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EVERY FRIDAY

# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

## THIS WEEK

SPECIAL SHOW  
NUMBER

SPORTS AND HIGH-  
PERFORMANCE CARS  
AT EARLS COURT

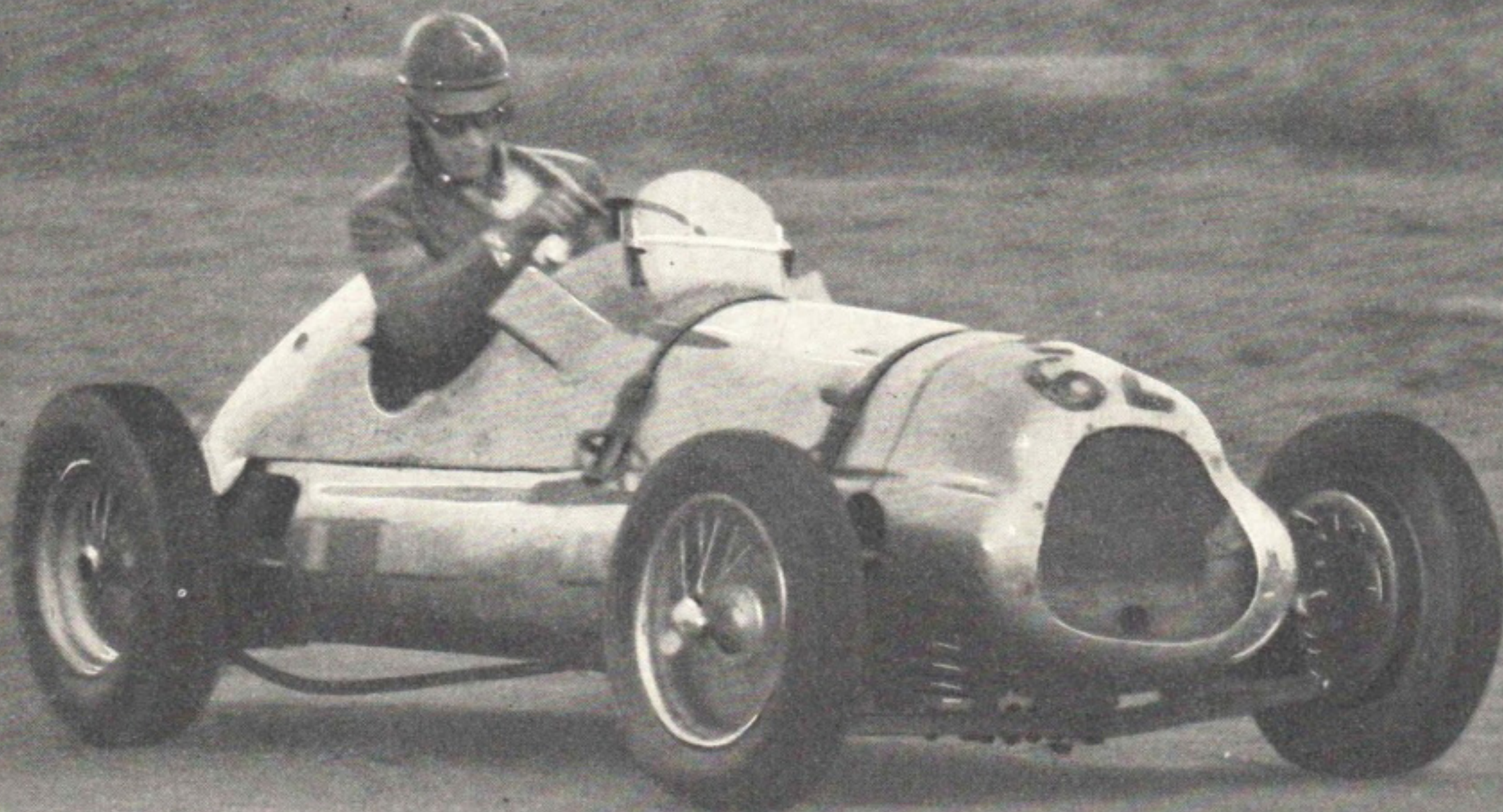
PICTORIAL REVIEW

BRANDS HATCH 500 c.c.  
RACES

