long runs [illegible] time presses or the driver seeks to go fast for the sh[illegible] of driving. Responsiveness of e[illegible] dynamic silence stamp the 401 as a [illegible]

degree than its acceleration and speed abilities, excellent as these are. The fascinatingly complete equipment and the craftsmanship evident in the specification and construction are truly refreshing in this age of standardisation and chromiumed tin shrouds. This, indeed, is the car for the true connoisseur. It can only be modesty on the part of the Bristol publicity boys which has prevented them from quoting as the 401's slogan " The Best Car in Britain."—W. B.

THE BRISTOL 401 SALOON

Engine : Six-cylinder, 66 by 96 mm. (1,971 c.c.). Push-rod o.h.v.; 7.5 to 1 compression ratio; 85 b.h.p. at 4,500 r.p.m.
Gear ratios : 1st, 14.08 to 1; 2nd, 7.12 to 1; 3rd, 5.04 to 1; top, 3.9 to 1.
Tyres : 5.75 by 16 Michelin on bolt-on steel disc wheels.
Weight : 24 cwt. 1 qtr. (less occupants but with one gallon of petrol).
Steering ratio : Three turns, lock to lock.
Fuel capacity : 17 gallons (including 2 gall. in reserve). Range approx. 340 miles.
Wheelbase : 9 ft. 6 in.
Track : Front, 4 ft. 3¾ in. Rear, 4 ft. 6 in.
Overall dimensions : 15 ft. 11½ in. by 5 ft. 7 in. (wide) by 5 ft. (high).
Price : £2,000 (£3,112 12s. 3d. with p.t.).

PERFORMANCE DATA

Speeds in gears :

1st ...	25 m.p.h.	3rd ...	70 m.p.h.
2nd ...	50 m.p.h.	Top ...	98 m.p.h.

Acceleration (on wet road) :

Through gears :

0-30 m.p.h. in	5.0 sec.	0-60 m.p.h. in	16.4 sec.
0-40 ,, ,,	7.6 ,,	0-70 ,, ,,	23.0 ,,
0-50 ,, ,,	11.2 ,,	0-80 ,, ,,	33.0 ,,

s.s. ¼-mile in 20.7 sec.

Second gear :

10-30 m.p.h. in 5.8 sec.	30-50 m.p.h. in 5.4 sec.
20-40 ,, ,, 5.6 ,,	

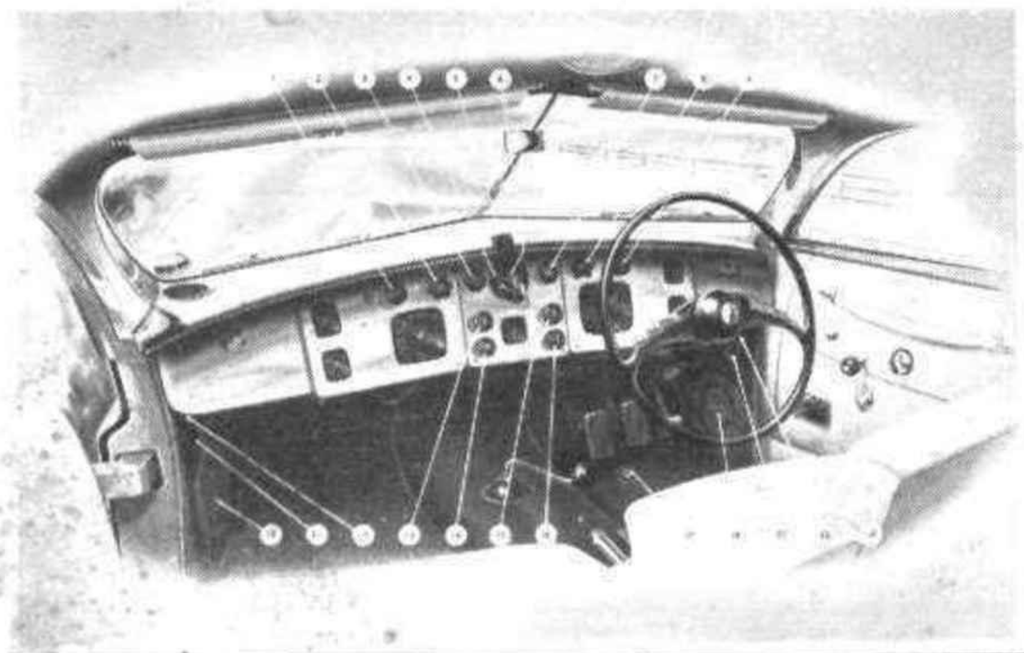
Third gear :

20-40 m.p.h. in 7.4 sec.	40-60 m.p.h. in 8.0 sec.

Top gear :

30-50 m.p.h. in 11.0 sec.

Makers : The Bristol Aeroplane Co., Ltd., Filton, Bristol.



1. Petrol Reserve Switch.
2. Demisting Switch.
3. Starter Switch.
4. Lighting Switch.
5. Trafficator Switch.
6. Ignition Switch.
Wiper Switch.
[illegible]anel Light Switch.
[illegible]witch.
[illegible] System.
11. Bonnet Release.
12. Air Inlet Contro[illegible] Ventilation.
13. Fog Lamp Switch.
14. Mixture [illegible]ontrol.
15. Throttle Control.
16. Ignition Advance and Retard Control.
17. Head Lamp Dip Switch.
18. Door Release Button.





TWO MEN BOUNCING.—R. W. Faulkner's Paul Special getting to grips with the Yorkshire mud during the 1952 R.A.C. Championship Trial.



SOUVENIR AWARD WINNER.—E. J. Chandler, who started a firm favourite in the 1952 R.A.C. Trials Championship, looks in "concours" order at this stage, his blown Chandler Special unmarked by Yorkshire mud—so far.

A LONG WAY FROM HOME.—Michael Lawson getting down to it in his Lotus Mk. IV, typical Ford Ten-engined Special, during the R.A.C. Trials Championship.



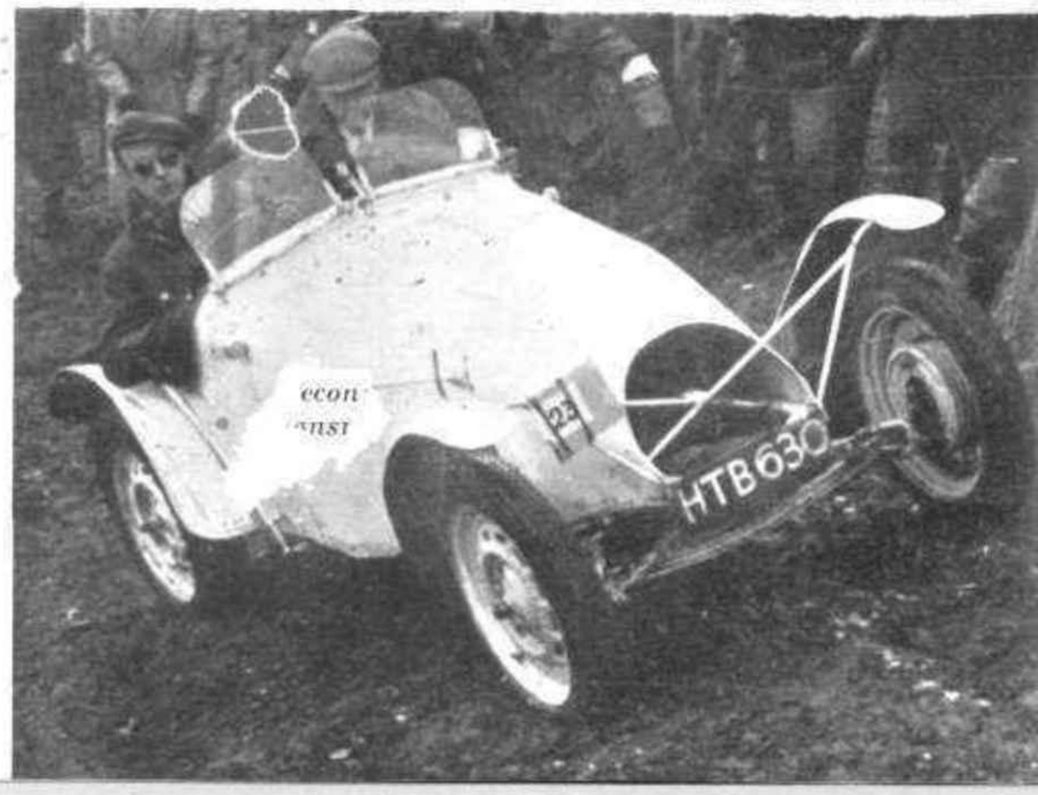
CHAMPION—Over a very sporting course arranged by De Trials Champion T. C. Harrison and his Ford Ten-powered a steep bit ably su

NOVEL CONSTRUCTION.—C. Corbishley's Ford Ten-engined C.C.S. III has its radiator at the back, a novel fuel tank and a very shallow bonnet. This car was another Souvenir Award winner

SUCCESS IN SIGHT.—F. Harrison's F.H. Mk. III, a typical Trials Special, just gets over the hump of one of the "e" sections" at Gandalo Camp. The passenger looks pleased, but the driver is still concentrating hard.

THIRD BEST PERFORMANCE in the R.A.C. Trials Championship won Gordon Mosby a special award. Note his dark glasses, cross-bracing for the front wings, neat radiator cowl and useful aero-screens.







THAT MAN AGAIN—T. Cuthbert Harrison and his fair passenger display absolute calm on this hill. The front axle of this fairly conventional car is drilled for lightness.



TYPICAL TRIALS STUFF.—H. Sinclair-Sweeney in his Jacquie Special looks grim and his passenger grimmer, during the Championship Trial.



HAPPY BOYS, in spite of the Spence VI's rear wheels having met some opposition, A. E. A. Day and bouncing companion on the Gandalo circuit. Delamont comes up behind in the Land Rover.



GIRL WHO REALLY DOES believe that bouncing pays, whatever it does to the anatomy—A. D. Alldred's Ford-engined Austin Trials machine during the Championship Trial.

an Delamont, Maurice Toulmin and Company of the R.A.C., 1952 Harford won through to absolute success. He is seen here negotiating oported by his passenger.

DIFFICULT GOING.—M. Wilde's blown Ford Ten Trials car—you can tell it's a Ford by the radiator grille—at the peak of a Championship Trial summit on December 20th last.



MOSBY getting away on a cruel part of the Gandalo course. The gentleman on the right worked l'-e a Trojan all day to ensure the smooth functioning of the Championship event.





FORD ZEPHYR-SIX TEST REPORT

2¼-litre Saloon with "Over-Square" Engine Provides Effortless and Comfortable 70 m.p.h. Travel and is a Pleasure to Drive

HAVING taken a Ford Consul up to Charterhall and back for the excellent racing at Scotland's first International Race Meeting last October, MOTOR SPORT recently had the pleasure of doing a rapid day-tour into Wales with a Ford Zephyr-Six.

On the latter occasion we took no especial note of the average speeds accomplished, for such observations are of interest only in respect of extremely fast cars over uninterrupted journeys. But what the Ford accomplished was impressive in a different way, for here was an economical, comfortable saloon of compact dimensions and modest price, which packed in an enormous amount of travel without tiring itself or its occupants.

Leaving Lewknor, on the London side of Oxford, at 8 a.m., we were able to motor to Dinas Powis, search for and locate an early Lagonda, spend half-an-hour examining this hedgerow discovery, drive over snow-covered roads through the Rhondda Valley, lunch, carry our exploration on to Presteign, of V.S.C.C. rally memory, attempt some cross-country stuff where we stuck for something like an hour in a drift, take a very leisurely meal at the "Radnorshire Arms," and drive back to our starting point over slippery roads without hurrying, arriving by 10.15 p.m.

A car which can so usefully cover the ground is the sort of transport which 75 per cent. at least of the world's car-buyers require. The three enthusiasts who made this day tour (which embraced that excellent free entertainment, the aerial voyage across the Usk on the Newport Transporter Bridge and some fine motoring along deserted mountain roads with the sun glinting on snow-capped peaks) were all warm in their appreciation of this Zephyr-Six.

Apart from its easy running and comfortable riding, this latest Ford is notably economical, giving 25 m.p.g. It is also a quite good cross-country proposition, its excellent ground-clearance and high-set exhaust system making light of the "back o' beyond," as negotiation of a deep water-splash emphasised. In this connection the back wheels carry less load than is usual and consequently tend to break-away rather early on corners or to spin on slippery hills, but no doubt this could be countered by carrying ballast in the boot or fitting chains. Apart from this tendency to lose adhesion, the three-speed gearbox has well-chosen ratios and the engine sufficient power to render easy a restart in the 12.62 to 1 bottom gear on steep gradients. Full power in first gear, however, brought in very noticeable rear-wheel judder.

On long journeys this Zephyr-Six excells, for it cruises at 70-75 m.p.h. with an easy stride, accelerating powerfully and taking ordinary hills in the highest ratio with little diminution of speed. The driver has an excellent view ahead through the broad screen and can see both front mudguards. It takes him a little time to realise that the wheels are set quite appreciably inboard, so that kerbs can be clipped closer than at first appears prudent. The 17-in. steering wheel is set sensibly far from the facia and it controls really good steering, quick and smooth, working "against the castor" sufficiently to remain taut and tell you where the front wheels are, yet not functioning at all heavily. There is rather vigorous castor action, no return-motion and only very slight vibration is transmitted, and the gearing, at 2½ turns lock-to-lock, is an excellent compromise which only the vintage-car addict might term a trifle low-ratio. The wheel carries direction-indicator switch control and a half-horn-ring, the latter, turning with the wheel, apt to be lost to the finger-tip at moments when it is most needed.

The cornering tendency is towards under-steer and the Zephyr-Six handles very well, instilling great confidence over wet, even icy, roads, and contributing greatly to the pleasure derived by a keen driver. The aforesaid early rear-end break-away can be adequately met under most circumstances by the light, sensitive steering, for which the Ford engineers deserve full marks. Moreover, the Zephyr rides on a reasonably level keel, and any rolling which does take place can be met by the responsive, smooth steering.

The Zephyr rides the rough stuff with its 13-in. wheels bouncing about furiously but its occupants isolated from road shock, which is exactly as it should be. The suspension is, additionally, efficiently damped, so that hump-back bridges and road-opener's gulleys have no effect on control. Full marks again! In Monmouthshire we met a long stretch of road which would have made M.I.R.A. ...
but the Ford rode it comfortably and secure...
and down motion but normally the car rides ...

A centre arm-rest for the front seat would be useful; a leather-upholstered bench seat particularly calls for this aid to dignified passengering. The back seat is so provided and the doors have arm-rests.

At speeds above 60 m.p.h. a grumbling noise intrudes, which might be a source of appreciable irritation on Continental journeys, where such a speed would be held for hours on end. It was accompanied by some floor vibration and would seem to be the effect of certain road surfaces on small tyres, magnified by the one-piece construction. There was also a good deal of wind-noise, but the Ekco radio, occupying some of the otherwise extremely generous area of the under-facia parcels shelf, competed successfully. Otherwise the car is extremely quiet and the six-cylinder, 68-b.h.p., o.h.v. engine very smooth. The latter starts promptly, does not run-on, and suffers only subdued "pinking" on Pool. It called for no water and little oil after 600 miles. Valve bounce comes in at 4,000 r.p.m., equal to 28 m.p.h. in first, 50 m.p.h. in second gear.

The bench seats are comfortable but leg-room is a thought restricted by the length of the big-bore six-cylinder engine and the good feature of a rear seat within the wheelbase. A medium-height human would not remark on this, however, but a taller occupant also finds some restriction of head-room in the back seat. The front seat adjusts easily, the rear windows please by winding fully down if required, most of the expected "mod. cons." are present and the heater became effective after we had used the cover of the Ford catalogue to blank-off part of the radiator. In doing this we discovered that the bonnet-release handle needed a great deal of force to make it function, that dip-stick, battery, etc., are usefully accessible, but thereafter we felt the lack of a coolant thermometer or oil-pressure gauge. The pull-out knobs on the facia, one sufficing for the lamps control, are adequate, once you realise that "B" means heater-fan, "V" ventilator and "Hood" is the bonnet-release. The protruding-cowl instrument cluster before the driver consists of speedometer-cum-odometer (*sans* trip and with no "tenths"), ammeter, fuel gauge, and warning lights for ignition, oil, indicators (tiny arrows) and headlamps beam. Ignition key and starter button are on opposite ends of the cluster. The fuel gauge is usefully pessimistic but its dial has no readings save four spots, those indicating empty and quarter-full being very close-spaced.

The hanging pedals work well, likewise the spoon-type accelerator, but the hydraulically-actuated clutch is rather heavy to hold down, and somewhat sensitive to engage with a long pedal travel. The 9-in. Girling brakes, if calling for determined pedal pressure, can be dismissed with full marks, and the central pull-out-from-facia handbrake is good of its kind and holds the car like a rock, but is too close to the heater control quadrant. There are twin sun vizors with a neat radio loudspeaker between them. The luggage locker is particularly spacious and although the spare wheel lives therein it has the decency to stand upright. The locker lid is easy to lift, and locks.

The steering-column gear-change functions adequately, with useful synchromesh, and the rigid lever is free from that troublesome



.—Roomy and economical, the Ford Zephyr is a ible means of transport, pleasant to drive, and selling at a competitive price.

habit of waving like a lily of the field. On the other hand the change is not as smooth as some and there is no reverse-catch. The lever is on the left side of the wheel. In engaging bottom gear from rest one is apt at times " to hit the cogs."

The headlamps give good, if not particularly penetrating, converging beams, and can cope well with normal fog when dipped. The foot dipper is well placed. The rear-view mirror is adequate, the central roof lamp and the instrument lighting excellent. Suction wipers are fitted, but their wiping speed is adjustable and they functioned well; their control knob pulled off but could be replaced. The indicators had a slight tendency to stick and one rear lamp bulb failed.

The body is completely waterproof and draught-free and was free from all save one major rattle in the near-side front door. The fuel filler, placed horizontally, is a cause of slight anxiety to those who like to refuel from a can.

Easy cruising at speeds commendably high for a car of this kind and the high degree of pleasure afforded by the taut steering and good roadholding, explain the growing popularity of this car, and its sister, the 1½-litre four-cylinder Consul, on British roads. Ford has every reason to feel proud, and sure of the continued success of a saloon so well suited to the needs of so many motorists, especially bearing in mind its competitive basic price of £532. Indeed, remembering how well the Ford V8, Pilot, Anglia and Prefect served the people, backed by world-wide service, it can be said, of the Consul and Zephyr-Six, that " Dagenham has done it again ! "—W. B.

THE FORD ZEPHYR-SIX SALOON

Engine : Six cylinders, 79.37 by 76.2 mm., 2,262 c.c., push-rod o.h.v.; 6.8 to 1 compression ratio; 68 b.h.p. at 4,000 r.p.m.
Gear ratios : 1st, 12.62 to 1; 2nd, 7.29 to 1; top, 4.44 to 1.
Tyres : 6.40–13 Goodyear on bolt-on steel disc wheels.
Weight : 23 cwt., without occupants but ready for the road with one gallon of fuel.
Steering ratio : 2½ turns, lock-to-lock.
Fuel capacity : Nine gallons. Range approx. 225 miles.
Wheelbase : 8 ft. 8 in.
Track : Front, 4 ft. 2 in. Rear, 4 ft. 1 in.
Overall dimensions : 14 ft. 3¾ in. by 5 ft. 4 in. by 5 ft. 0¾ in. (high).
Price : £532 (£829 1s. 1d. with p.t.).

PERFORMANCE DATA

Speeds in gears :
1st ... 28 m.p.h. Top ... 80 m.p.h.
2nd ... 50 m.p.h.
Acceleration through gears :
0-50 m.p.h. in 13 sec. s.s. ¼-mile in 22 sec.
0-60 ,, ,, 19 ,,
Makers : Ford Motor Co., Ltd., Dagenham, Essex.

BOOK REVIEWS

" You Can Draw Cars," by Bill Jenks. (*68 pp., 8½ in. by 5½ in. Autobooks, Burbank, California; 2.50 dollars.*)

This is a most attractive drawing lesson, step by step, by a man who is obviously a first-rate artist but, as important, also one who knows his cars.

" This Thing Motor Racing." (*40 pp., 11 in. by 8 in. Auto Course Ltd., 48, Brook Street, London, W.1; 5s.*)

This pictorial motor-racing book contains a novel idea. You are given the choice of either a 4½-litre Ferrari or 159 Alfa-Romeo and then taken pictorially through a Grand Prix race.

The effect is rather " Alice on the Race Course," because the pictures are of many races and cars. One moment you are Ascari, at another Sanesi, then you change like lightning into Farina, Simon, Moss, Fischer, Fangio . . . Crossing the line as winner you are Farina in an Alfa-Romeo at Silverstone, but as you come to rest, tired but triumphant, you turn into Rosier sitting in his Talbot at Zandvoort, only to be acclaimed by the crowd a moment later as Fangio at Barcelona and then to drink with your team-mates at Nurburg. Your team manager starts off as John Wyer preparing a Le Mans chart (for a G.P. race !) in his drawing room, but soon changes to a pre-war Neubauer, and later to the Alfa-Romeo chief, although Neubauer comes back before the race finishes ! This is a bit confusing but the fact is, most or all of the pictures have appeared previously in *Auto Course*. But the jumble does not detract from a very clever theme and the excellent pictures are beautifully reproduced on good paper. Each one—they total 68—is captioned in detail at the end of the book, which enables a pleasing " general knowledge " game to be played with oneself, another angle of a fascinating five-bob's worth.—W. B.

" The Gun Digest." Seventh edition. Edited by John T. Amber. (*224 pp., 8½ in. by 11 in. Wilcox and Follett Co., 1255 S. Wabash Avenue, Chicago 5, New York; 2 dollars.*)

We do not know if this book was sent to us because someone in America imagines the Editor wants to shoot someone ! We are chary of reviewing it in case anyone wants to shoot the Editor, for this very thorough book gives so much useful data on guns old and guns new that after reading it even a novice could hardly miss. It shows how industrious the American publisher is and the price, as U.S. prices go, seems moderate for a book it will take us a year to digest.—W. B.

" The ' Motor Cycle ' Road Tests, 1949-1952." (*64 pp., 8 in. by 10½ in. Iliffe and Sons, Ltd., Dorset House, S.E.1; 3s. 6d.*)

It is becoming popular for motor journals to issue t
reports annually in book form and a very useful
Previously the *Motor Cycle* tests have not been av
but now a start has been made. This first book, containing as it does 30 full tests, very well-illustrated, is excellent value. It covers the period 1949-1951 and a range of machines from the 98-c.c. James Commodore to the 998-c.c. Vincent-H.R.D. " Black Shadow." Reports on eight combinations are included. Unlike Temple Press, Iliffe's do not include drawings of the machines, but engine drawings are available in a separate publication.—W. B.

" Horseless Savages," by W. H. Charnock. (*39 pp., 5 in. by 7½ in. Published by the author, from The Grey House, High Salvington, Worthing; 6s.*)

This is another book of those motoring poems which Bill Charnock does so well. We enjoyed them all and shall try to learn the easier ones ! Perhaps the best of them is " Imposthumous Motors Unltd." but the general standard of most is high, the humour as technically correct as it is witty. You must get this little volume and lose your cares in its pungent lines. We should not be surprised if clubs find some of the items forming sing-songs on club nights. Charnock is soon to present us with his fourth book—" Unbalanced Cranks." Order this as you buy his " Horseless Savages."—W. B.

" The ' Autocar ' Road Tests, 1952." (*96 pp., 8½ in. by 11½ in. Iliffe and Sons, Ltd., Dorset House, Stamford Street, S.E.1; 5s.*)

This book requires no explanation. It consists of this year's *Autocar* Road Tests in book form, a most valuable reference work. There are no embellishments, apart from a long article on road test procedure by John Rabson of the *Autocar* technical and road test staff. The tests appear exactly as published, which is as it should be, although it seems a pity an up-to-date list of prices could not form a supplement. One amusing error, duly corrected under " Errata," is that the tester apparently thought the Holden was a four-cylinder car, subsequently discovering that he had been driving a " six " ! But we have dropped that one ourselves ! A thoroughly pleasing dollar's-worth, this.—W. B.

" MOTOR SPORT Racing Car Review—1953," by D. S. Jenkinson (*Grenville Publication Co., Ltd., 15, City Road, E.C.1, 132 pages, 8s. 6d.*)

Another edition of Jenkinson's annual review appears. This one dealing with the foremost Formula One, Two and Three racing cars of the 1952 season. Each car gets at least one full-page photograph to itself, the book is an attractive publication on art-paper and in it one gets a clear picture of how each marque and type fared last year, of the car's technical make-up and future possibilities. There are quick-reference specification tables for each car and some valuable hitherto unpublished data from the pen of one who goes out to see the Continental races and to interview racing-car sponsors.

The book covers Alta, Aston-Butterworth, B.R.M., Connaught, Cooper-Bristol, Cooper-E.R.A., Cooper 500, G-type E.R.A., single-Frazer-Nash, F.I and F.II Ferrari, Gordini, H.W.M., Kieft, Maserati and F.II O.S.C.A. The foreword is by . . . SPORT.

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LETTERS from READERS

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

THE POSKE STIR-UP

Sir,

I hope manufacturers take heed of Mr. Poske's criticisms of popular British export models. I, and many of my acquaintances, have had nearly all the troubles that he complains of with post-war English cars. My bitterest complaint is against the electrical equipment which is so contemptibly unreliable, also dashboard instruments. During the five months we have had our Morris Oxford we have already had a new electric clock, speedometer and cable; the chromium-plate is showing some signs of rust, the panels on the inside of the doors came adrift and were replaced. They came adrift again and the Morris distributor said we should need new ones and he would order them. That was nearly two months ago and we still have not got them. The second exhaust washer has just blown, the front suspension has come loose and been tightened, the boss of the steering wheel, which carries the horn button and trafficator control, came loose and went round with the steering wheel—until it jammed, and so did the steering wheel! I could go on criticising other new cars and components, which I know to have failed, and fill pages. However, surely most owners of post-war English cars know without being told how imperfect many of these cars are.

Mr. Poske is in the fortunate position of being able to choose from a large selection of cars of different nationalities. We have to buy English cars and although there is a garage every few miles here, it is most heart-breaking to experience trouble after you have just spent a lot of money—more money than you may ever be able to save again—on a new car.

Whilst people from other countries continue to buy British cars, our manufacturers will walk in smug security and continue to make the same type of cars with all their faults. Stop buying them and the manufacturers will have to buck up.

This idea may seem unpatriotic. It is not. It is frank, and in the long run it would be most beneficial to this country. It can only do harm to a salesman's prestige if he praises an article he is selling when experience has shown him that it is not satisfactory.

Americans want to buy really lively reliable cars that require no attention and will stand up to motoring for the whole of their lives on unmade-up roads. Why not? That is the way American manufacturers have educated them to think of motoring.

If we want to enjoy a steady market for our cars abroad we must make what the customers want and not what we want them to have. Surely this is obvious and there are great openings for the manufacturer who is the first to do something about it. He must also provide a super spares service. Even if his cars are reliable, they will still get smashed up sometimes and will require spare parts. When the windscreen wiper control switch gave trouble the first time, I wrote to Morris Motors for a replacement and it was approximately two weeks before I received a reply. That is in England. What on earth must it be like in Peru?

Take note of Mr. Poske's letter. Observe that cars in his country have to operate over high mountain passes where atmospheric pressure is less, engines go woolly and hydraulic brakes boil. Remember the sun's heat is intense, the dust plays havoc with exposed bearings and shock-absorbers' work is increased beyond all calculation and you will soon realise that entirely different designs are required from this country if cars are to give satisfactory service. Especially in view of the existing cars' poor record of reliability in England. Manufacturers should bear in mind that really long journeys of several hundred miles are quite normal in the U.S.A. and motorists do not expect to spend their week-ends oiling S.U. dashpots, "rattle-hunting" and generally playing at "Service Stations." American cars require none of this attention until they are quite old.

My thanks to Mr. Poske for his openly expressed opinions. I hope they were noticed by those people who can do something to set matters right. Then we shall all have gained.

But to end on a softer note, there are some English cars of which we are very proud, some fine cars whose reputations I will defend tooth and nail.

I am, Yours, etc.,

R. D. Hodgson.

Sir,

Perhaps you will be good enough to give space to a letter of complete agreement with Mr. George H. Poske from an Englishman and an enthusiast suffering from this same shoddy work.

Car No. 1 had in its first six months a collapsed battery and rear shock-absorbers. A smash then compelled the purchase of No. 2, the carburetter-silencer bracket broke on the first day and the thermometer tube on the third. The starter jammed in a fortnight and the flywheel ring was totally stripped within six months. Incidentally, this model is still doing this three years later as friends have demonstrated.

The interior paintwork, particularly on the facia was non-existent at six months and the sparking plugs at 3,000 miles. A friend of mine had to throw the same make of plugs away after the first 750 miles in his car (not the same make).

As for tyres, I have had five cracked inner walls within 5,000 miles each and only the offer of a 50 per cent. rebate each time kept me going, but never again will I touch that famous name, nor I fancy, will a considerable number of other people.

Car No. 3, just purchased, boiled in its first 150 miles, and thereafter with regularity until I discovered that a pressurised radiator conceals or prevents a leak except in the warming up period. I have also had to tear out the radiator grill which, after three months, had more rust than chromium.

Lest some readers may accuse me of being responsible, I would refer them to your own experience, Mr. Editor (August, 1952, page 367) and the even more disgraceful case of W.J.T. (Nov., 1952, page 499).

Personally I suggest that a pre-war manufacturer who sent out a car like that whether a new model or not would have been in liquidation very soon and have deserved it.

To those who make various apologies for this work, I would say that in the tropics you may be 200 or more miles from the sole agent and what in England is a case of ringing the local garage and asking for a replacement to come round straightaway and catching the bus or train that morning, out here means possibly weeks of waiting, an expensive tow, and no means of getting to work.

The attitude is obviously "why should we worry about you chum, you're in the sterling area and have no choice," but God help England when the Colonies and Dominions finally get tired of this attitude.

I am, Yours, etc.,

D. H. Constable.

Ceylon.

* * *

IN REPLY TO ANTI-R.R. HENDRY

Sir,

I read the letter of that nice Mr. Hendry with tremendous interest. After all, any old chump knows that the Rolls is an old-fashioned . . . well . . car, I suppose you'd call it, trading on a reputation that would appear to be as false as it is certainly universal. Of course, they do appear to be rather nicely made, and you can't hear them running, and some of them, even after thirty years' service, glide along, soundless and smokeless, usually driven by rather old-fashioned codgers with shiny stiff collars and bowler hats . . . er . . . sorry Mr. Hendry, derby hats. I suppose these chaps inherited them from their fathers, who were duped by artful Rolls' salesmen, when they had reached their dotage. It just shows you what you can put across simple people with lots of education and good taste. Tell them that a car is made with the precision of a Longines watch, that the interior has craftsmanship worthy of Sheraton, that the whole has the pleasing effect to the senses (assuming any) of a perfect engineering and artistic creation . . . why, you get some poor boobs to believe you.

Anyway, thank you Mr. Hendry for a very nice letter, even if we're not going to have any more. There was just a point I wasn't too clear about; what is a Cadillac? I asked a few odd types in the West End (of London, Mr. Hendry). Nobody seemed to be sure. One bloke said "Excuse pliss?" and another said it was a make of cheap brandy, and then a Yank soldier put me out of my misery and told me. Its the biggest finest fastest goddam automobile made in the U.S.A. Well, I said to myself, to see one of these magnificent creations before I go back to the sticks where I live is a MUST. So I got a cab to the big American parking lot that old Limeys still seem to call Grosvenor Square . . . you never could

get progress across to these bums. I must say it's improved since the old days, just jam-packed with bright shiny automobiles. At least the new ones were bright and shiny. To the pigeons overhead it must have looked full of gorgeous tin tortoises. Well, the cabby found a spot to put me down, not without a bit of trouble, I must say. I thought I heard him mutter something about "Perishin' Yankee sossidge cans." But there, I was probably hearing things. Whoever heard of a sausage can on four wheels?

I had a good look all round for a Cadillac, without much luck. I must have looked at acres of flaking paint and spotted chrome. I asked some American sailors if either of them had a Cadillac, but they didn't answer me direct. One of them jerked his head in my direction and said "Dis nut thinks wese Bawston bluebloods." Well, do you know, I didn't find one in the whole square . . . sorry, parking lot. Then one of the sailors told me I'd find one outside the Pakistan Embassy, most days. So I walked round, this time, and at last I found IT. Oh, Mr. Hendry. You naughty man. It's only a big Chev.

I am, Yours, etc.,
Smallfield. HOWARD JONES.

Sir,

Bravo, Mr. Hendry, and bravo MOTOR SPORT for never failing to entertain in its correspondence or any other of its columns.

Of course, much of what Hendry says is right, but why must he wreck a good case by exaggeration?—revealing himself to be just as prejudiced as the "enthusiasts" whom he so properly chastises.

Granted the civil Merlin was a failure, but where he got that claptrap about early Merlins fading in aerobatics I cannot imagine. I agree that the Rolls is slow, I know we are being not "heretical," but realistic in saying that the Cadillac is more comfortable, more capacious, quicker, and more durable in the fullest sense of that term (try running both in some wet, tropical country, you'll know the difference in six months)—but why spoil the argument by bringing in irrelevant nonsense about Cadillac coupés out-running Bentley Continentals? Let's stick to facts, and the two have never, as far as I know, been matched.

None the less, his basic point remains, and I endorse it: where is the Rolls of yesteryear, the great Silver Ghosts that could clock 200,000 miles in the sands of Arabia, with three tons of armoured car on their back, then come home and haul an ambulance round London for ten years? Try doing that with a Silver Wraith chassis, and all its lousy, farmed-out electrical equipment, and see how long you last.

I am, Yours, etc.,
London, W.1. PETER BLUNT (*Squadron-Leader*).

Sir,

I almost regretted renewing my subscription to your magazine yesterday, because about the first thing my eye fell upon was Mr. Hendry's diatribe. Mr. Hendry is evidently one of those people who believe that others will more readily believe their case if they are sufficiently offensive and vulgar. That sort of letter (with Editorial insertions) is not the usual thing one expects to see in your magazine, because Mr. Hendry is deliberately insulting to one of the greatest names in British engineering. Knowing as most people do the real achievements of Rolls-Royce in two wars, I find it most unpleasant to see them belittled in such a puerile manner.

Mr. Hendry clearly has no appreciation of anything but speed in an automobile. If that is all he requires, why not obtain a Jaguar Mk. VII? I have no doubt that just because it goes faster than a Bentley, Mr. Hendry believes it to be a better car. He also has no idea of the policy of Rolls-Royce. They have never made claims to pioneering in car design, and they willingly admit that they pay royalties to many manufacturers. The greatness of Rolls-Royce lies not in applying half-baked ideas which happen to enjoy a short vogue of popularity but in making the application of tried ideas a matter of perfection. The Silver Ghost, generally admitted to be the finest car ever made, contained no major point of originality.

I remember the Chief Engineer of General Motors, when on a visit here a short time ago, in a statement published in the *Autocar*, said that when the G.M. test track was opened at Detroit in 1928 no American car would run for long at full throttle without running its big-ends. A Phantom R-R., however, exhausted the patience of the testers. So I wish Mr. Hendry luck with his 1925 V8 Cadillac.

Mr. Hendry's criticism of the military Merlin can only be described as niggling. We owe the "Battle of Britain" to the Merlin engine, the superiority of which was never in doubt and merely enhanced by the addition of the U.S. carburetter at a late stage. Even by 1942 no purely American fighter could equal the Hurricane in performance, as events in Malaya clearly showed.

Rolls-Royce achievements from 1904 to the present day, to the unbiased mind, surely speak for themselves, but people of Mr. Hendry's stamp are never convinced. I do not object to criticism, even such fierce criticism as has appeared from Peru, but I feel sure many readers will agree with me that efforts like Mr. Hendry's are a disgrace to himself and to you, Sir, for listening to his raucous shouts for publication.

I am, Yours, etc.,
W. WISEMAN.
London, S.W.5.

Sir,

Mr. Hendry's remarks on the Merlin need straightening out. The Merlin used in American fighters was the Packard Merlin built under licence from R-R. The Stromberg carburetter used was certainly no better than the S.U. originally fitted (and later modified for aerobatics) in the Merlin Spitfire, the best fighter of its day.

Packard modifications neither improved performance or made for ease of maintenance (this from one who has worked on them).

The Bentley standard saloon is, we all know, slower than the Cadillac, but I'd like to point out that though it gives away practically a litre, the torques available at the back end are practically the same.

If Mr. Hendry notices any similarity between the Continental Bentley and American coupés of ten years ago I feel sure he would not notice the difference between R.M.S. *Queen Elizabeth* and a Mississippi stern-wheeler. The 4½-litre Bentley is certainly faster than the 5.4 Cadillac whose fastest run (probably with the wind) was 115.4 m.p.h., where as the C.B. can easily reach this speed on any run.

The "equal quality and more advanced design" of the Cadillac just do not exist. R.R. quality cannot be equalled for the price and a sleek chromium-plated shell does not make for an advanced design. Cadillac's power steering is only made necessary by its weight and I've yet to meet a R-R. driver with stiff arms. R-R. have adopted hydramatic gear—having first made their own improvements—Cadillac have nothing extra except speed and not everybody wants to dash into town at 100 m.p.h.

I doubt if the use of R-R. engines in bulldozers and fire engines is a blow to their pride. It shows regard for a quality and reliability which cannot be equalled anywhere. As for getting out of the "automative" business—well—R-R. will still be producing the best cars in the world long after Mr. Hendry's bones have turned to dust.

I am, Yours, etc.,
J. L. GREENFIELD.

Sir,

I cannot recall any engine in general and continued service which produces or has produced as much b.h.p. per litre as the Merlin. I cannot recall any American car advertisement which claims a CORRECTED b.h.p. figure. I do, however, remember very vividly that during the war many American engines by famous makers would not reproduce b.h.p. figures claimed by their makers when tested on this side of the Atlantic.

I am, Yours, etc.,
Malpas. J. K. ROBERTS.

Sir,

One of the things I like about MOTOR SPORT is that it gives full scope to the lunatic fringe of almost any argument, and whereas I have no doubt that Mr. Hendry's diatribe on Rolls-Royce will be adequately answered as far as the Car Division is concerned, I cannot, as an ex-member of the flight test section of the Aero Division, let his badly constructed and erroneous arguments with regard to the Merlin pass without some comment.

First, "this engine was a washout in aerobatics until fitted with an American carburetter." Since the Battle of Britain was won entirely by aircraft powered with Derby-built Merlins fitted with S.U. carburetters, it would seem that despite this handicap our pilots managed to fly them quite successfully. For your information, Mr. Hendry, the American carburetter, by which I take it you mean that complicated abortion of a Stromberg, was not fitted until the Packard Merlin was belatedly brought into production after Henry Ford had jibbed at the prospect of making Merlins at all. As one who has serviced both American and British engines of the air-cooled and liquid types everywhere from the Equator to the Arctic Circle, I can assure Mr. Hendry that given the choice of an S.U. carburetter with two simple needle adjustments and a six-bolted attachment, or a diaphragm-ridden Stromberg which needed a test rig the size of the Palladium organ to set it up, I would prefer the S.U. every time.

As regards "negative-G" properties, Mr. Hendry is doubtless blissfully ignorant of the two types of "negative-G" carburetter fitted before the logical development of the "R.A.E." type of fuel injection pump, which always seemed to me the acme of simplicity and functional design, being simply an injection pump driven at a proportion of engine speed and with its stroke modified by boost pressure, and, if necessary, air temperature. I need hardly point out to informed readers that "negative-G" is encountered only in a proportion of aerial manoeuvres.

Referring to Mr. Hendry's second point, it is quite possible that Rolls-Royce uses a rust-proofing process patented in America, as, indeed, they use ideas from anywhere, provided they are good. I shall, however, treat this point with the contempt it deserves considering that it is common knowledge that the Americans have been pressing for a Congressional enquiry into the superiority of Rolls-Royce jet engines over the American class. This has particular relevance in view of the recent announcement of the by-pass engine. This sort of hog-wash, by the way, is not new—we had it all before in 1940-42, when everybody said that Herr Heinkel and Willy Messerschmidt were the kittens' cuffs. They probably were in comparison with the best that the *Americans* could produce at that time, *i.e.*, the Tomahawk and the Airacobra, both of which were claimed as being "over 400 m.p.h.," and in fact they had a struggle to do better than 300 t.a.s. at rated altitude.

Lest anybody should think that I am extending my defence to the tin-ware produced by the bulk of the British car industry, let me disclaim any partiality for the products of the so-called mass-production section of the industry. It could certainly do with a lot of well-informed criticism, but the Hendrys of this world will only increase the complacency of the tin-ware barons by the obvious lack of information which they show.

I am, Yours, etc.,

Derby. DEREK H. BROOME.

Sir,

Mr. M. D. Hendry, of Christchurch, New Zealand, is, of course, entitled to express any personal opinion that he may chose. He is not, I think, so entitled to make statements which are simply untruths.

I was, early in 1940, a very humble member of the R.A.F., serving with No. 10 Group, Fighter Command. At that time, before America even thought in terms of war-effort, the R-R. Merlin, which powered the Spitfires and Hurricanes, victorious in the Battle of Britain, was certainly not fitted with any American carburetter, nor was it treated to any American process of rust-inhibition. I cannot remember ever hearing any operational pilot complain of the Spitfire or Hurricane, insofar as combat aerobatic ability was concerned. Nor do I imagine that many operational pilots of the Luftwaffe would decry the above aircraft on the score of lack of manoeuvrability. I cannot remember ever seeing any Merlin engine either internally or externally afflicted with corrosion, and I saw a good many. And the less said about American ventures in the field of in-line, liquid-cooled engines, the better, save to add that I imagine that very few Allison engines ever completed 800 hours.

Mr. Hendry may have made these very misleading statements in the best of faith. If this is so, then his technical knowledge is sadly suspect, and reflects grave doubts on the accuracy of the remainder of his somewhat childish and petulant epistle.

I am, Yours, etc.,

Sidmouth. JOHN M. SHIELDS.

* * *

GOOD SHOW!

Sir,

You may be interested to learn that R. E. Packer of Bristol, one of your advertisers took *one hour* to receive, re-silver and despatch back to me a headlamp reflector of mine. Total time taken for the operation, carried out by express post between Ross-shire and Bristol, approximately 56 hours—no mean performance. Your advertisers are setting a high standard—may it be noted and emulated elsewhere. Although some degree of urgency was indicated, no special treatment was asked for.

I am, Yours, etc.,

Contin. E. ROBERT RONEY.