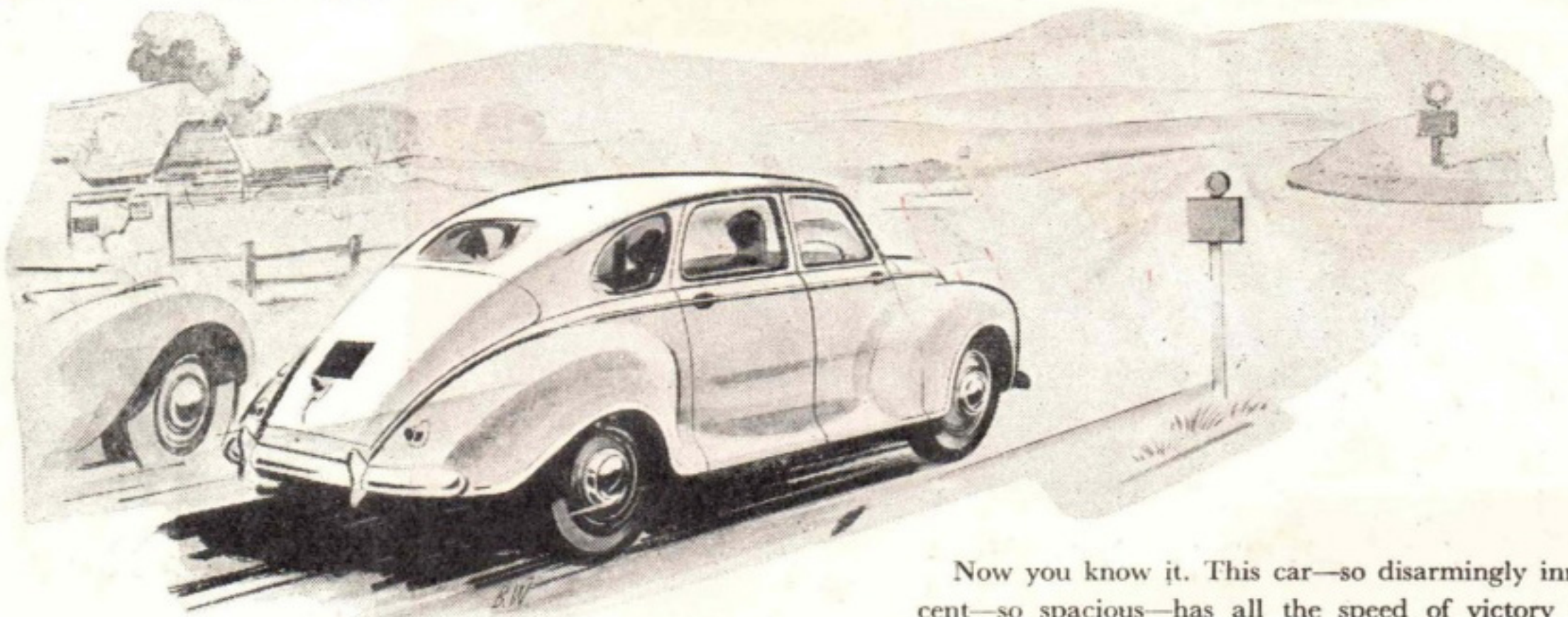
JOHN BOLSTER ON  
"WHEELS"

Vol. 1 No. 9

October 20, 1950







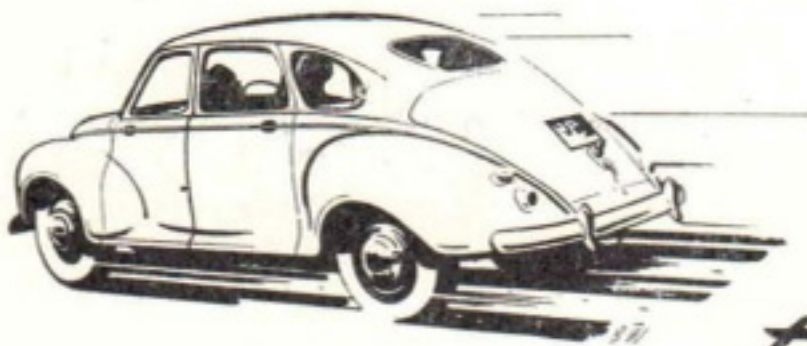
## *gay deceiver*

You've heard incredible stories about this car — stories of International race triumphs; unbelievably high average speeds. And frankly you're doubtful.

Now as you inspect her close up, you still think it can't be. She looks so comfortable, even sedate . . . so *harmless* somehow. Can that neat tapering bonnet house such formidable power?

Then you settle down in the deep driving seat and touch the controls . . . and after a while you know this Javelin's been smiling at you all the time because those cars ahead seem almost stationary; and as you glide silently up behind, you realize you're travelling fast—very fast. And you brake. . . .

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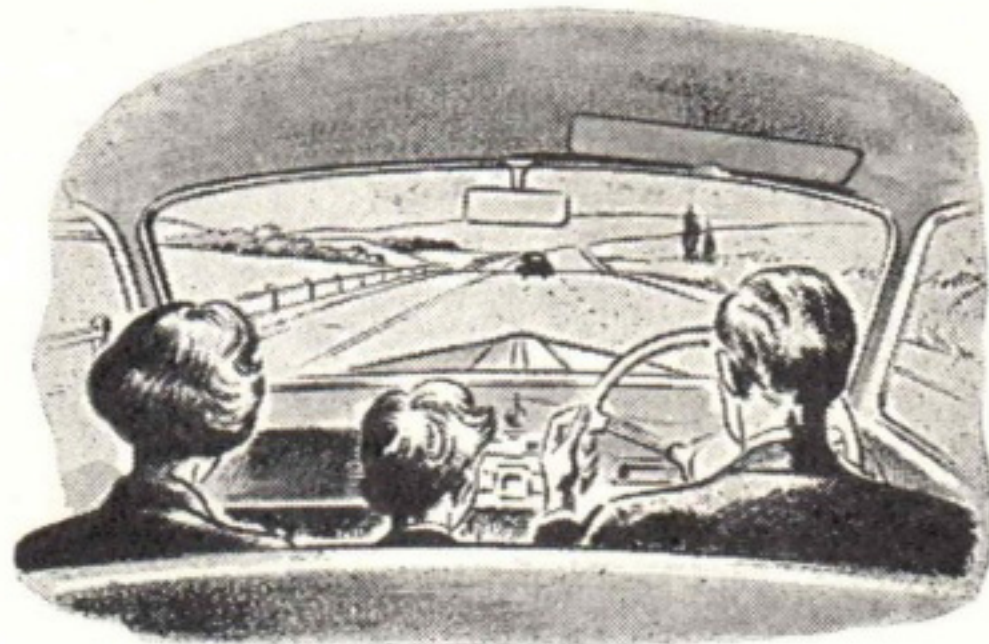
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# Autosport

**BRITAIN'S MOTOR SPORTING WEEKLY**

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

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October 20, 1950

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## NOTICES

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## EDITORIAL

WHAT is the R.A.C. going to do about this discrimination business in the Monte Carlo Rally? This event brings a large amount of sterling currency to the Principality of Monaco during the off-season, and surely Great Britain, as a member of the F.I.A., has a perfect right to voice an objection to the banning of proprietary-engined cars. It is the job of the R.A.C. to safeguard the interests of British competitors in International events, and Pall Mall should immediately demand that this absurd ruling be scrapped. If the organizers refuse to modify the regulations in order to permit the entry of proprietary-engined vehicles, then the R.A.C. would have the backing of British motor clubs to the full if a complete and utter boycott was placed on the Monte Carlo Rally. AUTOSPORT realizes that a boycott is a serious step, but the issue is far too important to treat lightly. Entries for this event are in the hands of the R.A.C., and if the regulations are not amended, the body controlling motor sport in this country would be quite within its rights in forbidding the participation of anyone who holds an international competition licence issued by the Royal Automobile Club.