* * *

THAT AUSTIN CENSUS

Sir,

May I say a few words in regard to the article on Austin popularity? Austins are producing six models, *i.e.*, A135, 125, 70 and 40, including drophead coupé, 40 sports and A30. Further they have just stopped production of the A90. This makes a total of *seven* models currently on the roads, making 20 per cent. of the cars on the roads according to the figures given. Now Hillman have only *one* model, the Minx and Minx coupé which make up 7 per cent. of the cars counted. I wonder how many Austin A40 cars were counted as compared with Hillmans? This would be a REAL popularity test since both cars are almost equal in price and engine size.

In Eire, where any car is available (they get exports from Britain, U.S.A. and the Continent) there is a definite preference for the Minx, for which one *may* have to wait a few weeks for delivery, whilst A40 cars are always in the showrooms. I wonder if Austins would make available the figures?

I am, Yours, etc.,

Belfast. JOHN B. KIRKPATRICK.

[We believe *all* models of *all* makes were counted, but it does occur to us that the percentages could have been expressed thus: Austin, 20 per cent.; Nuffield, 20 per cent.; Ford, 14 per cent.; Rootes, 12 per cent.; Standard/Triumph, 11 per cent.; Vauxhall, 8 per cent.—ED.]

Sir,

I was extremely surprised to see that the census conducted by the Austin Motor Company resulted in Rover cars being apparently amongst the "also rans" and not appearing on the "Leader Board" at all. There must be a strange antipathy to the Rover in London and the Home Counties because I am sure that here in Stoke-on-Trent the Rover would appear in the first ten of most popular makes and is certainly observed by me more frequently than Humbers, Rileys and Sunbeam-Talbots. It just goes to show how misleading a census taken in one particular area can be.

I am, Yours, etc.,

Stoke-on-Trent. "ROVER ACX706."

* * *

PROGRESS?

Sir,

One of my earliest memories of motoring is an 11-h.p. two-seater Calcott which my father bought in about 1925. The magneto of this car had sometimes to be "cooked" in the oven before the engine could be started and, even then, special sparking plugs were used for starting and replaced by normal ones *while the engine was running*!

I was fortunately too young at the time to be asked to carry out the last part of the manoeuvre, but did help in other ways since there was no self-starter and a door only on the passenger's side of the car which made it impossible to dash from the starting handle to the controls when the engine did start!

From those "happy" days there have been many improvements in motor car design and for many years people have driven them without having to know very much about the "mysteries" under the bonnet.

At the moment, however, there is a disease spreading amongst car manufacturers which demands that the driver must use no physical effort whatsoever. It started fairly mildly with various forms of automatic advance and retard mechanisms for ignition timing and automatic mixture controls. The Wilson gearbox was another outburst, but that has great advantages as well as saving effort.

More recently there have been cases of suction-operated transmissions (I refer to the Hudson Country Club model), which changes gear almost by itself, and finally the brilliant gearbox introduced by Rolls-Royce where one can presumably forget that one is supposed to be driving! There have also arrived electrically-operated windows, hydraulic clutches and, the father and mother of them all, power-assisted steering—in an American car where one expects to find an easily turned, low-geared steering wheel!

It may be fun in a few years' time to say: "I can remember, son, when I actually had to wind my car windows *all* the way up and *all* the way down again by *hand*. Yes, sir, every inch of the way."

Shall we soon see a car that will take the family for a drive while the poor, weak owner rests at home?

After that somebody may wonder how I travel about. Well, it is in a 10-h.p. Railton. If anyone can tell me something about the history of these very uncommon little cars, I should be very interested.

I am, Yours, etc.,

Amersham Common. J. D. K. WATSON.

[The story is that the baby Railton, built around the Standard Ten engine of the period, was conceived for the daughter of Mr. Macklin, head of the Railton Co. Afterwards it went into small-scale production.—ED.]

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FOR SALE

LANCIA AUGUSTA saloon, needs attention. H. & F. dynamometer, incomplete. 1938 Ford V8 chassis and components. V8 alloy cylinder heads. ¾-in. electric drill. Box No. A192, MOTOR SPORT, 15, City Road, E.C.1. [5192

ROLLS-ROYCE TWENTY van, 1928. Mechanical condition and tyres good. Large capacity body ideal for transport of 500-c.c. car, or conversion. £95. 22, Caroline Street, Birmingham. Tel.: Central 2139. [5193

LAGONDA, 1932, 3-LITRE sports saloon, excellent condition. Engine perfect. £150, o.n.o. Tel.: Maida Vale 9849. [5194

HUMBER TOURER, 11.8, needs hood. Alvis 12/50 crankcase complete. 12/40 Leaf gearbox and steering column. What offers? 9, Ravenscroft Road, Birkenhead. Tel.: Birkenhead 3283. [5195

1926 9.8-H.P. SINGER saloon. Comfortable, sociable, reliable. Excellent tyres, new battery, reconditioned magneto; bodily good, mechanically healthy. Taxed. Sensible offers please. Podd, 53, Carlton Road, Lowestoft, Suffolk. Tel.: Lowestoft 674. [5197

HOTCHKISS PARIS-NICE fixed-head coupé, 1937. Fitted 3½-litre 1939 Grand Sport engine, new Scintilla, dual choke Stromberg carburetter; new tyres all round; interior re-upholstered and unmarked. Whole car in excellent condition; about 18 m.p.g.; cruising speed 85-90. £350, no offers. Williamson, Wheatley, Oxford. Tel.: Wheatley 84. [5198

BUCKLER 3-seater sports, 1952, aerodynamic aluminium body, professionally built. Complete with hood and sidescreens. Ford Ten engine; independent front suspension. Offers around £350. Dixon, 7, Crescent Avenue, Ashton-in-Makerfield, Lanes. [5199

RILEY NINE (GAMECOCK) 2-seater sports. New hood, tyres, carburetter, pump, engine, completely overhauled, many spares. £165, o.n.o. Millington, Flat 5, 183, Penns Lane, Sutton Coldfield, Warwicks. [5200

SCOTT FLYING SQUIRREL, 1935, £42. M.G. Rudge wheel, £2. Hosking, Tel.: Weybridge 4091. [5201

FRAZER-NASH B.M.W. 326 saloon. Exceptional condition with an appearance fully equal to brand new. Fitted many extras, including new H.M.V. radio, Fram, de-misters, spotlight, etc. Completely recellulosed black with silver wheels. Re-upholstered in cavalry twill. Owner's new Daimler arrived. £495. Box No. A203, MOTOR SPORT, 15, City Road, E.C.1. [5203

£125—AUSTIN SEVEN 2-seater tourer, 1936. New Dunlop tyres, Lucas de-mister, loose covers. Jolly good reliable little car in exceptional condition. Box No. A204, MOTOR SPORT, 15, City Road, E.C.1. [5204

ROVER TWELVE sports 4-seater, 1934. New hood and sidescreens, springs and shock-absorbers. Four new retreads. Just decarbonised. Very unusual car of high performance and smart appearance. New engine 1947. £200, o.n.o. Smith, Farm Cottage, Puttenham, Guildford. Tel.: Puttenham 352. [5206

"MOTOR SPORTS" from 1946—80 copies. 35 instruction books, pre-war. Show copies *Motor* from 1936. Must be sold. Bailey, 129, Sutherland Avenue, W.9. [5207

FOR FAMILY REASONS I must sell my supercharged NA Magnette. This car has been carefully maintained since new and has only done 55,000 miles. Recent rebore (first), rewire throughout, recellulose. Four hardly used tyres and good spare. Complete history, two instruction books, and all spares including axle-gears, half-shafts, brake-linings, extra wheels, just reconditioned magneto, etc., go with car. A year ago this M.G. would have fetched £425 and is still really worth £300 or very close offer. Box No. A208, MOTOR SPORT, 15, City Road, E.C.1. [5208

M.G. May 1938, TA. Resprayed, new batteries, side screens, silencer. For sale or exchange saloon. Offers. Box No. A209, MOTOR SPORT, 15, City Road, E.C.1. [5209

M.G. J2 in excellent condition. Recellulosed, new hood, battery, tyres, radiator, etc. £165. Tel.: Wordsworth 5172 [5216

FOR SALE—*continued*

FRAZER-NASH. 1934. In very good condition throughout. 4ED Meadows, deflector head, new battery, good tyres, resprayed, hydraulic brakes. Polished axle. £325 or offer. Moody, 58, Henwick Road, Worcester. Tel.: 3554 [5210

B.M.W. TUBULAR CHASSIS, complete with front spring shock-absorber and wishbone assembly, rear springs and shock absorbers, scuttle, seats and backrest, petrol tank, etc. Price £85 Pair Smith's R.P.M. indicator and speedometer, matched, perfect. £8 10s. Box No. A211, MOTOR SPORT, 15, City Road, E.C.1. [5211

BENTLEY 3-LITRE RED LABEL Le Mans V.D.P. tourer. Green, good hood and bodywork, two new tyres. Engine just overhauled, 21 m.p.g. Very reliable and fast. Reduced tax coming. £300 o.n.o. Apply : Halfway Garage, Hersham Road, Walton-on-Thames. Tel.: Walton 3082. [5212

EXCEPTIONAL INVICTA 1½-LITRE, saloon, entirely re-conditioned last year. Spare engine. Several sources of other spares known. Offers around £200. New car arriving. Box No. A214, MOTOR SPORT, 15, City Road, E.C.1. [5214

S.S.1., 1934 16 h.p. saloon for sale. Engine, brakes, recently completely overhauled. Body reasonable. What offers? Flt. Lt. Michael, R.A.F., Manby, Lincs. [5215

MORRIS " ISIS " CHASSIS, comprising o.h.c. engine, 4-speed box, transmission, rear axle, Lockheed brakes, steering, chassis frame. £18. Riley 12/4 chassis with axles, steering, torque tube, brakes, wheels, less engine unit. £38. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310. [5217

1924 (OCT.) 3-LITRE BENTLEY 2/4-seater tourer. Rebuilt wheels, 3 in. tail-pipe, aero-screens etc. Very fast and extremely reliable. £165 for quick sale. Box No. A219, MOTOR SPORT, 15, City Road, E.C.1. [5219

M.G. INSURANCE
NORMAL RATES
NO SPORTS CAR LOADING
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1926 AUSTIN SEVEN 4-seater tourer. Aluminium body, 5 excellent tyres, good hood and sidescreens, new carburetter, king pins and bushes. A very well preserved specimen indeed. £55. Box No. A220, MOTOR SPORT, 15, City Road, E.C.1. [5220

M.G. MAGNETTE N TYPE 2-seater sports in excellent condition. Fitted K engine and racing close-ratio pre-selector gearbox, engine, chassis and body recently overhauled. re-upholstered fawn, recellulosed green, new fawn hood and sidescreens. £275. 31, Eldon Road, Cheltenham. Tel.: Cheltenham 56517. [5221

TWO TYRES AND TUBES almost new 5.50 by 17. £6 pair. Tel.: Flaxman 9258 after 7. [5226

M.G. NA MAGNETTE 1936, £145. Spooner, Tressells, Margaretting Tye, Ingatestone, Essex. [5227

BENTLEY 3-LITRE RED LABEL tourer, 1926. Resprayed, rechromed, re-upholstered, new tyres, new battery, £425. Box No. A228 MOTOR SPORT, 15 City Road, E.C.1. [5228

1924 HUMBER 11.4 CHASSIS W/S., £10. 1937 Trojan Ten van T/I., £50. Parry, Bury Farm, Edgware. [5229

1932 ALVIS SILVER EAGLE drophead. £75. Block cracked, laid up year, shabby now, but sound. Or would exchange for goer. Stamp full details. Box No. A230, MOTOR SPORT, 15, City Road, E.C.1. [5230

DISMANTLING 1934 SS II saloon. Breed, 13, Ombersley Road, Newport, Mon. [5237

£100 o.n.o., 1931 MORRIS MINOR 2-seater, modified for trials. Very lively. Extensively overhauled, engine reconditioned. 22, Downsway, Tel.: Sanderstead (Surrey) 4217. [5231

LAGONDA RAPIER 1935 F.H. coupé. Complete rebuild including rewiring, new dashboard and instruments. Engine resleeved, crank ground etc., now running-in. Any inspection and offers invited from genuine enquirers. Pettit, 11, The Chase, Romford, Essex. 5232

FOR SALE—*continued*

RILEY NINE Merlin 4-seater saloon, 1936-7, rebored and completely overhauled, all in excellent condition, preselector, twin passlights, 40 m.p.g., an up-to-date car, £280 taxed. Insured for 12 months. 7D, Maple Road, Anerley, S.E.20. [5233

CHROME HEADLAMPS, pair Lucas ex-TC M.G., with spare glasses and rims, perfect, £4 19s. Sensitive altimeter, 30s. Ramsbottom, 89, Greenhead Lane, Keighley. [5234

MEADOWS DEFLECTOR cylinder head, Bosch 4-cylinder magneto, Bosch 12-v voltage regulator, 2 17-in. knock-off wire wheels (ex H.R.G.). Ruddock, 2, St. John's Road, Hove. Tel.: 33693 [5235

SUNBEAM SIXTEEN sportsman's coupé, 1931. Stored 9 years. Recently resleeved, new radiator etc. Uses no oil. Original black aluminium body unmarked. New tyres, double-dipping headlamps, copy of manual, £140 or near. Tel.: Stevenage 544. [5238

INVICTA 3-LITRE rebuilt with modern 2-seater body, Woodhead shockers etc. Grand performance, £165 o.n.o. London. Tel.: Finchley 1194. [5240

1939 1½-LITRE M.G. black coupé completely rebuilt at cost of £500 in 1947. No dealers. Box No. A241, MOTOR SPORT, 15, City Road, E.C.1. [5241

BEST OFFER 1950 COOPER LIGHTWEIGHT, ex-Collins, unused 1952. Perfect. 49, Ascot Road, Birmingham 13. Tel.: South 1903. [5242

B.S.A. 1934 fluid-flywheel saloon. Mobile but needs attention. £50 or nearest offer. Tel.: Pinner 3199. [5244

MAINTENANCE CHARTS PRE-1935 TRIUMPH cars. Durable paper or linen 15½ in. by 8 in., 7s. 6d., 12s. 6d. 30 in. by 16 in., 13s. 6d., 22s. 6d. Further enquiries solicited. Box No. A249, MOTOR SPORT, 15, City Road, E.C.1. [5249

ALVIS FIREFLY 12-h.p. 2-seater open tourer with dickey. Mechanically sound, body good, new hood etc. Photograph available. Best offer over £150. Foulger, 22, Daleside Road, Riddlesden, Keighley. Tel.: Keighley 2162, 9 a.m. to 5 p.m. [5250

1927 LEA-FRANCIS 11.9 tourer, home-made body. Tyres, battery, mechanically sound. £35. Sims, 31, Leslie Road, Dorking, Surrey. [5251

AUSTIN 10-H.P. Clifton 2-seater drophead, reconditioned engine, steering, rear axle, new battery, sound tyres, good condition, 40 m.p.g., £150 o.n.o. London. Tel.: Palmers Green 9971, evenings Palmers Green 1911. [5252

£30, 1925 CITROEN 11.4 h.p. Baily, 13, The Ridge, Surbiton. Tel.: Elmbridge 8320. [5253

VINTAGE A.C., 15.7 h.p., 1927. Unused 19 years, original registration book, 5 new tyres, new battery, new hood and windscreen wiper. All-aluminium body, heavy leather upholstery in first-class condition. £80 or nearest for quick sale. Write : Ellis, 4, Westbrook Avenue, Warrington. [5254

TA M.G. Excellent condition, reconditioned engine and gearbox. Just run-in. Accessories. £250. Leishman, 67, Selwyn Cresent, Hatfield. [5258

WINTER READING. 40 copies MOTOR SPORT, 40 *Autosport*, 147 *The Motor*, 103 *Autocar*, 7 *Motoring*. Excellent condition, £6. Tel.: Sanderstead 2259. [5259

LAGONDA 1935 4½-LITRE pillarless sports saloon, mechanical condition sound. Paintwork poor. Nearest £240 or consider exchange smaller car drophead. White, Knowle, Hurst Road, East Preston, Sussex. [5260

ALVIS 12/50 CHASSIS towable, requires two tyres. Offers. Big port engine, twin S.U.s, outside exhaust, £35. Pair new timing gears £6. Venning, Parsonage End, Takeley, Bishop's Stortford. [5261

A.C. GREYHOUND sports 4-seater drophead. Handsome, fast, reliable. Taxed, £265 o.n.o. Cooke, 33, Cedar Grove, Yeovil, Somerset. Tel.: Yeovil 2183. [5262

M.G. M-TYPE in excellent condition. 5 good tyres, hood, lights, etc. £100. Tel.: Mill Hill 1516. [5263

DARRACQ 2-LITRE SPORTS (DS 14/40) 1925. Mechanically, electrically and bodily in supreme condition. 4-cylinder o.h.v. engine very recently overhauled, new exhaust valves, brakes (f.w.b.) and clutch relined, entirely rewired, magneto reconditioned, body recellulosed (August), good 5.25 by 21 tyres. Climbed highest French and Swiss Alps in 1951 with ease. Probably finest specimen of this car extant. £200 o.n.o. Cleaton-Roberts, 158, Richmond Hill, Surrey. (Daytime : Temple Bar 7676.) [5264

BEST OFFER OVER £50. Sunbeam Twenty, 1929, drophead 4/5-seater. Sacrifice, as no space. Terms arranged. Box No. A270, MOTOR SPORT, 15, City Road, E.C.1. [5270

M.G. M, perfect. Completely reconditioned engine, 4-speed box, 500-19 rears, slab tank, aluminium body. Exceptionally clean. Box No. A277, MOTOR SPORT, 15, City Road, E.C.1. [5277

DUNCAN HEALEY sportsman's saloon (1950). Complete from scuttle back with upholstery and trimming. £75, o.n.o. L, 27, Stoke, Guildhouse, Binley Road, Coventry. [5280

FOR SALE—*continued*

RILEY NINE LYNX 4-seater sports tourer. Excellent condition throughout. Owned by motor engineer. Semi-tuned engine and all-weather equipment. £240. Wilson, 13, Church Walk, Ulverston, Lancs. [5188

RILEY KESTREL SPRITE 12-H.P. saloon. 1937, Special Series engine. Immaculate condition throughout. Finished in green and silver with red leather. Just needs seeing. £350, or near offer. H. R. Hickson, West Row, Stockton-on-Tees, Durham. Tel.: Stockton 67621. [5189

ALVIS SPEED TWENTY, 1935, V.D.P. tourer. Good condition and performance. P.100s, twin spots and horns, dual ignition, one-shot lubrication, telecontrols, i.f.s., all forward gears synchromesh, special high-ratio back axle. Excellent weather protection. Two new tyres. Patter preliminaries demand sale but would consider small tourer (Riley Lynx ?) part-exchange. Seen Midlands. £330, o.n.o. Also Vernon-Derby, as advertised September MOTOR SPORT—now £100 but good as ever! Box No. A190, MOTOR SPORT, 15, City Road, E.C.1. [5190

FORD V8. Special Scintilla Vertex magneto with adaptor, new, £15. Pair h.c. cylinders, copperised faces, aluminium water jackets, £15. M.G. spares. Specialists in this make since first produced. Axle shafts from 32s. 6d. Road springs most models, crown wheels and bevels most models. Brake cables, 35s. each. Road wheels 16 in., 18 in., and 19 in. Deep-note exhaust systems, "M," "J," 75s.; "P," 85s.; "N" and "T" 95s. O.h.c. models. V.D roller races, 10s. pair, valves 8s., guides, 7s. 6d., own V.D. shafts rebuilt, £2, ditto rockers, 7s. 6d. each, new rocker bushes, 7s. 6d., rocker-shafts from 10s. 6d. Crankshaft, L-type, reground equal new, £12 10s. Grab-handles, embossed M.G., 18s. 6d., door grilles, 12s. 6d. each. Mudguard grilles, J2 and T, 30s. pair. Twin spare wheel carrier lock-nuts, £4. Single ditto, £2 7s. 6d. Cycle-type wings, light steel and light alloy, from 19s. each. Wind deflectors T-types, £2 pair. New fold-flat screens, J2 and P, £13. Rear slab petrol tanks, £12 10s. New front aprons from 70s. 2-litre S.A. engine, complete carburetters, manifolds, distributor, dynamo, starter, recently reconditioned, £75. Back axle complete, good hubs, £30. Road wheels £3 each. Wings, running-boards and doors. V. W. Derrington Ltd., 159 and 161, London Road, Kingston-on-Thames. Tel.: Kingston 5621/2. [5265

1948 A.C. utility, £500. Box No. A269, MOTOR SPORT, 15, City Road, E.C.1. [5269

LANCHESTER (Oct., 1927) TWENTY-ONE, 23-h.p., limousine (7-seater). Excellent mechanical order. Original condition throughout. £65, o.n.o. Gore, 5, Clive Court, Northdown Road, Margate. Tel.: Thanet 20636. [5282

ALVIS FIREBIRD tourer (Nov., 1936). Believed without fear of contradiction to be the finest specimen of its type in the country. Engine reconditioned regardless of cost. Mileage 7,000. Nickel-plated block, etc. Faultless mechanical order. Body superb. Details from W. Gore, 5, Clive Court, Northdown Road, Margate. Tel.: Thanet 20636. [5283

FORD 30 V8 CRANKSHAFT, reground, with mains, £10. Con.-rods and pistons, £5. Oil pump, 10s. Steering box and pillar, 50s. Two half back axle casings and brake drums, £4. G.B. casing, 15s. Two wide-base 16-in. wheels, £3. Talbot 75 rear springs, shackles and clamps, £4. Steering box, £2. Armstrong self-change gearbox, £15. Lanchester Ten front axle, complete Lockheed brakes, £12, or offers. Wanted: 500 Cooper wheels. Langman, 1, Heene Place, Worthing. [5284

RILEY NINE, 1934, MONACO saloon. Engine requires rebore. Otherwise sound condition. £75. Tel.: Arnold 7027. [5285

COMPLETELY REBUILT 1934 Standard Avon 2-seater Airline coupé. Fitted with 12/4 twin-carburetter engine, Rudge wheels, underslung chassis. Finished in latest shade of Jaguar Twilight blue, woodwork repolished, chrome replated, interior re-upholstered. Total cost over £120. Price £165. Any examination or trial. Tel.: Arnold 7027. [5286

WOLSELEY TWELVE, 1934. Resprayed. Excellent condition throughout. Very fast. 32 m.p.g. Taxed. £85. Tel.: Arnold 7027. [5287

AUSTIN SEVEN SPARES. Practically all parts available, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [5289

TRIUMPH SPARES, 1934-40. Nearly all parts in stock. Price, Three Shires, Bearwood, Birmingham. [5290

LEA-FRANCIS SPARES, 1922-36. Large quantities of parts. Price, Three Shires, Bearwood, Birmingham. [5291

BENTLEY SKEWGEAR DRIVE and bevels. 114, Burnt Ash Road, Lee, S.E.12. Tel.: Lee 6467. [5292

1951 JAGUAR XK120. This successful car with all engine modifications is offered for sale with solid half tonneau cover aero-screen, mirror cowl, four spare wheels with racing tyres and tubes, also original 7-1 pistons, camshafts, and suspension. Finished in metallic green with tan upholstery, the car is in beautiful condition throughout and is extremely fast. Please send all inquiries and offers near £1,480 to Craig, 77, Sea Lane, Goring-by-Sea, Sussex. [5293

FOR SALE—*continued*

B.S.A. 10-H.P. tourer, 1934, with 1936 rebored engine, preselector. Body resprayed green and rewired. Sound tyres. £115, o.n.o. Jones, Tel.: Wilmslow 4275 (Cheshire). [5295

MORRIS MINOR tourer, 1932. Four-speed r.c. gearbox, ali. head; engine overhauled 6,000 miles ago. Large tyres fitted; twin spares. Ideal small trials. Extremely nippy. Domestic requirements force sale. £85. Tel.: Swanley Junction 2687. [5296

H.R.G., 1937, Meadows engine. Excellent condition. Twin pumps, hydraulic brakes, all-weather equipment. Green. £375. Box No. A297, MOTOR SPORT, 15, City Road, E.C.1. [5297

BENTLEY 3-LITRE saloon. Resprayed; engine just rebored. Family friend last six years. Must sell, £175 or nearest. Black, 450, Honeypot Lane, Stanmore. Tel.: Wordsworth 6724. [5300

1930 AUSTIN 7-H.P. complete set of spares or sell as whole. Offers. Underwood, 212, Brighton Road, South Croydon, Surrey. [5301

FRAZER-NASH-B.M.W., TYPE 329, 2/4-seater drophead coupé. Condition quite exceptional throughout. A really excellent example of this rare and very pretty car. Appearance similar to 327. Inquiries to Jackman, 69, St. Paul's Close, Hounslow. Tel.: Hounslow 0947. [5302

ALTON GARAGE

(PADDINGTON)

Among our hosts of spares are the following and, to make room, which is urgently needed, we can consider any reasonable offers: 1 complete Itala head, rockers, con.-rods, valves, etc.; 1 4.1 by 1 Lagonda crown wheel and pinion; 1 3.6 by 1 crown wheel and pinion (E.N.V.-Atalanta); 1 B.S.A. Scout gearbox and diff.-assembly; 2 21 in. by 52 mm. hub Sunbeam wire wheels, as new; 2 6.00 by 21 Fort Dunlops, new; Dozens of G.N. and 'Nash cogs; Riley Nine camshafts, Solex carb. and manifold. Also, for Alvis, a 1933 Speed Twenty engine and all parts, bolt-on and knock-off wheels, brake drums and shoes, instruments, starters, dynamos etc.

CARS

£165 Speed Twenty sports saloon, specially built by Mayfair's and exceptionally luxurious. Just rebored and reground.

£150 Speed Twenty sports saloon, standard model by Charlesworth, many bills available showing recent overhaul.

£145 16/95 touring car, 1930 model. Quite original and in superb preservation.

£95 8th Series Lambda Weymann sports saloon.

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1931 AUSTIN SEVEN 4-seater, 4-speed gearbox, reconditioned engine. Bowdenex brakes relined; new hub bearings, steering, king-pins, hood, side-screens, tyres. Just decarbonised. Cambridge maintained. Owner 2½ years bought larger Austin. £95. Norton, Tel.: Sloane 2959. [5303

SPECIMEN MORRIS COWLEY tourer, 1927, for sale by second owner (first was garage manager, who kept it lovingly until he died). Work done by present owner in last 2½ years includes new hood and side-screens, new tyres and battery, new paint outside and flooring inside, new carburetter and magneto, new timing wheels and radiator block, very complete and thorough engine overhaul (rebore, bearings, etc.), new brake and clutch linings. Spares include complete engine, dynamotor, half-shafts and many others. Whole car is most attractive and in faultless condition, equipped to last another 25 years and to motor reliably for a long time without any expenditure whatever. For sale at fraction of cost to owner, or would exchange for Bond Minicar, Vespa, or other high m.p.g. machine suitable for commuter's daily station run. Car can be seen in London, South Bucks or neighbourhood. Write Kelleway, Barn House, Lee Common, Great Missenden, or Tel.: The Lee (Bucks) 353. [5304

ASTON-MARTIN, 1935, 1½-LITRE, MK. II, short-chassis 2/4-seater, new hood, tonneau, etc. £170 overhaul, excellent. Also 1937 2-litre M.G. Tickford drophead coupé, new mohair drophead. £150 overhaul. £750 the two or would consider selling separately. Morris, 33, Orchard Avenue, Gravesend, Kent. [5307

FOR SALE—*continued*

RED LABEL BENTLEY 3-LITRE, B.R.G., 4-seater body. Chassis and engine No. 477. New body, in excellent condition, fitted 1934. Engine sound. New battery, P.100s and twin windtones. Tonneau cover and hood frame. £250 or nearest. Elliott, c/o Dewar, Heathfield, Whitefield, Manchester. [5308

LAGONDA, 1929, 2-LITRE, 2-door, foursome fixed-head coupé; rear trunk; P.100s; £150 spent; unusual and very attractive looking car, new tyres, excellent order throughout; £225. Alvis Speed Twenty, 1934, V.D.P. drophead; runs well; cellulose exceptionally good; £185. Rover Speed Twenty, 1934, sports saloon; new tyres; excellent order generally; £150. Offers considered. J. N. Gilbey, South Cadbury, Yeovil. Tel.: North Cadbury 362. [5309

1951 INTEGRAL SPECIAL 6-H.P. tourer, 9 cwt., 24 b.h.p.; 500-c.c. Sunbeam, 4-wheel independent suspension, 50 m.p.g., 70 m.p.h. 3/4-seater; genuine 14,000. Spares obtainable. Professional manufacture cost £1,500. £350, o.n.o. Taxed. (Somerset.) Box No. A310, MOTOR SPORT, 15, City Road, E.C.1. [5310

ALVIS 12/40, faithful runner, £35. 1904 Minerva-engined Royal Enfield, £30. 1924 B.S.A. twin, unsafe, £10. 1938 M.A.C. Velocette, £40. Howell, 5a, Clarendon Street, S.W.1. Tel.: Tate Gallery 9501. [5311

ALFA-ROMEO, 1934, WORKS LE MANS car. Perfect condition throughout. £500, o.n.o. John Bremner: Tel.: Mansion House 0172, Uplands 5228 (evenings). [5313

1936 WOLSELEY 12-H.P. saloon, beige/black. First-class condition throughout, exceptional appearance. £125, or exchange good 10-cwt. van or utility, cash adjustment. 55, Therapia Road, S.E.22. Tel.: Monarch 6911. [5314

FORD V8 running chassis. New clutch, new 900 by 13 tyres. Ash, aluminium and hardboard, instruments, locks, hinges, roofing materials and seats, etc., all ready for building utility or brake body. Cannot complete because of time and space required. Nearest offer to £200. All in first-class condition. Simpson, 68, Fairfield Road, Inverness. [5317

RECONDITIONED FORD TEN ENGINE, suitable for a special. Pratt, 84, Mount Nod Road, S.W.16. Tel.: Streatham 2756. [5319

FRAZER-NASH. 1935 Blackburn T.T. Replica; six Amals, full all-weather equipment, two new rear wheels and tyres, spare manifold. Recent respray. £275. Hudson, 77, Lyndon Road, Birmingham, 27. Tel.: Acocks Green 0494. [5321

AUSTIN TWENTY, 1928, 6-cylinder landaulette, very good original condition, full 7-seater, best quality hide upholstery, tools, instruction book. £45. Shepshed Motor Services, Brook Street, Shepshed. Tel.: Shepshed 3207. [5322

1935 RILEY NINE KESTREL, utility body, preselector gearbox; everything works but looks rough; £65, o.n.o. 1931 Riley Nine, completely rebuilt, no body; everything in first-class order; rebore, remetal, new bushes, pins, races, etc. £70, o.n.o. Write: 12, Fiveash Road, Northfleet, Kent. [5325

1938 B.S.A. SCOUT coupé. Polychromatic grey. Unused during war; mileage 64,000. £200. 65, Dartford Road, Dartford. [5326

1911 RENAULT 8-H.P. 2-seater tourer. Recent overhaul and repaint. Complete with lamps, new tyres, but less hood. £95. Simpkins, Tel.: Whitehall 5833. [5328

CITROEN ROADSTER, 1938, LIGHT FIFTEEN. Extremely attractive car with excellent performance; i.f.s., i.r.s.; 80 m.p.h.; genuine 28 m.p.g. Mechanically perfect. Resprayed, new hood, transmission, etc., renewed. All spares easily obtainable. £300. Tel.: Watford 7457 or 5182. [5329

TWO 16-in. FORD EASYCLEANS with uncut 600 Oxborrows and tubes, £9. Hart, Ide Hill Garage, near Sevenoaks. [5330

1932 TALBOT 14/45 CHASSIS. Beautifully kept. Ideal for enthusiast to build on. Tel.: Wembley 9911. [5331

RILEY GAMECOCK. Black. Single S.U.; well shod; rewired forward dash; original condition. Taxed. £150. Petticoat wishes sale. Hobill, 29, Duke Street, Sutton Coldfield. [5332

A90 AUSTIN CONVERTIBLE. Automatic hood and windows, heater, radio; 13,000 miles only. Beautiful condition. Red with beige upholstery. £825. Clare's, Llandudno. [5333

1934 LAGONDA RAPIER, 9.8 H.P. Good-looking fixed-head coupé. Engine overhauled recently. Offer or exchange 14/16-h.p. saloon. Ryder, Blymhill Rectory, Shifnal, Salop. [5335

BENTLEY RED LABEL, 1924, Vanden Plas tourer body, complete weather equipment. Three brand new tyres. Servo brakes. Owner reluctantly must sell to pay for £100 overhaul. Needs no money spending. Pedler, 23, Maida Avenue, W.2. Tel.: Paddington 6714. £220 or offer. [5336

1947 SINGER NINE roadster, excellent condition. £340. Russell, 5, Regent Street, Watford. [5337

SELL OR EXCHANGE, 1936 Alvis Firebird, excellent condition. Five Ace discs, 500 by 20. Firefly stone-guard. 30, Woodlands Road, Harrogate. [5350

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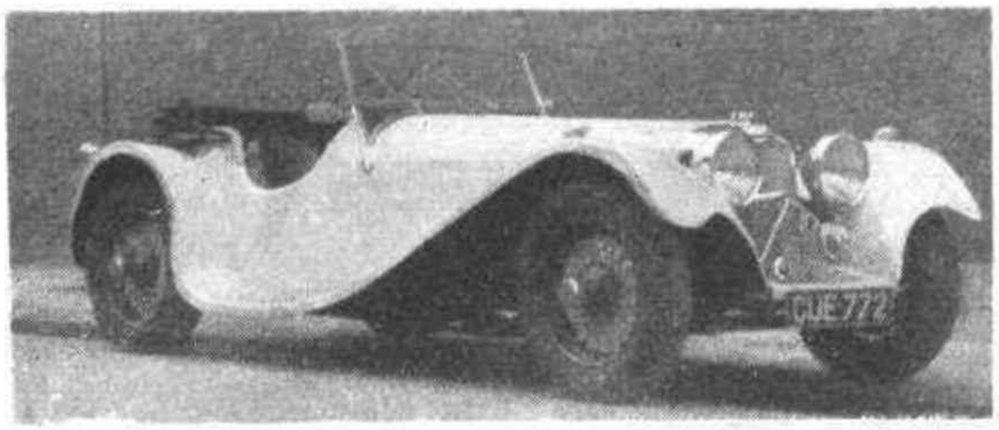
1951 Allard J2 competition 2-seater, Ardun heads ... **£795**
1929 Alfa-Romeo 1½-litre 2-seater s/c. **£195**
1934 Alfa-Romeo 2.6/8c. s/c. drophead Carlton coupé **£395**
1939 Alfa-Romeo 2.3/6c. Pinin Farina drophead foursome **£395**
1933 A.C. drophead 2-seater 16/65. Very smart appearance **£125**
1934 Alvis Speed Twenty drophead foursome, reconditioned engine **£225**
1934 Alvis Speed Twenty V.D.P. tourer **£175**
1936 Alvis Crested Eagle 20-h.p. sports saloon ... **£195**
1937 Alvis Speed Twenty-Five sports saloon ... **£295**
1938 Alvis Silver Crest 17-h.p. drophead foursome... **£195**
1939 Alvis Speed Twenty-Five V.D.P. tourer. Reconditioned throughout **£395**
1948 Armstrong-Siddeley Hurricane coupé. Exceptional condition **£445**
1926 Bentley 3-litre Red Label 2-seater (very spartan) **£125**
1928 Bentley 6½-litre V.D.P. tourer. Two owners... **£145**
1937 B.S.A. 2-seater 10-h.p. Scout. Economical ... **£145**
1941 B.S.A. 4-seater tourer 10-h.p. Scout **£175**
1938 Fiat 500 2/3-seater Cabriolet **£195**
1938 Frazer-Nash B.M.W. Type 45 Cabriolet ... **£265**
1938 Jaguar 3½-litre sports saloon. Reconditioned engine **£245**
1937 Jaguar S.S. 100 2½-litre competition 2-seater... **£265**
1931 Lagonda 3-litre V.D.P. tourer. Exceptional ... **£145**
1934 Lagonda 3-litre saloon. Reconditioned engine **£195**
1934 Lagonda 10-h.p. Rapier 4-seater tourer ... **£195**
1935 Lagonda 3½-litre V.D.P. tourer, finished B.R.G. **£195**
1934 Lagonda 4½-litre M.45 V.D.P. tourer **£295**
1935 Lagonda 4½-litre tourer. Le Mans winner 1935 **£395**
1934 Lagonda 16/80 V.D.P. tourer **£245**
1937 Morgan 4/4 s/c. 2-seater **£295**
1939 Morgan 4/4 drophead 2-seater **£255**
1930 M.G. M-type 2-seaters, choice of four from ... **£55**
1934 M.G. 8-h.p. J2 flared-type wings, Lockheeds ... **£155**
1935 M.G. PB 9-h.p. 2-seater roadster... ... ... **£195**
1935 M.G. PA s/c. 2-seater, fitted Lockheeds ... **£195**
1934 M.G. NA Magnette 2-seater **£145**
1936 M.G. NA Magnette 4-seater tourer **£225**
1938 M.G. TA 2-seater. Reconditioned throughout **£365**
1939 M.G. TA 2-seater roadster **£295**
1939 M.G. 1½-litre VA drophead foursome ... **£275**
1938 M.G. 2-litre drophead foursome. Reconditioned engine **£265**
1937 M.G. 2-litre 18-h.p. sports saloon **£165**
1932 M.G. F-type Magna fixed head coupé **£95**
1949 M.G. TC 2-seater, low mileage specimen ... **£445**
1951 M.G. TD 2-seater Mark II, many extras ... **£595**

1951 M.G. TD 2-seater, as new **£645**
1939 M.G. TA Tickford coupé **£385**
1927 Rolls-Royce Phantom I 40/50 Sedanca de Ville **£245**
1930 Rolls-Royce Phantom II owner driven Continental saloon **£195**
1950 Riley 2½-litre roadster, many extras **£850**
1936 Riley Adelphi 15-h.p. saloon **£195**
1934 Riley Gamecock 2-seater 9-h.p. **£145**
1936 Riley Nine Merlin saloon, crash box **£175**
1933 Riley Nine Monaco saloon **£95**
1936 Railton 29-h.p. sports saloon. Exceptional condition **£175**
1938 Standard 12-h.p. drophead foursome ... **£265**
1946 Sunbeam Talbot 10-h.p. 4-seater tourer, 28,000 miles **£305**
1935 Singer Le Mans tourer **£145**
1933 Singer Nine 4-seater tourer **£95**
1936 Talbot 105 21-h.p. V.D.P. tourer **£245**
1949 Triumph 2000 roadster. One owner, heater, radio **£595**
1938 Triumph Dolomite 13-h.p. saloon, radio heater **£265**
1935 Vauxhall 14-h.p. drophead coupé **£145**
1937 Wolseley 16-h.p. saloon, radio, specimen car ... **£195**
1934 Austin 14-h.p. Greyhound tourer. Immaculate... **£145**
1939 Austin 16-h.p. saloon. Exceptional condition ... **£195**
1945 Austin 8-h.p. 4-seater tourer **£175**
1927 Bugatti 12-h.p. Brescia 2-seater roadster ... **£145**
1936 Citroen 12-h.p. saloon. Smart appearance ... **£145**
1934 Delage D8 saloon **£145**
1933 Daimler 15-h.p. sports saloon. Sound throughout **£125**
1935 Ford Eight saloon **£155**
1934 Ford Eight saloon **£125**
1937 Ford 10-h.p. saloon. Sound condition **£165**
1939 Ford 10-h.p. saloon. Reconditioned engine ... **£195**
1939 Hillman Minx 10-h.p. drophead foursome ... **£225**
1947 (*Regd.*) **Jeep** 16-h.p. utility. Very serviceable... **£145**
1936 Morris 8-h.p. 4-seater tourer **£125**
1939 Morris Series M de Luxe saloon **£225**
1937 Oldsmobile 28-h.p. drophead foursome ... **£135**
1936 Oldsmobile 26-h.p. saloon. Smart appearance **£195**
1937 Pontiac 26-h.p. saloon **£195**
1937 Renault 12-h.p. drophead foursome **£145**
1935 Rover 14-h.p. sports saloon **£155**
1936 Rover 14-h.p. sports saloon **£135**
1938 Rover sports saloon. Reconditioned engine ... **£245**
1937 Rover 16-h.p. saloon. Very sound throughout... **£245**
1929 Sunbeam 21-h.p. drophead coupé **£85**
1935 Singer Aero-dynamic 2-seater roadster ... **£135**
1935 Talbot 18-h.p. streamlined saloon **£165**
1935 Wolseley 12-h.p. saloon. Smart appearance ... **£125**

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S.S.100 3½-LITRE competition model, 1939, in first-class condition throughout, tyres almost new, paintwork unmarked, needs no further comments. **£475**

S.S.100 3½-LITRE, as the above but needs some attention to body and engine, the tyres are good, chrome fair, hood is weatherproof. **£300**

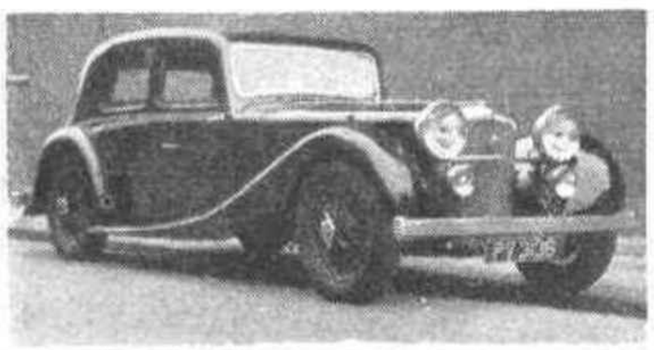
S.S.100 2½-LITRE, 1937, in the very best condition in every way, beautifully sprayed in medium green, tyres are very good, interior in grey hide, excellent hood and weather equipment. **£350**

BENTLEY, RED LABEL, 1925, with chrome radiator, large P.100 headlamps, twin spot-lamps, windtones, tonneau cover with Zip, good hood and screens. V.D.P. four-seater body, in racing green; an enthusiast's car. **£295**

BENTLEY, RED LABEL, 1927, 3-litre, 2/3-seater, chrome radiator and lamps, good tyres, fold-flat screen, attractive new dashboard with original instruments, new battery, a most attractive body, with spare at the rear. **£260**

BENTLEY, 4½-LITRE, 2/3-seater short-chassis, in black with chrome radiator, and P.100 lamps, first-class tyres, extremely good mechanical condition, weather equipment is practically new. This car is exceptional in every way, and would pass the most critical enthusiast. **£395**

E. W. SPECIAL, 1935, four-seater in red, with hide interior, very good tyres, and paintwork, twin aero-screens, windtones, oil radiator, full weather equipment, large instruments, very good chrome, sloping radiator, upswept scuttles, 12-h.p. Wolseley engine. **£215**



ALVIS SPEED TWENTY, 1936. Black, with brown leather interior. This car has been beautifully maintained, and recently checked over by Alvis at Coventry where the engine was removed from chassis etc., last July, all bills available. **£275**