\* \* \*

ONE of the greater pleasures of Motor Show time is the "last minute surprise" exhibit, and this week's announcement of the new Jaguar Mark VII saloon can well be termed sensational. Here we have an all-British car, a comfortable and elegant saloon moreover, and with a maximum speed well in excess of 100 m.p.h., offered at the highly competitive price of £998. With an up-to-the-minute chassis specification, a race-proved power unit as used in the famous 3½-litre twin-o.h.c. XK120, giving 160 b.h.p. at 5,200 r.p.m., and truly handsome yet eminently practical bodywork, the new Mark VII Jaguar must inevitably prove a powerful contender for overseas markets, where discriminating buyers can choose from an ever-widening range of high-performance cars by Continental as well as British manufacturers. That the new "Jag." will initially be labelled "For Export Only" is inevitable, but the reports that already four million pounds-worth of orders have been placed for this impressive newcomer by Canadian and U.S. distributors reflects inestimable credit on the Jaguar concern and its far-sighted chairman, Mr. William Lyons, who is also President of the S.M.M.T.

### OUR COVER PICTURE

HYBRID: Geoffrey Richardson (R.R.A.) at Castle Combe. His car has an E.R.A. engine in a Riley-based chassis with specially-designed independent suspension.



# Pit and Paddock

**L**EAFLET raid by a Miles Gemini at Brands Hatch last Saturday could have been a great inconvenience to competitors, not to mention drivers on the adjacent public roads. This method of advertising a new book is not to be commended.

**N**EVER were so many mechanics and helpers seen to assist so few! The Brands Hatch Ladies' Race set a new high in the number of folk who cluttered up the starting area. John Bolster was in his element in the P.A. box describing this event. He was, however, dissuaded from coming away with the two-note G.I. whistle, when competitors came to the line.



*BORROWED FINERY: Frank Kennington helps Mrs. Biddie Shields to fix her crash helmet and goggles before the start of the Ladies' Race at Brands Hatch last Saturday.*

**P**ARTY at Chiselhurst thrown by Ken Carter and associates to "mourn" the end of the 1950 500 c.c. racing season was a lively affair. All the best people in the half-litre world were there, and welcome guests were Mr. and Mrs. Bob Gerard. A suspected conflagration caused the local Fire Brigade to arrive with much clanging of bells, whilst "accidents" happened to Alan Rogers and Les Leston, both being deluged by a liquid which is normally imbibed—not chucked around.

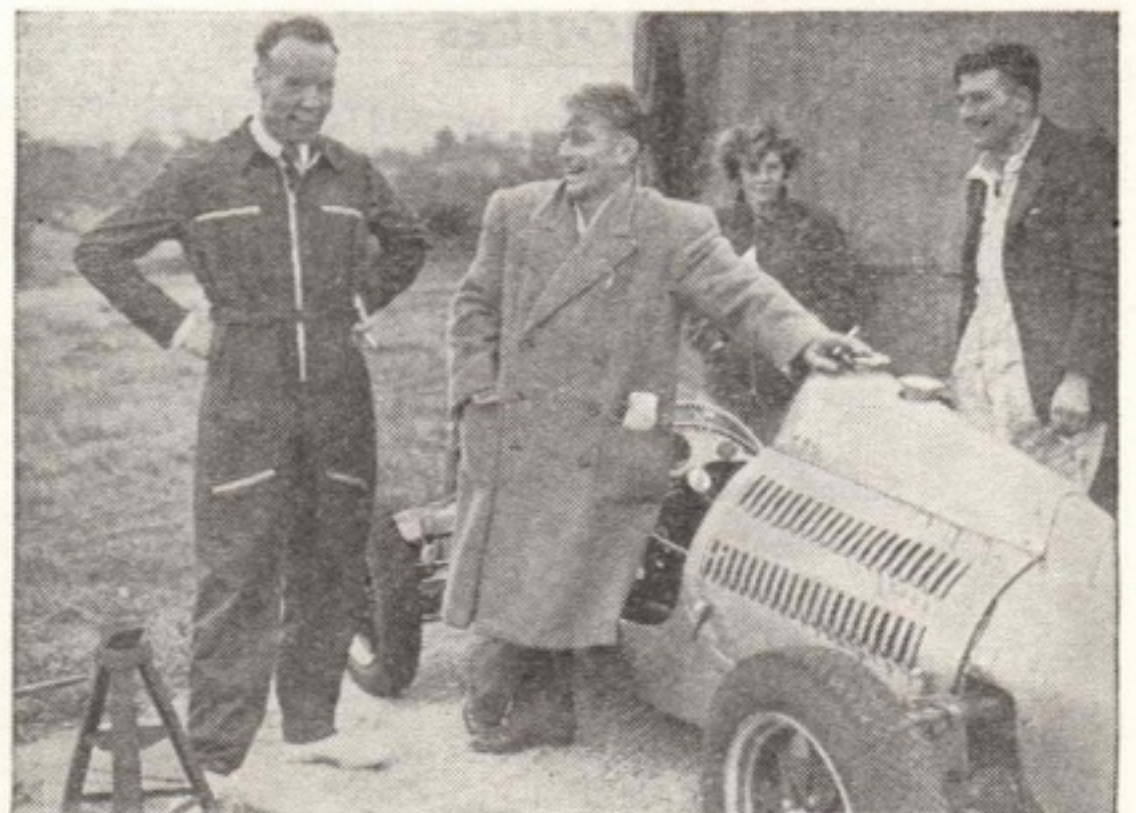
**M**ORE Printer's Pie: Cyril Bold, recent winner of the "Jeans", was described in a local paper as "Colonel" Bold. Other clangers sent in by various readers include Reg Purcell, Montmorency-Chington (could this be Montgomerie-Charrington?), B. Shah-Talor (of Persia?), P. N. Whathead (what indeed?), A. Cascari (of sagrada fame?), and, a real classic from an Italian paper in the shape of "Piero Berthioni" credited with the design of the B.R.M. Our own effort in bestowing B.R.D.C. patronage on the Goodwood meeting did not pass unnoticed.

**P**ARISIAN "Steering-Wheel" is the bar attached to the motoring paper *l'Action Automobile*, whence all racing characters assemble for a glass and a gossip, when they are in the French capital.

**"R**EGULAR READER" wants to know if his car is eligible for the Monte Carlo Rally. Cylinder block was cast in Scotland, head and crankcase in Wolverhampton, valves and springs came from Birmingham, crankshaft from London area, and other bits from Coventry. Yet the engine was "made" in the factory. He suggests that certain Continental manufacturers would have a job proving the eligibility of their makes of car if folk started mass protests.