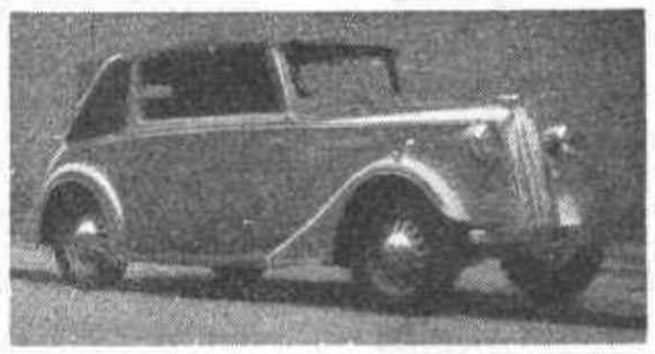
AUSTIN SPECIAL, with Cambridge body, Bowdenex brakes, cowled radiator, twin aero screens, but no hood or screen, good tyres. **£120**

AUSTIN SPECIAL, with tuned engine, off-built wheels, close-ratio box, very low full 2-seater body fitted hood and screen, dash with rev.-counter, speedo., oil gauges, a very potent little motor. **£145**

AUSTIN ULSTER, supercharged 2-seater, in faultless fettle, as mentioned in our previous advertisement this car was stored for 21 years in proper storage conditions . . . there are no "ifs" or "buts," we have the authentic details. **£250**

AUSTIN SPECIAL with most attractive racing-type body, twin aero screens, but no hood, the engine is standard but tuned to very rapid accelleration through a close-ratio box, the body is very low on an underslung chassis and is unpainted. **£145**

M.G. 1948 TC, red, leather interior, recent engine overhaul, excellent tyres, original hood and screens, one owner since new, paintwork is as new. **£450**



VAUXHALL FOURTEEN, drophead coupé 1938 model in green with new hood, very good tyres, new engine 9,000 miles back, new battery, all bills available. **£210**

M.G. MIDGET, one engineer-owner last eight years, new hood and screens, new seats, new tonneau, very good tyres, a most attractive and fast little car. **£125**

ALLARD, 1948 drophead foursome coupé, new hood and Mercury engine in March, fitted heater, windscreen washer, very good tyres, twin windtones in chrome, paintwork unmarked. **£475**

WE ARE NOW ABLE TO OFFER SIMPLIFIED AND ATTRACTIVE H.P. TERMS ON **EVERY** *CAR, TOGETHER WITH A PERSONAL INSURANCE POLICY AGAINST ANY REPAYMENT WORRIES WHICH COULD OCCUR DUE TO ACCIDENT, SICKNESS, UNEMPLOYMENT, ETC. ANY PAYMENTS MADE BY THIS PROTECTIVE INSURANCE ARE CLEAR AND NOT REFUNDABLE BY THE HIRER. WE SHALL BE HAPPY TO SUPPLY FULLER DETAILS OF THESE TWO SERVICES.*

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FOR SALE—*continued*

1946 TC M.G. Green, beige leather. Cycle and standard wings, sprint and standard wheels. Twin spares. Telescopic shockers. Tuned engine. New hood and tonneau. Paintwork unmarked. £375, or exchange vintage. Henthorne, 5, Stanley Grove, Penwortham, Preston. Tel.: Preston 3420 (day). [5570

ROLLS-ROYCE 20-H.P. shooting-brake, nearest £60. Rolls-Royce 1928 saloon, 20 h.p., £150, and one at £250; 1930 saloon, 25 h.p., £150, and one at £250; 1932 limousine, 25 h.p., £350. Phantom I and II. from £150. Rolls spares, all types; bodies fitted, etc. Wanted: Rolls tourers or dropheads. Johnson, 109, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [5572

INSTRUCTION MANUALS: Morris Eight, Series II; Standard Eight, Ten, Twelve, 1939. Good condition, £1 each. Box No. A573, MOTOR SPORT, 15, City Road, E.C.1. [5573

NEW: LAURENCE horizontal 500-c.c. twin o.h.v. engine. Twin Scintillas Stromberg carburetter. £20, o.n.o. Keates, 3, Torriano Cottages, Kentish Town, N.W.5. [5575

RILEY NINE LINCOCK coupé, in good bodily and mechanical condition. 22, Marchmont Road, Bordesley Green, Birmingham, 9. [5576

HUMBER TWELVE saloon 1936. Good condition, new tyres, etc. £95, or exchange sports. Tel.: Beckenham 2862. [5577

FOR SALE—*continued*

AUSTIN SEVEN SPECIAL, 2-seater. Completely rebuilt 1952. Cambridge suspension, etc. £60, or offers. Bray, 86, Shilton Road, Barwell, Leicester. [5580

1931 M.G. MIDGET, now mis-shapen dwarf. £40, or would cannibalise. Edwards, 58, Manor Hill, Birkenhead. Tel.: Birkenhead 2362. [5581

LEA-FRANCIS SPARES: 12/40 chromium radiator 1932-type low filler cap; axle differential casing; size 52 knock-ons, gearbox, brake shoes, back-plates, etc. Edwards, 65, Upper Elmers End Road, Beckenham, Kent. Tel.: Beckenham 1564. [5583

RILEY MONACO Six-Light saloon 1937 Special Series model. 35 m.p.g. Extras. Exceptional condition. £275. Dungey, 2, Villa Borghese, Torquay. [5585

12-in. CYCLE WINGS. Steel, domed, beaded all round, rounded ends. Painted. Fronts/rears, suitable all wheel sizes, 12s. 6d. each, plus carriage. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [5587

FOUR GOOD SECONDHAND 4.75 by 21 Dunlop tyres and tubes, £3 5s. each. Two good secondhand 5.25 by 21, £4 10s. each. One Riley 19-in. 42 hub wheel, £2 10s. New Desmo bulb horns £1 5s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [5588

FOR SALE—*continued*

DOUGLAS "90 PLUS" motor-cycle engine, complete. A few hours' factory running only. Must dispose, offers please. Box No. A592, MOTOR SPORT, 15, City Road, E.C.1. [5592

VAUXHALL VELOX (October, 1951), Model E.I.P. Heater, radio, windscreen washers, fog and spot-lamps. £750. Park Garage, London Road, Burgess Hill, Sussex. Tel.: Burgess Hill 3249. [5528

LAGONDA (12.9 H.P.) 2-LITRE Speed Special saloon. Capable of 28 m.p.g. Fast, utterly reliable and well mannered. Fitted new tyres and batteries. Identical coachwork as illustrated in May issue, page 210, but price (£175) and h.p. more reasonable. Proprietor, Burlington Hotel, Harrogate. Tel.: Harrogate 5887. [5591

BREAKING 1932 RILEY NINE drophead. Reasonable prices. Box No. A690, MOTOR SPORT, 15, City Road, E.C.1. [5690

ASTON-MARTIN MK. II, long chassis. Complete recent overhaul. £370, o.n.o. W/Cdr. Amsden, R.A.F., Andover. [5598

£65—ALVIS, 1936, limousine, 25 h.p., less crown-wheel and pinion. 1936 Buick chassis, independent suspension, Lockheed brakes, less engine transmission, could be towed, £10. 1931 Riley Fourteen, very fast, £65. 1929 Standard Nine, mechanically excellent, body rough, £45. Norway House, Meopham, Kent. Tel.: Meopham 3118. [5600

FOR SALE—*continued*

TA M.G., £265. Recellulosed, excellent tyres, hood and sidescreens; immaculate appearance; engine first class; oil pressure 60 lb. p.s.i.; cycle-type wings. Tel.: Weybridge 2821. [5340

J2 M.G. BODY, almost complete, including wings, radiator and radiator shell. Pair 3 in. by 19 in. tyres, suitable retreading. Flt.-Lt. R. L. Secker, J.C.C., Netheravon, Wilts. [5341

M.G. MAGNA 12/70 4-seater sports. Completely reconditioned engine. Resprayed, chromed, rewired. New windscreen assembly, hood, screens, battery; two retreads. Has done 4,000 miles. A fast, smart, economical car. £160, o.n.o. Tel.: Macaulay 4563. [5347

ALVIS 20-H.P. SILVER EAGLE, dismantling. Five good wheels and tyres, good radiator, complete engine, gearbox, front and back axles. What offers. 16, Woodcote Park Avenue, Purley, Surrey. [5348

M.G., 1938, TA, 10 H.P., reconditioned engine and gearbox, not yet run-in; new hood and sidescreens. Immaculate condition all round. Must sell called up. Offers over £295. B. Lyons, 428, New Cross Road, S.E.14. [5349

ALLARD sports saloon, black with green hide upholstery. Fitted telecontrol shock-absorbers, centre gear change. Mechanically perfect. Most attractive appearance and performance coupled with reliability and comfort. £525. Eccleston, 1733, Coventry Road, Birmingham, 26. Tel.: Acocks Green 1028. [5352

BENTLEY. Very original 1924 Blue Label full all-weather tourer by Vanden Plas. Stored 16 years. Recent specialist engine overhaul. £175. Letters: 25, Melford Road, S.E.22. [5353

COMPULSORY SALE! 1927 Lagonda 2-litre tourer, £100. 1931 Alvis 12/50 saloon, £75. 1932 Alvis 16.9 saloon, £100. 31, Newcastle Road, Liverpool, 15. Tel.: Sefton Park 4722. [5354

ALVIS 3½-LITRE sports saloon, excellent condition. 1934 Speed Twenty tourer, maintained regardless; a beauty. 1935 Silver Eagle saloon, sound mechanically. Seen Scotland. Owner going abroad. Box No. A358, MOTOR SPORT, 15, City Road, E.C.1. [5358

FIAT 500, grey, registered 1949. Just completely rebuilt, trimming, wiring, body, engine. Brand new tyres, batteries. £275. H.P. arranged. 30, Leigham Vale, S.W.16. [5359

LAGONDA 3-LITRE, 1933, mechanically good, body not original, fitted Marchal headlamps. Photo available. First £140 secures. 5, Tabor Court, Cheam, Surrey. Tel.: Vigilant 3378. [5362

ALVIS 12/50 ATLANTIC saloon, 1932. Excellent original condition throughout. £98. 67, Station Road, New Milton. [5363

1924 STANDARD 14-H.P. tourer. Bodywork, engine, upholstery, hood, good. Best offer. Box No. A364, MOTOR SPORT, 15, City Road, E.C.1. [5364

AMERICAN AUTO MAGAZINES. One year's supply. *Hot Rod*, 21s. 6d.; *Motor Trends*, 21s. 6d.; *Auto*, 25s.; *Automobile Topics*, 43s. Send for free booklet listing others. Willen, Ltd. (Dept. 6), 101, Fleet Street, London, E.C.4. [5414

RILEY ALPINE. Doors, axles, radiator, dynamo, torque tube. Cheap to clear. Space needed. Also Ford wheel with covers. Box No. A415, MOTOR SPORT, 15, City Road, E.C.1. [5415

ROLLS-ROYCE TWENTY, 1938, replica fixed-head coupé. Very good condition. £275. Box No. A413, MOTOR SPORT, 15, City Road, E.C.1. [5413

BENTLEY 4½, 1931. Good mechanical condition. Four new tyres, B.M. box, Thermo rad., incomplete bodywork. £125, o.n.o. 257a, Croydon Road, Beckenham, Kent. Tel.: Beckenham 1000. [5410

500-c.c. ENGINE/GEARBOX (A.7 twin). Fitted reverse, starter, dynamo, diff. unit, Silentbloc mounting, Solex carb., bench tested only. First reasonable offer. 194, Paget Road, Erdington, Birmingham, 24. [5411

SECONDHAND BLOCK, newly bored, 40 thou. over size. Suit 8-h.p. 1931-35 J or M models. Complete pistons. Price £17 10s. Ryder, Spicers Hill, Totton, Hants. [5409

1938 (NOV.) JAGUAR SPORTS SALOON. Reconditioned engine. New crankshaft. Very good tyres and coachwork. Radio; 80 m.p.h. guaranteed. Chroming and cellulose in excellent condition. £325. Midland Motor Co. (Bedford) Ltd., 92, Midland Road, Bedford. Tel.: Bedford 4144. [5408

M.G. 8-H.P. Red. 40 m.p.g. £175, or exchange motor-cycle. 3, Victoria Avenue, Wallington, Surrey. [5407

1934 ALVIS SPEED TWENTY Vanden Plas saloon. Mechanically sound. Body good. Exhilarating. Three S.U.s, etc. Bank manager compels sale. £255, o.n.o. Jackson, 224, Bocking Church Street, Braintree, Essex. [5406

RILEY FRONT AND REAR AXLES, Girling brakes, knock-on hubs, 4 ft. 3 in. track, rear complete, front less hubs and brakes. 118 Radcliffe Road, Bolton. [5405

BELIEVED UNIQUE 1925 2½-litre Rover 16/50. 1,000 miles since £160 overhaul engine, back-axle. New battery. Six new tyres. Beautiful condition. £150. Lewis-Smith, Kingscliffe, Peterborough. Tel.: Kingscliffe 247. [5402

FOR SALE—*continued*

ALVIS FIREFLY, 1934, sports saloon 11.9. Pre-selector box. Good condition. Brand new radiator. Oil negligible. Car too large for owner's garage accommodation. £150, or reasonable offer. Photo to genuine prospective purchaser. Box No. A404, MOTOR SPORT, 15, City Road, E.C.1. [5404

TWO-SEATER HUMBER 7.8-h.p., 1924. Recent first rebore. New bearings, battery, universals, hood. In regular use. Absolutely reliable. £50. Lewis-Smith, Kingscliffe, Peterborough. Tel.: Kingscliffe 247. [5403

HEALEY SILVERSTONE LUGGAGE RACK. Unused. Chromium plated. Cost £12 10s. Also five still serviceable tyres, £6 the lot. Box No. A401, MOTOR SPORT, 15, City Road, E.C.1. [5401

HOTCHKISS, 1938, 3½-litre Paris-Nice saloon. £350. Original owner. 204, High Street, Barnet. Tel.: Barnet 2103. [5400

1921 BULL-NOSE MORRIS. Really good runner. £45. Tel.: Reading 2147. [5399

LOOK! INSTRUCTION MANUALS. Large collection for disposal singly. Absolutely all makes, types, including vintage. S.A.E., please. Box No. A396, MOTOR SPORT, 15, City Road, E.C.1. [5396

RILEY FOURTEEN saloon, 1933. Good condition. Exchange for good sports-car. Cash available. Sturgeon, 48, Villiers Road, Kingston, Surrey. [5393

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Insurance Brokers

Due to the very satisfactory expansion of our business we have found it necessary to take larger premises, and we have been fortunate in obtaining possession of a building thoroughly in keeping with our "Vintage" tradition, in the shadow of Hampton Court.

From the 12th January next our address will be 30, BRIDGE ROAD, EAST MOLESEY, SURREY, and our telephone number will remain unaltered.

As our new premises are surrounded by purveyors of a very excellent and refreshing beverage basically compiled of malt and hops, we should be glad if old friends and new would look us up when in the district.

May we take this opportunity of wishing our clients, both at home and overseas, a happy and prosperous New Year, with many miles of trouble-free motoring.

9, WALDEGRAVE ROAD, TEDDINGTON, MIDDLESEX

Tel.: Molesey 4317/4318

1950 2½-LITRE LEA-FRANCIS. Many extras, including heater, special hood and windows by Tickford. Close-ratio gearbox and high-geared steering. Offers around £1,000. Type 75 E.N.V. preselector gearbox, ex-Riley. £25. Talbot 65 (crash box) sump, cylinder block and head. £10. Romac "Personal" radio. £10. Edwards, Rutland House, Bicester. Tel.: Bicester 301. [5391

1937 ALVIS SPEED TWENTY-FIVE CHARLESWORTH saloon. Overhaul by makers. New clutch. New magneto, etc. Well shod. £275. Brundrit, Priorsford, Reservoir Road, Birkenhead. [5390

MAJOR A. TULLOCH offers his well-known ex-Spikins Special Hudson Ten; 100 m.p.h. top gear. Standing quarter-mile 17 sec., standing kilo 33 sec.; 18 m.p.g. Very reliable. £270 offers or exchange considered. Full particulars from Wheeler & Ayland, Ltd., Reading Road, Basingstoke. Tel.: Basingstoke 386. [5389

1928 HISPANO-SUIZA. Drive away (battery needed). £50. Long, 251, London Road, Romford. [5388

JAGUAR SPECIAL. Fitted 30-h.p. V8. Reconditioned engine. New gearbox. All parts new or reconditioned. Body very low super-sports styling; 60 per cent. complete. £60. Exchange rough 2-seater. 43, Southey Hill, Sheffield, 5. [5419

FOR SALE—*continued*

RILEY NINE LYNX, 1933. Re-sprayed. Excellent performance. £185. Owner posted overseas. Upper Coach House, Charles Hill, Tilford, Surrey. [5418

STOP WATCHES. S.A.E. details. P-type front wings. Winston Smith, 8, Ash Street, Trawden, Colne, Lancs. [5417

"BLITHE SPIRIT." J3 supercharged M.G. 746 c.c. Existing course record Tewin Water quarter-mile standing start 17.8 sec. M.C.C. Silverstone one hour trial first-class. Lands End Gold, Exeter Gold, etc. Televised B.B.C. Newsreel. Beautiful condition throughout. Colour white with red, real leather upholstery. Hood, side-curtains and tonneau in red mohair. Imposing polished ali. blower cover at front. Lockheed brakes. Engine now being reconditioned. Resleeve, Martlett pistons, new mains, big-ends, etc. Full equipment for sprints, racing, trials or touring. Ready by first week in January for £375, or near offer. Hill, 92, Blackstock Road, N.4. Tel.: Canonbury 2066. [5416

AMILCAR SPARES. Complete engine. Two spare blocks. Three heads. Gearbox with clutch and many other spares to fit 1928 Amilcar. Roy Laycock, 41, Colin Street, Barnoldswick. [5387

1946 TC M.G. tuned stage one. Oilcoil, manual ignition, thermo, Servais, copper tail. Perspex windows. New 4.75 by 19 rears, fronts and spare 4.50 by 19. Two extra 4.50 by 19 covers. Alternative pair rear wheels and tyres, 6.00 by 16. Property since 1949 of professional engineer. No defects permitted to develop. Sale only because more seats needed. £500 the lot, but prefer exchange sports 4-seater 1½- to 2½-litre in comparable condition. Cash adjustment if necessary. Box No. A386, MOTOR SPORT, 15, City Road, E.C.1. [5386

1939 M.G. 2.6-litre 4-seater sports. Reconditioned engine. Spotless performance. Any trial. Bargain. £235. Tel.: Brighton 29972. [5384

12-H.P. INVICTA. Fitted almost new M.G. coupé body. Magnificent car. £175. Bertram Cowen, Ltd., Hermitage Lane, Streatham. Tel.: Pollards 2100. [5385

TALBOT 105 saloon, 1936. Mechanically sound. Excellent performance. Wings, bonnet need respray. What offers? Biggs, 33, Sydenham Hill, S.E.26. Tel.: Gipsy Hill 1983. [5382

LAGONDA RAPIER, 1936, 4-seater tourer. Carefully maintained. Sound condition. £260. Apply: Gask, Market Drayton, Salop. [5381

THREE FORD MERCURY ENGINES converted to 4¼-litres. Not used since conversion. Price £125 each. Also one set of new Ardun o.h.v. conversion parts. £160. R. R. Jackson, Petersham Yard, Old Byfleet. Tel.: Byfleet 2832. [5379

SUPERCHARGER, MARSHALL NORDEC complete all fittings. Also telecontrol shockers as new. £25. Box No. A378, MOTOR SPORT, 15, City Road, E.C.1. [5378

ALVIS 14/75 BEETLEBACK. Perfect mechanically. Very sound body. New hood, spare engine, etc. £175. Makinson, 57, Lemon Street, Truro. Tel.: Truro 3565. [5377

£75. O.N.O. Fiat 509A 9-h.p. Four good tyres. New battery. Davies, 18, Cleveland Square, W.2. [5376

HUMBER NINE saloon. Good running order. Spare engine/gearbox. Taxed. £47 10s. Offers: 13, Melbourne Street, Wallasey. Tel.: Wallasey 9830. [5375

1928 RILEY NINE tourer. Original condition. Offers. Enquiries invited. Wood, Briestonhill, West Calder, Midlothian. [5374

NO FAIR OFFER REFUSED, or part exchange cars, Tubular chassis, twin carb. Ford Ten Special. "Winco" dual control cabin monoplane six months C. of A. 1908 Vauxhall as original. American century hydroplane. Engined supercharged Ford Ten. Emeryson 500. One season's use. Ready to race. G. Scali, 5, Arnolds Point, Plymouth. Tel.: Plymouth 60426. [5373

TERRAPLANE CHASSIS. Complete engine and gearbox. All painted and overhauled. Chassis dismantled. £35, o.n.o. Also Diatto engine spares available. 81, Newfield Road, Sherwood, Nottingham. Tel.: Nottingham 63898. [5371

12-H.P. M.G. SALOON. Four-door, green and black. Paintwork, chrome and interior first-class. New batteries and tyres, sun roof, polished engine. New Dunlopillo fitted cushions. Polished alloy brake drums; 26-28 m.p.g. Oil consumption nil. Oil pressure hot 70 lb. Mileage 27,000. Extras: fog, driving and parking lights, fuel and oil filters. £275, o.n.o., or exchange for car suitable handicap racing. Box No. A370, MOTOR SPORT, 15, City Road, E.C.1. [5370

SINGER NINE, 1936, T/I remote control F/W. Drive away. £45. School House, Yearby, Redcar. [5368

1934 HORNET SPECIAL, club registered, black E.W. saloon. Tip-top condition, enthusiast maintained, with handbook, maintenance log and tools. Business car may enforce sale. Offers. Johnson, 102, Blenheim Road, Birmingham, 13. [5367

FOR SALE—*continued*

PAIR SMALL VINTAGE LUCAS HEADLAMPS, 30s.; 10-in. chrome "Biflex" ditto, 80s.: Simms anticlock 4-cyl. magneto, 50s. Dismantling 1936 Standard Nine. Rich, Steelgreen, Millom, Cumberland. [5222

1933 SINGER NINE sports 2/4-seater. Fitted reconditioned 1937 engine, new battery, two retreads, etc. Incomplete spare 1936 engine, single and twin carbs. £150. 26, Woodbines Avenue, Kingston, Surrey. [5459

SINGER LE MANS CRANKSHAFT (Standard). £10. Sharpe, Buckden, Huntingdonshire. [5457

J2 M.G. with Ford Ten engine and gearbox, underslung. Completely rebuilt last March. Four new tyres, windtones. A very healthy car. £150, o.n.o. Findlay, 45, Mains Loan, Dundee. [5456

BROOKLANDS RILEY SPECIAL. Believed finest engine in country. Chassis, body immaculate. £395, or exchange Dellow. Attenborough, 6, Loughborough Road, West Bridgford, Nottingham. Tel.: Nottingham 84236. [5455

HARD-SURFACED GROUND ROCKERS M.G., Wolseley, etc., 6s. each exchange, clutch levers 4s. exchange. All classes welding. Rocker bushes 5s. and 6s. each; shafts to pattern 7s. 6d. each; valve guides 4s. 6d. Spares for M.J.P.T. types. I buy secondhand spares. S.A.E. please. Thomson's, 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, after 7 p.m. [5454

ONE OWNER SINCE 1936! A chance to acquire an enthusiast's 20-h.p. S.S. saloon. Just been overhauled, including resleeving, regrinding crankshaft, fitting new bearings, big-ends, etc. Not yet run-in. New battery. Practically new tyres. This car has always been individually maintained. Any trial. £195. Robinson, 38, Cleveland Terrace, Darlington. Tel.: Darlington 4811. [5453

£57 10s. AVON SPECIAL sports Standard, 1931, 10-h.p. Rudge knock-on wheels. Good appearance. Good runner. W. Barnes, 1c Venner Road, Sydenham. Tel.: Sydenham 7469. [5452

ALVIS SPEED TWENTY CHARLESWORTH, late 1935. Servo brakes, etc. Black. Bodily, mechanically faultless. £300, offer. "Tollemache," Old Fort Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 2731. [5451

1932 TWO-SEATER M.G. sports (Magna). Excellent running condition. Must sell. What offers? Tel.: Woodbury, Gerrard 6149, or Whitehall 4188. [5450

VAUXHALL 20/60 HURLINGHAM 3-seater tourer. Immaculate coachwork. Fast car. Any trial. Exchange for 4-seater, or sell £225, o.n.o. Box No. A448, MOTOR SPORT, 15, City Road, E.C.1. [5448

ALFA-ROMEO, 1946. Six-cylinder 2½-litre with 5-seater superleggera drophead coupé body. Equally suitable as family or sports car. Excellent condition. Original retail price, this model in U.K. exceeded £6,600. First reasonable offer secures. Exchange considered. Jourdier, The Barracks, Kingston-upon-Thames. [5447

HORNET SPECIAL block and chassis frame. Austin Seven engine and gearbox. Will split for parts. All 1932. Denny, 41, Yarmouth Road, Thorpe, Norwich. [5444

TWO DUNLOP 600 by 18 road-racing tyres and tubes. About 300 miles. £6 each. Box No. A443, MOTOR SPORT, 15, City Road, E.C.1. [5443

TALBOT 110, 1937-38, sports saloon. Modern distinctive lines. Finished grey, light-grey leather seats, carpets, hood lining. Perfect original condition. mileage 70,000, 20 m.p.g. £245 overhaul, engine, steering, suspension, brakes July, 1952. Original tools, ace discs. Part exchange smaller, or £300. Corbett, 35, Wood Lane, London, N.6 Tel.: Tudor 4155. [5442

INVICTA, 1932, 4½ "Lancefield" Foursome. First-class condition mechanically. Coachwork good, new hood, loose covers. Tyres nearly new. Two spare wheels. Fitted combined water heater and battery trickle charger. Interior heater. Many other extras and original instruction book. Price £195. Box No. A441, MOTOR SPORT, 16, City Road, E.C.1. [5441

STARK 1936 AUSTIN SPECIAL. Too many mods. and spares to describe. £90. Tel.: Guildford 2074. [5440

AUSTIN SEVEN SPARES. Dismantling several cars. Very moderate prices. Oliver Hudson, Upton-on-Severn. [5438

HILLMAN MINX/COMMER front axle, crown-wheel, axle case, halfshafts, hubs, 16-in. wheels, 2-litre M.G./Wolseley gaskets. Three vols. *Modern Motor Cars* (Judge). T-type generator. Benington, The Twitten, Crowborough, Sussex. [5437

COMPLETE INSTALLATION for Ford Ten. Marshall supercharger in first-class order; reconditioned 1¼ in. S.U.; four-branch exhaust/inlet manifold; twin blow-off valves; drip feed complete; pulley set (to give 6-7 lbs.); and all mounting brackets, plumbing and connections. Offers, or exchange for spare Ford Ten in perfect order. W. Binns, "Greenacres," Battyeford, Mirfield, Yorks. [5435

FOR SALE—*continued*

£150 OR OFFER. Jowett Special. Nearly £200 spent recently. Bills available. In superb condition. Smashing looker. Hard top or open. Spare engine, gearbox, etc. Goes like a bomb. Tel.: Fuller, Haverhill 35. [5433

SUPERB DAIMLER. First registered 17/7/37. This car is in wonderful condition. Five new tyres. Coachwork and cellulose are perfect and machinery excellent. This car has been given the utmost care. No cost has been spared. Sacrifice at £430, or offer. Tel.: Fuller, Haverhill 35. [5434

CITROEN 12-H.P. F.W.D. saloon. Exceptional throughout. £190, or exchange. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648 [5432A

ROLLS-ROYCE 25-H.P. Exceptionally smart sun saloon with concealed division. Superbly maintained. £450. Ford Consul, 1952 (Feb.) luxury model. Leather upholstery. Radio, heater. 4,000 miles. Spotless. List price, or exchange considered. B.M.T.A. consent. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [5432

M.G. VA gearbox, 1939. C/w clutch housing, less lid. Almost new. £10. Engine parts also available. Dunnett, Summerfield, Morley, Leeds. [5431

SILVERSTONE HEALEY (March), 1950. Red. Completely checked and resprayed by Messrs. Healey August, 1952. Hood, sidescreens, detachable luggage grid, spare road speed tyres. Owner reluctant to sell, but is entering H.M. Forces. Bargain £750. Apply: The Red House Garage Co., Ltd., Cromwell Street, Coventry. Tel.: Coventry 89004. [5430

DIRT CHEAP. Must sell. Sunbeam Sixteen, 1932, fixed head coupé. Engine rebored, crank reground 250 miles ago. Enquiries and offers to: Capt. Baynham, R.A. Mess, Larkhill, Wilts. [5429

A/S 14-H.P., 1938. Completely overhauled engine, clutch and gearbox. Genuine and guaranteed six months. Taxed and well shod. First £190. Black, Dalehouse, Farnley, Corbridge-on-Tyne, Northumberland. Tel.: Corbridge 167. [5427

AUSTIN SEVEN sports 2-seater. New body. £200, or offer. Ex-W.D. 98-c.c. Wellbyke. Good condition, unregistered. Autocars, motors and motorcycles from 1947 to date. Two ex-R.A.F. cabin blowers and six Vane-type pumps, ex-Merlin; four new telescopic shock-absorbers. Few Austin Seven spares. Offers. Tel.: Leeds 53395. Advertiser, 10, Monkbridge Road, Leeds, 6. [5425

ROLLS-ROYCE SILVER GHOST, 1924. Good running order. Rolls tuned. Rewired throughout. Home built 2-seater sports. Yellow/black. Good tyres. Suit enthusiast or garage break-down. Best offer. Dashwood, West Wycombe Park, High Wycombe. [5424

ALVIS SILVER EAGLE sports saloon, 1935, 16.9-h.p. £12 10s. tax. Excellent condition. Good tyres and battery. Offers over £130. Box No. A423, MOTOR SPORT, 15, City Road, E.C.1. [5423

TALBOT FOR SALE. Owner having taken delivery new car. An unrepeatable opportunity occurs for an enthusiast to acquire a perfect specimen of this famous marque; 1932 Scout 14/45-h.p. short wheelbase saloon, type AQ. Very carefully used. Scrupulously maintained by one meticulous owner. Unblemished inside and out. 40,000 miles. Five good tyres. New Dagenite battery. Genuine bargain at £100. Nielsen, Hawes Road, Bromley, Kent. Tel.: Ravensbourne 2035. [5422

CYCLE WINGS (domed and beaded). Steel: 5 in., 6 in. and 7 in., 10s. each fronts; 12s. 6d. rears. Packing and carriage 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [5461

ALVIS, 1939, 4.3-LITRE saloon, body by Gurney Nutting. Showroom condition; many extras. Write for full particulars to Guildhall Service Station, 124, Guildhall Street, Folkestone. [5462

BENTLEY 3-LITRE RED LABEL, 1925 model, V.D.P. open 4-seater sports. Good tyres, new hood and tonneau, new battery. Exceptional condition. Price £275, or near offer. Barker, Silvaways, Wanborough Lane, Cranleigh, Surrey. Tel.: Cranleigh 616. [5463

REV.-COUNTERS—0-10,000 r.p.m.—a new conception of accuracy and reliability; self-contained units, £5 10s., delivery 2s. 6d. Lower reading, positive, driven types, 57s. 6d., delivery 2s. 6d. Teddington Engineering Co., Ltd., Dept. "L," High Street, Teddington, Middlesex. [5465

£75—1934 L-TYPE M.G. 2-seater. Alloy body. New tyres, brake cables and steering. All complete less engine and gearbox. Box No. A466, MOTOR SPORT, 15, City Road, E.C.1. [5466

ULSTER AUSTIN SEVEN, unblown engine, recently overhauled, good condition, reliable, economical. Offers. Box No. A467, MOTOR SPORT, 15, City Road, E.C.1. [5467

DELAGE D.8, D.6, D.M.S., D.I.S., etc. All spares. Gears cut, all makes. Burnt-out valves rebuilt. Specialist repairs undertaken. Two-seater D.8 sports, red, excellent, £95. Drophead D.6.11, £95. Matthews, Bentworth Priors, Tower Hill, Dorking. Tel.: Dorking 3426. [5469

FOR SALE—*continued*

FIRST £100 secures genuine 2-litre Lagonda tourer, registered Feb., 1930. Excellent mechanically and bodily; hood shabby, good tonneau. P.100s., etc. Chance to acquire a fine car at the right price. 150, Moorside Road, Eccleshill, Bradford, Yorks. Tel.: Bradford 37771. [5470

STANLEY STEAM ENGINE, 10 h.p., running order, £40. 33, Orchard Estate, Twyford, Berks. [5316A

AUSTIN H. 12.4, 1925, 4-seater. New hood, wellbase rims, set of screens; licensed, insured. Sound, reliable, vintage motoring. £65. As above. [5316

ARNOTT BLOWER, latest type, little used, with all components as fitted to 1½ Aston. Offers to: Arundel, Misbourne House, Chalfont St. Giles, Bucks. [5471

RILEY 15/6 saloon, 1937. Everything works. Reasonable offer. Exchange plus cash considered. 96, Birkhouse Lane, Moldgreen, Huddersfield. Tel.: Huddersfield 2487 (day). [5472

OLD LADY requires enthusiastic male owner. Disgusted Humber Sixteen, 1930, refuses to share lady's stable any longer. New pistons, rings, big-ends, small-ends, valves, tyres only 10,000 ago. £50, o.n.o. Consider exchange small open car similar age or motor-cycle. Stark, 24, High Street, Kingsthorpe, Northampton. [5473

"MOTOR SPORTS"—40 copies, *Autocars*—111. Offers. 19, The Oval, Otley, Yorks. [5474

£35—SINGER NINE saloon, 1927. Reliable, good body. Claridge, 40, York House, S.W.3. [5475

B.M.W. 1½-LITRE, October, 1936, black cabriolet with green leather upholstery. Has been kept in beautiful order, regardless of expense by careful owner. Looks and goes like a new car. Nearest £350. Bridges Garage Ltd., Cirencester, Glos. Tel.: Cirencester 14. [5476

3-LITRE BENTLEY, 1926, Red Label. In excellent condition. Engine overhaul 11,000 miles ago. Detailed bill available. Four-seater V.D.P. body. P.100 lamps. £300. Inspection and trial by arrangement. Perry, Davenham Cottage, Northwich, Cheshire. Tel.: Northwich 2700. [5477

M.G. 18/80, 4-seater tourer, all ready for warm, dry, fast touring. Nothing bodged up. Mechanically perfect. Beautifications include: re-upholstery, seat covers, radio, rewiring, windtones, sports coil, six good tyres. £150, o.n.o. Price, "Whitegates," Chester Road, Poynton, Cheshire. [5478

G. R. STOKES, Motor Engineer, Northfield Avenue, Sawley, Long Eaton: M.G. spares: Five wheels, 18 in., three good, two require spokes, £15; F-type Magna, complete, engine damaged, £37 10s.; J-type Elektron sumps, each £1 10s.; C-type and J-type cylinder blocks, each £10. Riley spares: E.N.V. Type 75 preselector gearbox, overhauled and guaranteed—offers; bell-housing and all multi-plate Newton clutch parts for above—offers; all engine spares, 1929-35 9-h.p.—s.a.e. for requirements; all spares for 1931 Monaco—s.a.e. for requirements; 1½-litre crank, rods, pistons, timing gears and camshafts; 1½-litre 8 by 44 crown and pinion, good condition, £5; 14-h.p. Six head with 3-carburetter manifold; 6-cylinder camshafts, timing gears, large sump, etc. Cars: Riley Imp, fitted Sprite 1½-litre engine and close-ratio crash gearbox; will take Cooper or interesting sports car in part exchange at £280. Riley M.P.H., in good condition throughout, £290. Riley Mk. IV sports tourer, fitted 1935 Imp engine; good sound car on 18-in. wheels with good tyres, new hood and tonneau cover; £65, o.n.o. [5480

ALVIS SPARES. Breaking up 1931 Silver Eagle and Crested Eagle. Beacon Hill Garage, Newbury. Tel.: Burghclere 226. [5482

AUTO-UNION, 1938, drophead foursome coupé, professionally fitted with Ford V8 22 engine. Excellent chassis, sound coachwork, very nice looking model with good performance. Engine dismantled but complete. Good runner. To clear, £85. Oliver, 91, Bromley Road, Catford, S.E.6. Tel.: Hither Green 3274. [5483

M.G. 2-seater sports special, completely reconditioned. If you want a pretty, businesslike sports this is it. Offers around £80. MacIlwaine, Brough, E. Yorks. [5484

1925 VAUXHALL OD 23/60 open tourer; body rough, mechanically sound, with spare damaged engine, gearbox, prop.-shaft, radiator and steering column; £60. Ford V8 30-h.p. engine, complete with electrics, two spare crankshafts, one camshaft, two sets pistons, con.-rods, and valves, £8. One set Ford V8 aluminium heads and manifold, £8. Longton, Wynhaven, Gatesden Road, Fetcham, Leatherhead, Surrey. [5485

1927 BENTLEY 3-LITRE RED LABEL saloon. We believe this to be the finest example in the country. £225. London Cars, 592, Greenford Road, Greenford, Middlesex. Tel.: Waxlow 2643. [5486

1939 RENAULT 9-H.P. saloon; metallic-blue. Recent engine overhaul; new battery; good tyres. Handles remarkably well. £175. Exchanges considered. London Cars, 592, Greenford Road, Greenford, Middlesex. Tel.: Waxlow 2643. [5487

FOR SALE—*continued*

RILEY SPARES AND SPECIALISED SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands. Welford Bros., Leicester, see below. [5593

NEW REPLACEMENT 9-h.p. oil pumps, 47s. 6d. complete. Connecting links, 8s. 9d. each. Pump eccentrics 25s. Eccentric spindles, 25s. Timing gears, including crankshaft pinions. Valves 11s. Guides, 5s. Valve springs: single, 10s. 6d. set; double, 20s. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. Kingpins and bushes, 66s. set. Speedo. cables, 26s. complete. Brake cables, 18s. 6d. Small-end bushes, 3s. 6d. Magneto pinions, 25s. Service exchange brake shoes, clutch plates, B.T.H. magnetos, Rotax AT 145 and AT.166 dynamos. Complete overhaul cylinder boring and sleeving and general repairs. S.A.E. with all inquiries please. Welford Bros., Leicester, see below. [5594

RILEY NINE FALCON, 1935, in excellent condition throughout. Manual gearbox. Built-in jacks, new radiator, universal joint, piston rings, traffic indicators, head lining and four new tyres; 35 m.p.g. Offered with all confidence at £145. Welford Bros., Leicester, see below. [5595

RILEY 12/6 KESTREL, 1934, being our principal's own car and probably the most potent 12/6 saloon in the country. Specially tuned engine with six Amals, Dixon-type camshafts, lightened flywheel, special rockers, polished ports, 6-branch exhaust, etc. Excellent appearance, with new tyres, twin chrome Windtones and spotlamp. £275. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [5596

SUNBEAM 14/40, 1926, saloon. Excellent condition throughout, thoroughly reliable; recent complete mechanical overhaul. Enthusiastic owner ill. £100. Ellicott, 19, Officers' Quarters, Charlton Road, Crownhill, Plymouth. [5601

1939/40 M G. 2-LITRE Tickford, first registered 1945. Mechanically perfect, immaculate throughout. Many extras. Most exceptional car. £420, o.n.o Tel.: Maidstone 87600. [5602

FRAZER-NASH. R. C. C. Palmer offers his well-known 1935 T.T. Replica. One of the finest "chain-gang" Nashes available today. Ready for next season's racing or fast road work. Winner many awards. 1½-litre Meadows, Laystall balanced; all new bearings, h.c. Martlets, Chromards, racing valve gear, special cams. Deflector head with twin 10 T.T. Amals. Whole car recently rebuilt, extensively modified and highly tuned. New battery and hood. Good tyres and full road equipment. Superb condition throughout. 95 m.p.h., 34 m.p.g. Best reasonable offer to 4, The Heath, Chaldon, Caterham, Surrey. [5603

VINTAGE ROVER air-cooled twin (8 h.p.) open 2-seater. Untaxed since 1925. Restored to original at cost £150. Registered Dec., 1923. Perfect unique specimen, £100. Also 1929 Cowley saloon, excellent condition, £45. Trial. 75, Athol Road, Bradford. Tel.: Bradford 41014. [5604

THE FASTEST LANCIA APRILIA in the country. Joe Carefoot wishes to sell his Lancia FUL 6, registered 1939. Winner of many speed awards at Silverstone. Modifications include: large engine, twin carburetters, 1951 front suspension unit and gearbox, telecontrols and torque-tubes. Any inspection or trial. Cruises at 85 m.p.h., 32 m.p.g. £700. Tel.: Blackpool 24486. [5605

HUMBER SNIPE saloon, 24 h.p., 1934. Well shod. Reliable. New batteries. £12 10s. tax; 20 m.p.g. Price £60, o.n.o. H.P. terms arranged. Gilbert, 37, Newborough Road, Shirley, Birmingham. [5606

B.S.A. 350-c.c. EMPIRE STAR, 1937, in good condition. New tyres, tubes. Engine rebored, gearbox overhauled. Taxed, insured. Price £50. H.P. terms arranged. Gilbert, 37, Newborough Road, Shirley, Birmingham. [5607

RILEY NINE MONACO saloon, 1932, in splendid condition. All new tyres, batteries, S.U. carburetter. Steering overhauled. Very clean throughout. Handbook. 40 m.p.g. Taxed. Price £125. Gilbert, 37, Newborough Road, Shirley, Birmingham. [5608

RILEY ENTHUSIAST has numerous Riley spares, 9 h.p. and 14 h.p., for disposal. £75 the lot. Gilbert, 37, Newborough Road, Shirley, Birmingham. [5609

TALBOT 18-H.P. 75 ENGINE, complete, £25. Alvis 17-h.p. engine, gearbox, £25. Numerous Talbot spares. Gilbert, 37, Newborough Road, Shirley, Birmingham. [5610

FRAZER-NASH/B.M.W. Exceptional 1939 4-seater drophead coupé, type 320/1. Enthusiast maintained. Engine chromium plated, one-shot lubrication, i.f.s. Completely weatherproof. Offers. Tel.: Finchley 1398. [5650

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1938/9 M.G. TA roadster, British racing green, cellulose as new, tip-top mechanical order, fitted with many extras ... ... **239 gns.**

1938 M.G. VA 1½-litre drophead foursome coupe, a specimen car throughout, superb condition, immaculate coachwork, new hood, etc. **349 gns.**

1948 Triumph 1800 roadster, new works engine and gearbox just fitted, one owner only ... ... **529 gns.**

1950 Morgan 4/4 drophead coupe, practically unused since new, 4,700 miles genuine, cost £900 plus extras, a bargain ... ... **499 gns.**

1937 S.S. Jaguar 2½-litre sports saloon, just resprayed and interior renovated, sound engine and transmission... ... ... **229 gns.**

1940 Morris Eight, Ser. E., 4-seater tourer, one owner, recon. eng. fitted, very economical, new weather equipment fitted ... ... **249 gns.**

1952 Model Hillman Minx Phase V saloon, 9,000 miles, literally as new **649 gns.**

1934 Triumph Gloria Ten sports saloon, engine completely rebuilt, new starter and batteries, resprayed, total cost of overhaul £140 ... ... **229 gns.**

1939 Alvis 12/70 sports saloon, original cellulose as new, amazingly clean leather interior, owned by an enthusiast ... ... **379 gns.**

1939 M.G. VA 1½-litre sports tourer recently overhauled by specialists from stem to stern at approx. cost of £250, voted the finest specimen in London ... ... **399 gns.**

1933 M.G. J2 sports 2-seater. In really sound condition throughout, bills shown for recent engine overhaul approximately £70 ... ... **179 gns.**

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1939 Triumph Dolomite 14/60 sports roadster, ultra-modern in appearance and very fast. Choice of four others in similar condition ... **310 gns.**

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FOR SALE—*continued*

SINGER PORLOCK 8-h.p., 1931. Clean, original appearance, thoroughly reliable. Best offer over £35. Sparrow, Pinelands, Lower Bourne, Farnham. Tel.: Frensham 361. [5649

MORRIS MINOR SPECIAL 847-c.c. o.h.v. 2-seater. Rebuilt completely April, 1949. Brand new engine; 80 lbs. hot. Front axle assembly, Lockheed brakes, battery, radiator, headlamps, petrol tank, etc.; 27 b.h.p. and 4,500 r.p.m. Increase if double valve springs fitted. Offers around £100. Mr. Elsey, 43, Nutley Lane, Reigate, Surrey. Tel.: Reigate 4621. [5651

CROSSLEY REGIS 10-h.p. sports-tourer, preselector. Sound condition. Completely equipped, radio, good tyres; 35 m.p.g. Offers over £100. Harris, Tel.: Leeds 78404. [5652

SUNBEAM 23.8-h.p. pillarless sports saloon, 1934. All new bearings in back axle. New exhaust valves and Zenith carburetter 1952. Also fairly recent new E.N.V. crown-wheel and pinion, rebore and respray. Uses negligible oil. Very fast. Good appearance and comfort. £175, or near offer. Wadsworth, 39, St. John's Road, Isleworth, Middlesex. [5653

ALVIS 12/50 TG tourer. Sell £65 cash, or exchange 12/50 saloon (usual marital trouble). Murray, Beenham Grange, Aldermaston, Berks. Tel.: Woolhampton 451. [5655

M.G. K-TYPE MAGNETTE 4-seater tourer. Very good condition throughout. £155. 11, Chester Avenue, Whitton, Twickenham, Middlesex. Tel.: Feltham 2150. [5656

M.G. J2. Completely reconditioned engine, carburetters. Recellulosed B.R.G. Host bills, extras. Excellent tyres. £160. 34, Firle Road, Peacehaven, Sussex. Tel.: Peacehaven 2010. (Also seen London). [5658

H.R.G., Sept, 1947, 1,496-c.c. L.H.D. Aerodynamic 2-seater. 23,000 miles; 96 m.p.h. In lovely condition. £400. W. E. Cooke, 64, Miry Lane, Wigan, Lancs. [5660

FIAT 500 SPARES. Two front hubs, bearings, stub axles, drums, B/shoes, B/plates and cylinders. Good condition. Use immediately. £8 15s. the lot. F. J. Tiedeman, 46a, Station Road (rear), North Harrow. [5662

RILEY STELVIO 15/6, 1935. Engine overhauled. Offers invited. 27, Bosville Road, Sevenoaks. [5663

1929 RILEY MONACO. Exceptional coachwork. £50 spent on chassis. £50. Complete new differential £10, Lucas 4-cylinder vertical magneto, reconditioned, £2 10s. Oakley, "Broad Langdon," Jacobstowe, Bude. [5664

MORRIS MINOR, 1934. New hood, screens. Good runner. Offers. Connelly. Tel.: Temple Bar 7483. [5666

AMILCAR SURBAISSE engine, gearbox, all accessories, £15. 18, Ditton Lawn, Thames Ditton, Surrey. Tel.: Emberbrook 3743. [5667

SPECIAL ENTHUSIASTS. Studebaker complete chassis. Excellent condition. Well shod. Spare gearbox. £60, o.n.o. 17, Sandhurst Road, S.E.6. [5670

M.G. MAGNA 2/4 tourer. Good condition and appearance. Taxed. Southern England. £110. Box No. A673, MOTOR SPORT, 15, City Road, E.C.1. [5673

VINTAGE BENTLEY fitted modern Tickford drophead coupé. Just overhauled mechanically. Good tyres and battery. Seen after January 25th. £295, o.n.o. Vintage tourer body. Very sound. Suit Rolls or Bentley. Box No. A675. MOTOR SPORT, 15, City Road, E.C.1. [5675

FIAT BALILLA pillarless saloon, 11-h.p. Sound, economical. Nearest £125. 2, Bowling Green, Stevenage. [5676

RILEY NINE "ASCOT" drophead, occasional four. Engine linered, crank ground this year. New batteries, Scintilla. Excellent condition. Best over £100. Tel.: Orpington 2414. [5677

1927 LEAF 4-seater sports tourer; 9.8 o.h.v. Insured. Seen London. £70. Box No. A678. MOTOR SPORT, 15, City Road, E.C.1. [5678

MORRIS MINOR, 1933, 2-seater. New big ends, brakes relined, retrimmed, recellulosed, oil negligible; 35 m.p.h. Immaculate. Offers. Heath, Hampton Court Palace. [5681

FOR SALE—*continued*

RILEY NINE. Engine completely overhauled, relined, reground crankshaft, new bearings, transmission, gearbox and chassis overhauled. New shackles, springs retempered. Complete with all other parts and material for building special. Had calling-up papers so cannot complete. Sell lot for £35, or offers. Clare, 344, Stourbridge Road, Halesowen, Birmingham. [5679

1933 J2 M.G. Engine recently overhauled. Reupholstered. New batteries, hood, sidescreens. Spot lamp. Well shod. Cover for spare wheel. £170, o.n.o. Dickson, 78, Withens Lane, Wallasey, Cheshire. [5680

FORD ZEPHYR delivered recently but not used. Colour green with beige leather upholstery, radio and heater. For sale at price paid. "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [5682

ALVIS 12/40 saloon, 1923. Original interior excellent. Good mechanically. New battery. £75. 14, Hawkeswood Road, Southampton. [5683

VINTAGE VAUXHALL 14/40 MULLINER saloon, 1926. Exchange for fast, weatherproof wagon. Anything considered, or sell nearest £70. 31, West Avenue, Hayes, Middlesex. [5685

M.G. TA. Excellent condition. One enthusiastic owner. Must sell. Well worth £250, but open to reasonable offer. 94, Hill Village Road, Four Oaks, Warks. Tel.: Four Oaks 1211. [5688

HORNET SPECIAL, 1932. Breaking for spares. All cheap. Gurr, 27, Lansdown, Stroud, Glos. [5689

AUBURN DROPHEAD SALOON. Model 851. Mechanically, exceptionally sound. Bodywork very good. 18 m.p.g. £230. Any offer considered for quick sale. W. N. Stiff, Tilford, Surrey. Tel.: Frensham 176. [5611

AUSTIN SEVEN specially built super sports 2-seater. Ideal for trials and road use. Tonneau. Ultra-modern coachwork. £165. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [5613

JAGUAR XK120. Ex-works 14/8/50. Almost perfect. Executor seeks offers. Seen Saturdays, Surrey. Box No. A614, MOTOR SPORT, 15, City Road, E.C.1. [5614

BENTLEY SPARES. Complete dismantled 6½ in very good order, including open body. All spares available. Engine, transmission, axles, in fact the lot. Offers for parts or the whole to: Lowe, "Kianga," Cavendish Road, Matlock. Tel.: Matlock 359. [5615

WOLSELEY HORNET SPECIAL, 1933. Good condition. £100 spent on car recently, £110. Offers or exchange. 20, Downs View Road, Lower Willingdon, Sussex. [5616

RILEY 1½-LITRE, 1938, KESTREL. Major engine overhaul 1952. New starter and dynamo. Oversize Indias as new. Brakes relined. Radio and many extras. Opportunity to acquire rare model in exceptional condition. £350. Major Richmond, Wigfair Hall, St. Asaph, Flints. Tel.: St. Asaph 3241, or Trefnant 232, evenings. [5617

BENTLEY, 1933, 4-litre saloon. Excellent mechanically. Tele-control shock-absorbers, leather upholstery like new. Tyres and black cellulose in reasonable order. Offers, Please. Must sell. 13, Pagoda Avenue, Richmond, Surrey. Tel.: Richmond 3589. [5618

SOME INTERESTING PIECES. 1921 Marlborough super-sports 1½-litre. Superb original condition. £15 spent on overhaul, repaint, etc. Racing 2-seater body aero screens, original wings, lamps. Close-ratio 4-speed gearbox, solid rear axle. Really remarkable performance. £85. 1924 Unic 12-h.p. saloon. One owner. Very sound, elegant and robust. £25. 1921 Rolls-Royce limousine. Stored since 1929. First-rate order. £35. 1913 30-h.p. Daimler chassis. £20. 1936 V12 Daimler engine. One of the very rare o.h.v. specimens. Excellent order. Complete with all accessories and S.C. gearbox; 150-h.p. with one Stromberg carburetter. £50. Offers, exchanges. We are constantly dismantling cars and have lots of spares. Special builders welcome. G. A. Brooks, Ltd., Lingfield, Surrey. Tel.: Lingfield 275 and 566. [5619

FREE! 1929 Morris-Cowley limousine in immaculate condition. This stately carriage will be freely given to the citizen paying £120 for my Austin Seven Special. Sole reasons for sale. (*a*) Keen new bank manager; (*b*) Fiancée requesting date. Box No. A620, MOTOR SPORT, 15, City Road, E.C.1. [5620

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Aston-Martin Le Mans 4-seater with very fine Bertelli body in British racing green. 3,000 miles since overhaul, new rods, good weather equipment and tyres. An exceptionally good-looking car with very high performance. 1933. **£350**

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Lancia Lambda 7th Series tourer in original condition. Black, red wheels, all-over tonneau, 600 miles since engine overhaul and running extremely well. Good brakes. **£175**

M.G. TA 2-seater, special engine fitted with Martlet pistons, Chromard liners, balanced crank, oversized valves, special brakes, immaculate in chrome and red cellulose ... **£265**

Mercedes-Benz 230 20-h.p. saloon, independent suspension all round. £140 engine overhaul, black with red hide. 1938 ... ... **£325**

Riley Nine saloon, 1933, in rare and magnificent condition, sound bodywork, good original carpets, headlining. Engine just overhauled. Black and grey with red leather ... **£125**

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1937 ROVER 20-H.P. sports saloon, black, delightful condition. £255. Exchanges considered. London Cars, 592, Greenford Road, Greenford, Middlesex. Tel.: Waxlow 2643. [5488

M.G. MAGNETTE, sports, racing, passed by scrutineer as being in excellent condition, August. £250. Stocks, "Harpers," Pleshey, Chelmsford, Essex. [5489

FORD TEN SPECIAL. Ex-Yeats chassis, swing-axle i.f.s., coil springs, new 8-h.p. gearbox and head, reconditioned engine, new electrics and carburetter, Girling brakes, good tyres. Now rebuilt and new body conforming 1953 regulations and 1,172-c.c. Formula. £200, o.n.o. Ken Welfare, Ashford, Middlesex. Tel.: Ashford 3857. [5490

AERO MINX 1935 open 2/4-seater. New hood and screens, 16-in. wheels, excellent tyres, good general condition. £175. Grummitt, 222, Station Road, Beeston, Notts. [5491

NEW SLIDING ROOF by Weathershields. 2 ft. opening. £4. Wood, 117, Ringwood Road, Highcliffe-on-Sea. [5493

LAND ROVER 12 h.p., Sept. '51. Never used on land, many extras, perfect condition. £550. 55, Monmouth Drive, Sutton Coldfield. Tel.: Sutton Coldfield 5150. [5494

1938 MORRIS EIGHT 2-seater, occasional 4, new engine, tyres, shock-absorbers, brakes, springs, exhaust. New coupé type mohair hood, resprayed ivory. Perfect condition. £230. Harrison. Tel.: Farningham 2277. [5495

B.M.W. GEARBOX Hirth £35; 1½-litre B.M.W. engine £45; back axle 5.1 diff., steering wheel, 4 in. by 16 in. wheels, rev.-counter, speedometer, alloy bucket seat, state B.M.W. requirements. Riley Bell housing. S.A.E. Box No. A496, Motor Sport, 15, City Road, E.C.1. [5496

WE HAVE the following engines, gearboxes, front and rear axles, rads., springs, wheels, prop.-shafts, carbs., dynos, and starters, axle-shafts, c.w.p's for the following:—1934 Hudson Straight 8, 17, and 22; Talbot 14 and 18, 1934; 1933 Lanchester 10 and 18; 1937 Ford V8, 22 and 30; 1935/36 Austin 7, 10, 12, 14 and 18; 1934/37 Morris 8; 1936 Morris 18; 1940 Ford 8 and 10; 1935 Standard 10, 12, 16; 1935 Rover 14; 1935 S.S. 12 and 16; 1926 Delage 14; Riley Redwing; 1930 Alvis 17; 1934 Alvis 20; Armstrong 1933: 12/6, 1935: 20 h.p.; 1934 Morris 10; 1930/32 Riley 9; 1933 S.S. 16 and 20; 1932 M.G. 8 and 17; 1931/34 Singer 8 and 9; Vauxhall 1935 14 and 20; Vauxhall Cadet and Vauxhall 20 1930; 1938 Opel 12 and all old type Morris: Major, Oxford, Cowley. Many others. All parts and units at Very Keen Prices. Whites of Norwich, 115/117, Mile Cross Lane, Norwich. [5498

FOR SALE. 1932 M.G. Eight sports engine out of chassis. Lot £40. Hudson straight eight, 1934 saloon, sound mechanically, £45. Armstrong Siddeley 12/6, 1933 saloon, sound mechanically, £44. Morris Eight, 1938 model pick-up truck. Sound mechanically and condition. £75. Morris Eight, 1934 side-valve van. Sound mechanically, £45. 1937 Ford V8 30 h.p., sound mechanically, £44. 1935 Austin 7 van, sound mechanically, £48. 1938 Opel 12/4 van, sound mechanically, £49. 1934 Austin 18 7-seater saloon, good. Sound mechanically, £79. 1935 Rover 14 saloon. Cracked cylinder block, otherwise sound, £60. Whites of Norwich. Tel.: Norwich 26514. [5499

ALVIS 12/60 sports saloon, resleeved, etc. Breaks my heart to sell at £50. Evans, 74, Lambton Road, S.W.10. [5500

BENTLEY 3-LITRE, rebuilt with light aluminium 2/4-seater body. Cycle-type wings, aeroscreens etc. Fast, economical and in good mechanical order. £145, must sell. Tel.: Perivale 1861. [5501

AUSTIN SEVEN tourer 1926. Excellent body condition, good hood and sidescreens, new carburetter, king pins and bushes, good tyres etc. Engine requires rebore and tinkering, bearings good. £45 for quick sale. Tel.: Perivale 1861. [5502

FRAZER-NASH-B.M.W. Type 55. 2/4-seater coupé. Completed £120 overhaul of engine (resleeved), suspension, steering, brakes, clutch, transmission, etc. Extremely good body, extras. £345. Robinson, Wychwood, Good Easter, Chelmsford, Essex. Tel.: Chelmsford 317. [5505

1928 M.G. 2/4 seater sports, very good condition, rebuilt body, new battery and hood £90. Robinson, Wychwood, Good Easter, Chelmsford, Essex. Tel.: Chelmsford 317. [5506

1931 RILEY NINE chassis and engine completely reconditioned, ready for body, £45. Tel.: Burgh Heath 1220. [5509

RECONDITIONED TO PERFECTION. Lancia Augusta, Nov., 1936. Tel.: Crawley (Sussex) 1286. [5512

LAGONDA 2-LITRE. 1932, saloon in good general order; not yet run-in after complete engine rebuild. Built-in jacks, P.100s, etc. £160 for quick sale. Box No. A515, Motor Sport, 15, City Road, E.C.1. [5515

WOLSELEY HORNET SPECIAL, 1934, open sports. Exchange for 10/12-h.p. shooting-brake. Frost, 260, Kingston Road, Ewell, Surrey. Tel.: Ewell 8981. [5513

FOR SALE—*continued*

£55—ALVIS FIREFLY saloon. Bodywork poor but appearance good. Two almost new tyres. Oil almost nil. Very economical. Also one new unwrapped 20 by 6.00 cover, £7. Two almost new, 70s. each. 221, Birchfield Road, Redditch, Worcs. [5516

£650 ONLY. 1951 1¼-litre M.G. Bronze saloon—25,000 careful miles. Sportscoil and careful attention to carburation give absolute minimum of 30.5 m.p.g. under all driving conditions without loss of performance. Mechanically and bodily excellent. All tyres good. Reluctantly selling to purchase house. Tel.: Feltham 4211, during business hours. [5518

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SALE OR EXCHANGE. I have three unwrapped Michelin covers, one tube, all 155 by 400, seven metric ring spanners, three-quarter list price. I want 600 by 15 covers, Whitworth spanners. Benoy, Collingham, Notts. [5520

1937 FIAT 500. Resprayed, new hood, road springs; engine and transmission overhauled; £200. Also two 4.75/5.00 by 17 Michelins, 1,000 miles only, £4 each. Two same size Goodyear De Luxe, 200 miles only, £5. Carriage paid. Box No. A521, Motor Sport, 15, City Road, E.C.1. [5521

FORD EIGHT saloon, with spare engine, gearbox, rear axle and many other spares. £120 the lot. 7, Bembridge Drive, Hayling Island. [5522

£120—RILEY NINE open 4-seater. Emigrating forces reluctant sale. Mechanically excellent. Very light duralumin body fitted; new hood, tonneau, carburetter, batteries, tyres, etc. 40 m.p.g. Fast and reliable. Palmes, Shilstone, Chagford, Devon. [5524

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TALBOT 90 sports tourer. See Dec. issue Motor Sport. Fitted "105" engine. Same owner since 1938. £95. Sheet Service Station, Petersfield, Hants. Tel.: Petersfield 556. [5527

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TYRES, TYRES, TUBES. 5,000 in stock. New, remoulds, used. Obsolete and beaded edge. No junk. Express service to anywhere in U.K. Hamilton's, Tyre Specialists, 22-24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [5530

GENUINE WORKS "CREAM CRACKER," 1937, TA M.G. Rebuilt completely October, 1952. £295. Reynolds, 96, Hillway, London, N.6. Tel.: Mountview 6797. [5531

MORRIS MINOR, 1931, in excellent mechanical order, open 2-seater. £60, or near offer. Brown, Durhams Farm, Hildenborough, Kent. Tel.: Hildenborough 3220. [5510

M.G., 1938, 2-LITRE saloon, black, green upholstery. Rebored and linered, new valve guides, four nearly new tyres, coachwork immaculate. Fast and reliable. £215. Welch, Woodfold, Markway, Godalming. [5532

FOR SALE—*continued*

£80—SUNBEAM open touring car (1928); one owner 1934-1952 (one previous). Fine appearance, with excellent and complete weather equipment, good tyres and battery. Reliable and comfortable. Would exchange Rolls Twenty. Tel.: Maidenhead 2713. [5533

HISPANO-SUIZA 27-H.P. saloon, 1928. Good general condition, excellent engine, well shod. £150. "Red Eyot," Braywick, Maidenhead. Tel.: Maidenhead 2518, after 7.30 p.m. [5535

A.C. 2-seater sports. Engine overhauled and running-in. Ribbed brakes; cycle wings; two new tyres. Strictly enthusiast's wagon. Accept nearest £100, or exchange below 2-litre. Tel.: Ewell 5014. [5536

ALVIS FIREFLY, 11.9, 1933, sports saloon by Grosse. Wilson box. Oil negligible. Generally excellent condition. In daily use. £170. 9, Tilehouse Road, Guildford, Surrey. Tel.: Guildford 66423. [5537

TALBOTS 14/18/21, 1927/35: nearly all spares from dismantled cars, sensible prices. Alvis 12/50 front/rear axles, S.U. 1¼-in. carburetters, M.G. M spares, Magna gearbox. 56, Clayhall Avenue, Ilford. [5538

AERO MINX, 1935, drophead coupé. Rebored, crankshaft reground, mains, con.-rods remetalled, valve seats recut, new timing chain, 6,000 miles ago. Just resprayed grey. Well shod. Comfortable as saloon, sporty as sports. £125, or offer. Tel.: Acorn 2820. [5540

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F.N./B.M.W., 1937, TYPE 55, D.H. coupé 2-seater. Smart appearance. £250, or exchange M.G. T-type. Tel.: Romford 6221. [5542

J2 M.G., No. 4134, P wings, excellent condition. £150. Rose Bank, Shanklin, I.O.W. [5543

M.G. PA 2-seater. Resprayed, retrimmed. Well shod. Engine and transmission overhauled. Oil constant, 60 lb./sq. in.; 40 m.p.g. Many extras, including heater. Nearest offer to £220. Hawkins, 28, Hinton Road, Uxbridge, Middlesex. [5544

1935 SUNBEAM SPEED TWENTY drophead coupé. Recent £90 engine overhaul. New hood. £160. Centaur Garage, Preston, Lancs. Tel.: Preston 79282. [5545

RILEY 1,458-c.c. sports 4-seater, rebuilt and re-registered 1948. New tyres, batteries. Engine overhaul just completed. Excellent condition. £280, o.n.o. Williams, Culmhead House, Blagdon Hill, Taunton, Somerset. [5547

T.T. REPLICA FRAZER-NASH, 1934. First registered 1946, when fitted 85-b.h.p., 2-litre, 6-cylinder "Dolomite," three S.U.s. Reliable 95-100 m.p.h. Fully equipped, hood, screens, new cellulose, upholstery. Complete overhaul engine, electrics, transmission. £225. Exchange, prefer Citroen, Riley. Details. 12, New Street, Sheerness. [5548

THE RILEY MAN offers: 1938 16/4 Kestrel saloon, in immaculate condition throughout; £100 overhaul just completed; £335. 1937 1½-litre Kestrel saloon, in good condition, fast, smooth and quiet, £195. Terms and exchanges on above. Spares: 1935 1½-litre Falcon saloon complete, Special Series engine with twin 30-mm. S.U.s, and 1933 Monaco Nine. Both cars in running order. Will sell cheap or break for spares. New fan, 1½-litre, 20s.; oil pump, 30s.; 1934 Nine block, new liners to standard, £15; square rocker boxes, 20s. pair; timing cases, crankshafts, flywheels, etc. S.A.E. for prompt quote. 57, Welbeck Road, West Harrow. [5372

SUNBEAM 16-H.P., 1927, coupé, running order. Sunbeam 23.8. 1931, complete engine and gearbox, in good condition; 62,000 miles total; front axle steering, servo brakes. Wolseley Hornet, 1933, cylinder head, con.-rods, etc.; 1931 engine. W. Bishop, 9, Norman Road, Swindon. Tel.: Swindon 4048. [5365

LAGONDA SPARES: 2-litre front axle assembly, chassis frame, petrol tank, road springs, and radiators, etc. New second speed gears for Z.E. gearboxes. Finest quality Tufnol timing wheels, 52s. 6d. Ex-R.A.F. boost gauges, 15s. 6d. each, plus postage. Maurice Leo, King's Head, Holtspur, Beaconsfield. Tel.: Beaconsfield 337. [5549

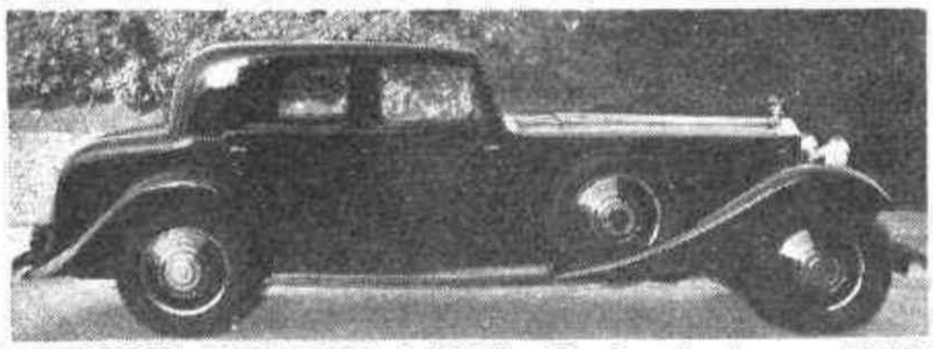
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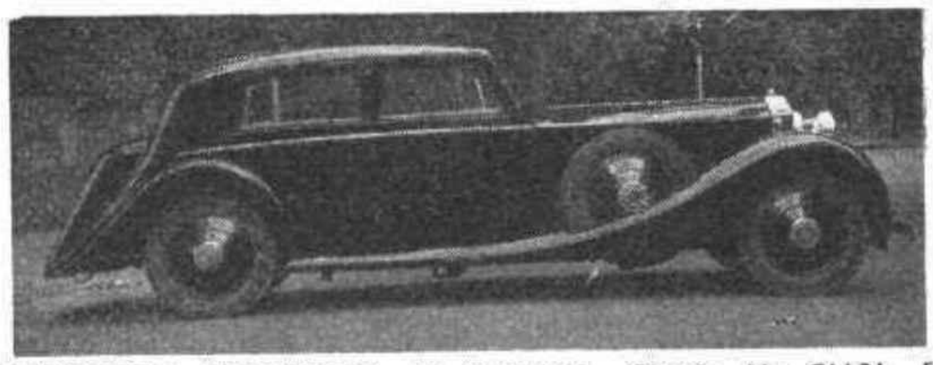
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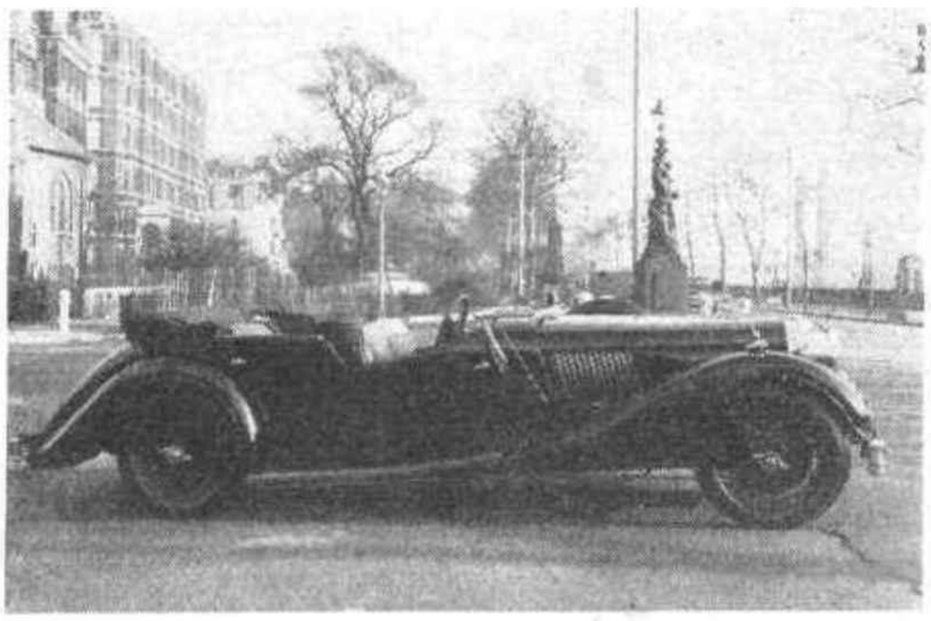
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ALLARD J2, 2-seater. Red. 1950 model. 6,000 miles. 4.4-litre Mercury engine, twin carburetters, h.c. heads, luggage grid. Superb condition. Offers? Also Allard dropheads from £425. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5561

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TWIN S.U.s, ex-2-litre Lagonda, good order, £6 10s. Hunter, 64, Danesmoor Crescent, Darlington. [5565

RECONDITIONED M.G. MAGNA TYPE F BLOCK, crankshaft, bearings, £12. Large canvas tarpaulin, £1. Box No. A566, MOTOR SPORT, 15, City Road, E.C.1. [5566

M.G. TA, 1938. Unused most of war. Engine reconditioned; chrome, tyres, weather equipment as new. Blue. Attractive superior car. Does not require further expense. Reason for sale—wife's ill-health. £240. Seen Ealing, W.5, area. Box No. A567, MOTOR SPORT, 15, City Road, E.C.1. [5567

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1938 FIAT 1,100 sports saloon. Motor completely rebuilt; gearbox and axle serviced; brakes relined; new battery, dynamo, two rear tyres. Bodywork absolutely sound; leather interior in original condition. Genuine 38 m.p.g. Offers, or consider exchange really good clean T-type M.G. or similar. 1, Norman Court, Hampton, Middlesex. [5569

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LAGONDA, 1932, SPORTSMANS SALOON. Good condition. £115. F/Lt. Byrne, R.A.F., South Cerney, Glos. [5622

AUSTIN SEVEN SALOON, 1933, Excellent condition. Recent bills available. £35. £70. F/Lt. Byrne, R.A.F., South Cerney, Glos. [5623

RILEY ASCOT COUPE. Reconditioned engine. Brooklands c/shaft; 6,000 miles. New hood, body good. Offers. Pretty, 24, Downing Street, Farnham. [5625

SUNBEAM DAWN 12-h.p. sports saloon. Late 1935. £125, o.n.o. 5.25/5.50-19 maker's remoulds, unused, £4 10s.; others £2 10s. Box No. A626, MOTOR SPORT, 15, City Road, E.C.1. [5626

£65—OR EXCHANGE V-twin Morgan or Scott motor-cycle—Talbot "65" special. Very stark, preselector and five new Dunlops. Williams, Nethyholme, Digswell, Herts. Tel.: Welwyn 521. [5627

1934 RILEY NINE KESTREL. Twin S.U.s, Scintilla, E.N.V. box. Around £135. 26, Hough Green, Ashley, Altrincham, Cheshire. [5628

1931 SUNBEAM 18.2-h.p. coupé. Black with blue leather. Well shod. Over £300 spent in the last year on mechanical overhaul. Owner has taken delivery of new car. £235, o.n.o. May be seen c/o Complete Car Service, Ltd., Shandon Garage, Abbeville Road, Clapham, S.W.4. Tel.: Tulse Hill 4505. [5629

SUNBEAM SIXTEEN, 1928, DROPHEAD COUPE. In good running order. £65. Various Oxford and Cowley parts. J. Nott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [5630

TWO-LITRE LAGONDA speed model engine complete. Unused since sleeving. £45. Box No. A631, MOTOR SPORT, 15, City Road, E.C.1. [5631

ALVIS SPEED TWENTY, 1932-33 green tourer in first-class condition throughout. Recently re-cellulosed, retyred and rewired. Hood, sidescreens and tonneau cover complete. Handbook. In daily use. Exceptional car. £325, o.n.o. Tel.: Staines 4234. [5633

SUPERCHARGED M.G. First built 1948; 2-seater. Perfect condition. 16-in. rear wheels, fronts 18-in. balanced. Gives fast cornering. air scooped brakes, close ratio gearbox. All body and chassis parts zinc sprayed before painting. Finished metallic blue. Cream leather upholstery. Full weather equipment. £385, or exchange. Only interested in 2-seater Allard. 29, Charlwood Road, Putney. Tel.: Putney 8930. [5634

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ROBERT THWAITES OFFERS 1949 TC model M.G., 1933 Alvis Speed Twenty V.D.P. coupé, 1928 Rolls Phantom I tourer, in showroom condition; 40,000 miles. Full details: S.A.E., Playing Place Garage, Truro. Tel.: Feock 238. [5636

TALBOT 110, 1935, Carlton drophead coupé. In daily use. Clutch needs relining. £150, o.n.o. 51, Dumbleton Avenue, Leicester. [5637

SINGER LE MANS. £130. Engine, steering and brakes overhauled last October. Not yet run-in. Work carried out by specialist. Itemised bills shown. Also resprayed, new windscreen, wiper motor, etc. In 1951: new hood, carpet, wheels rebuilt. Approaching nuptials force sale. £225, o.n.o. Tamworth Tel.: Whitehall 2241 (extension 9, working hours); Vigilant 5068, after 6. [5640

"AUTOSPORT, Vol. 1-3. Bound. All others to date. As new. Offers. Box No. A639, MOTOR SPORT, 15, City Road. E.C.1. [5639

EIGHT-CYLINDER LANCIA DILAMBDA, 1936, Continental saloon. Black/grey. Radio. New tyres. £550. Oilcoil. Photo on request. Sunshine roof. Exceptional condition. Instruction book. New batteries. Box No. A648, MOTOR SPORT, 15, City Road, E.C.1. [5648

FOR SALE—*continued*

1935 ALVIS SPEED TWENTY saloon. Brakes relined. Tyres, paint and mechanical condition good. £200 or offer. Hukin, 89, Mount Ararat Road, Richmond, Surrey. Saturdays p.m. or Sundays; otherwise by appointment. [5641

ALVIS SPEED TWENTY drophead coupé, 1934. £195. M.G. 8-h.p. 2-seater, 1935. £175. Smart cars. 82, Harrow Road, Middlesbrough. Tel.: Middlesbrough 89800. [5638

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£90—1935 BRITISH SALMSON SALOON, 12-h.p. twin-cam. 4-cylinder. Good condition. 31, Cloisters Avenue, Bromley, Kent. [5698

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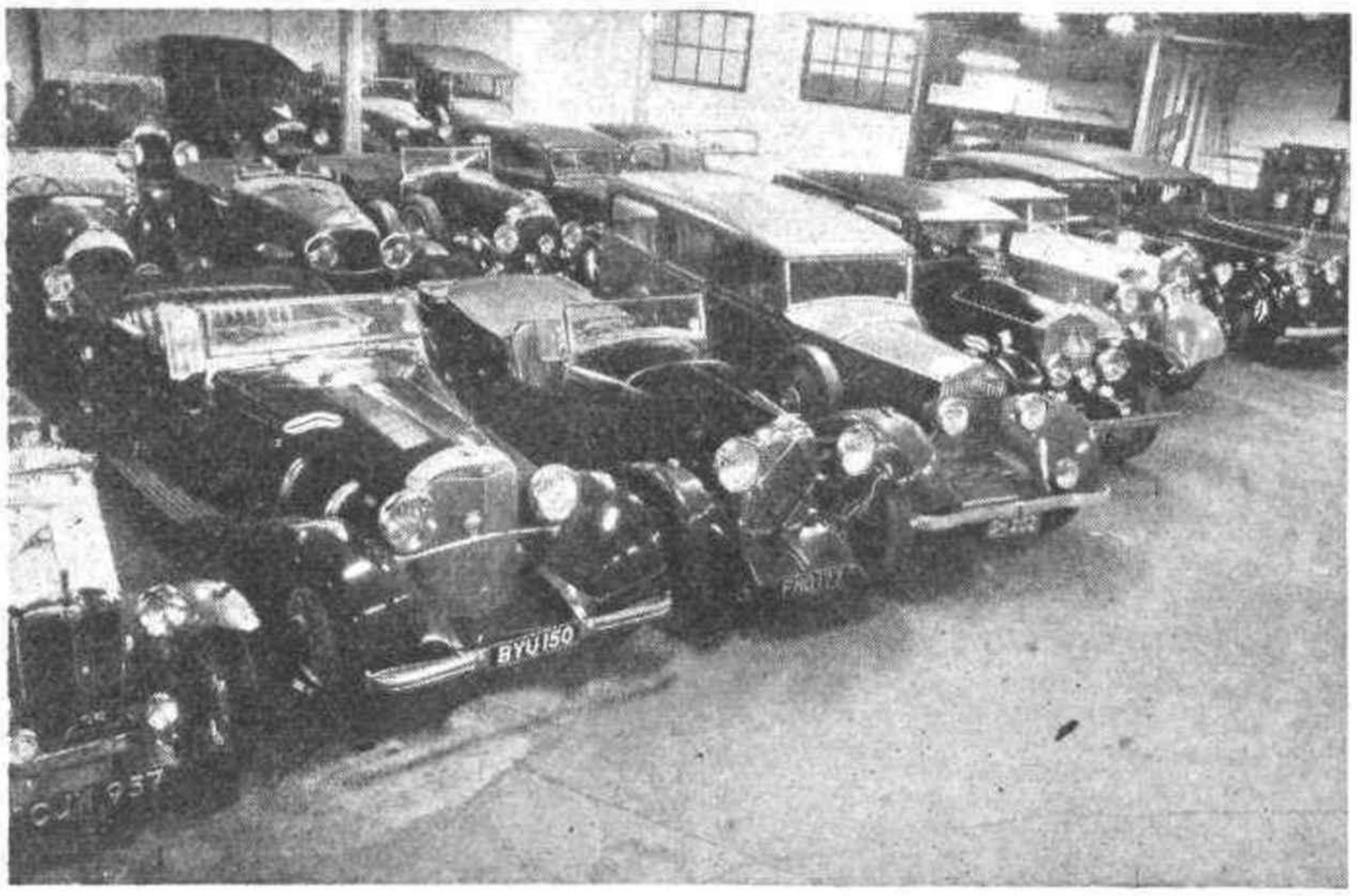
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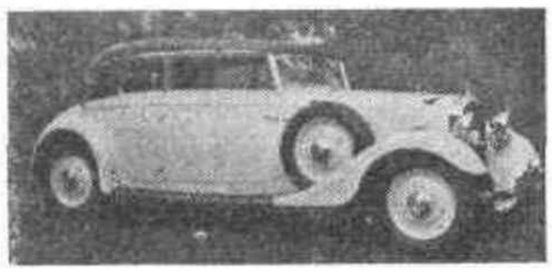
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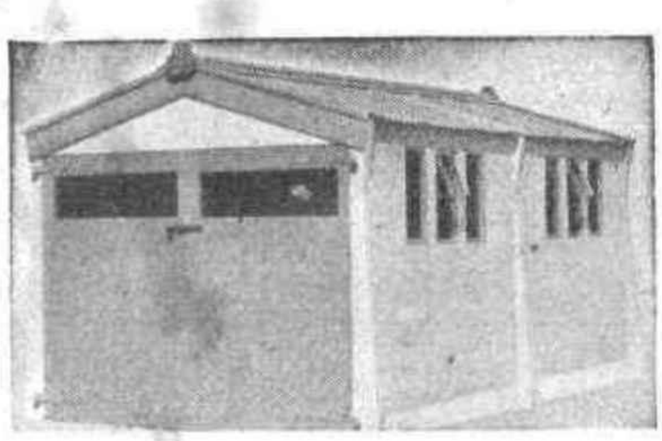
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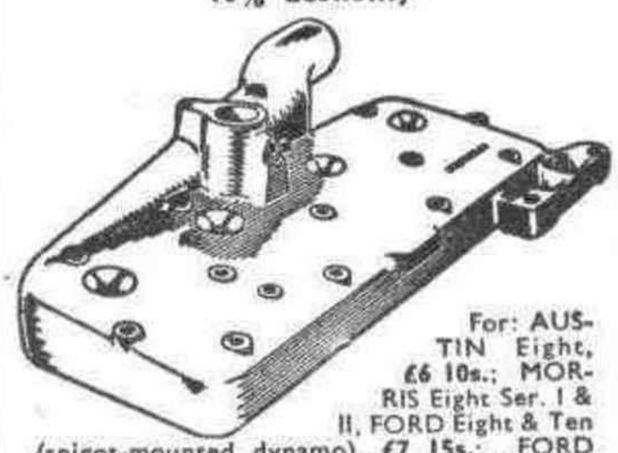
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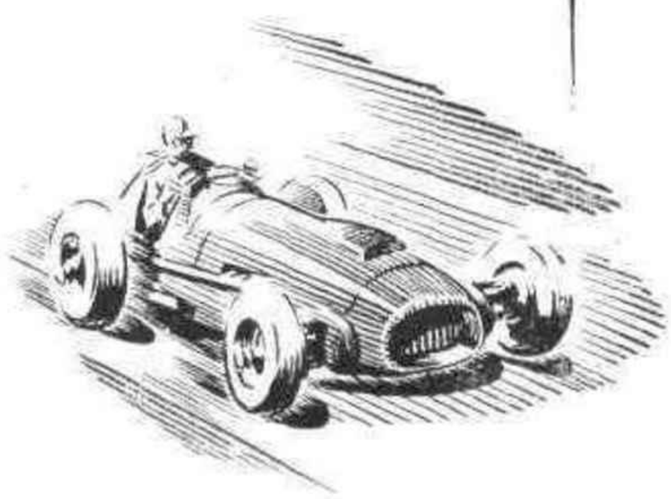
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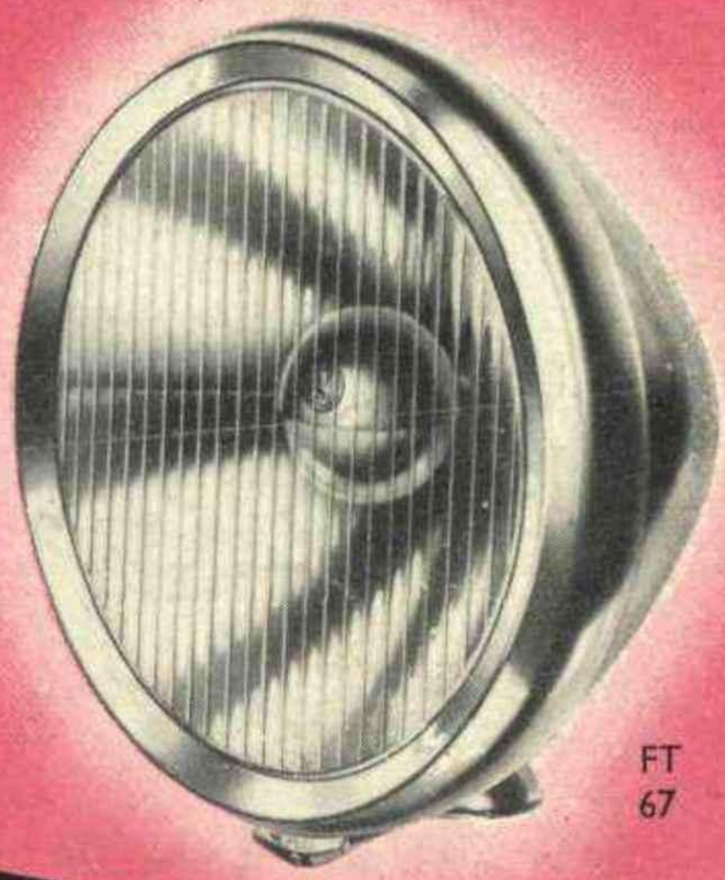
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