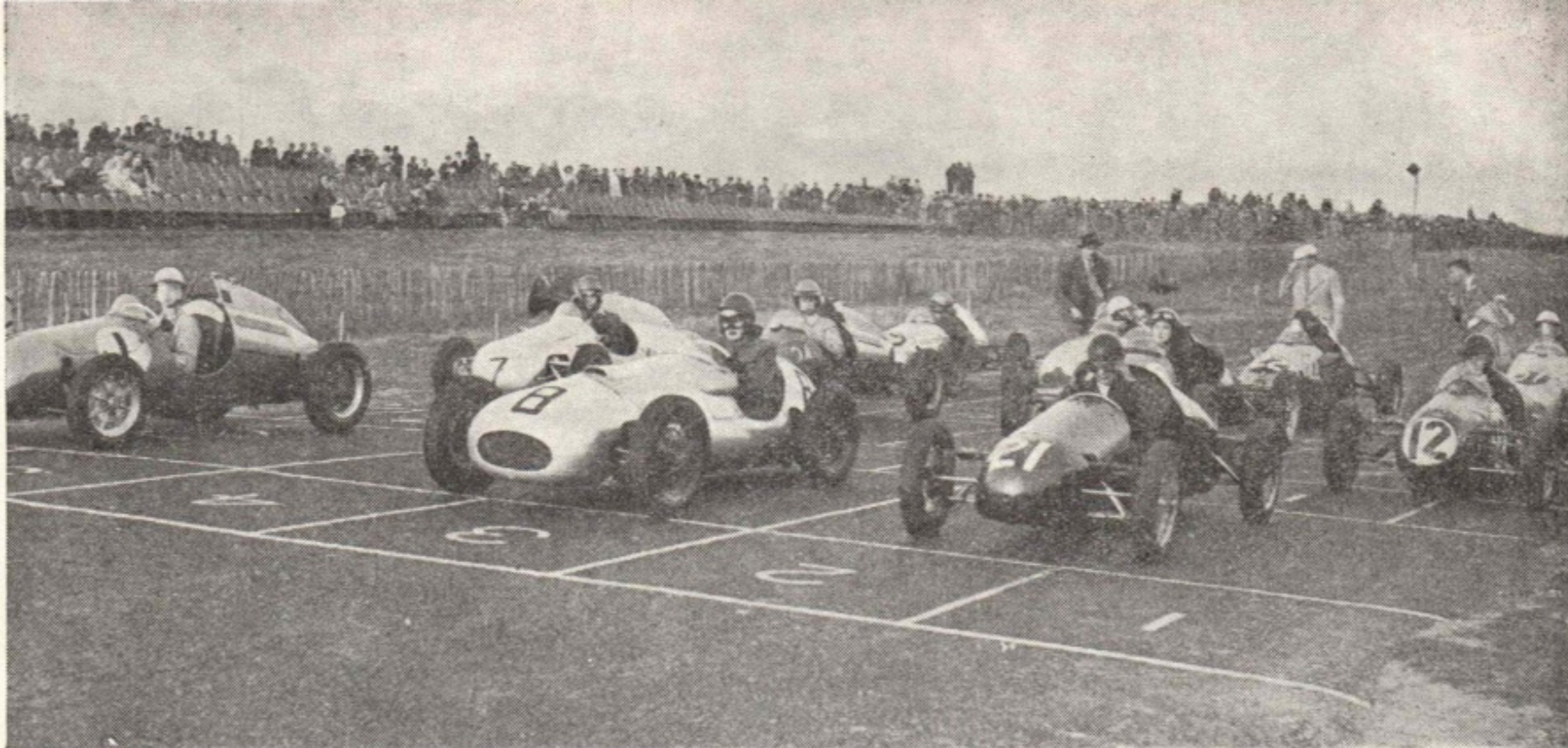
**N**EXT week's issue will contain a complete review of everything at Earls Court which has a bearing on the Sport. There will also be a comprehensive, illustrated report of the M.C.C. "Buxton", and Sheffield and Hallamshire "High Peak" trials. John Bolster has something important to say on the subject of "Oil on the Track".

**S**TOP PRESS: New Fords are a major Show sensation. Both have 79.37 mm. x 76.20 mm. (note bore-stroke ratio) o.h.v. (push-rod) engines, and telescopic dampers-cum-helical springs units for the i.f.s. Four-cylinder, 1½-litre "Consul" develops 47 b.h.p. at 4,400 r.p.m., and the Zephyr Six (2,262 c.c.) pushes out 68 b.h.p. at 4,000. Prices are £415 (+£116 0s. 7d. P.T.) and £475 (+£132 13s. 11d. P.T.) respectively!!



*SMILE PLEASE: Robin Montgomerie-Charrington (left) and well-known speedway rider Eric Chitty at Castle Combe on 7th October. Following Alf Bottoms's example, many of the dirt-track boys are showing a keen interest in 500 c.c. racing.*





Front row on the starting grid at Brands Hatch for the Ladies' Race sees Mrs. Joan Gerard (Cooper) on the extreme left, Mrs. Biddie Shields (Emeryson, No. 8), Mrs. Nancy Binns (Parker, No. 21) and, on the right, the eventual winner, Miss E. Store (J.B.S., No. 12)

## Bright Brands Hatch Racing

500 CLUB STAGE FINAL MEETING OF SEASON—ALF BOTTOMS, DON PARKER AND KEN CARTER WIN MAIN EVENTS—ALF'S BROTHER TAKES JUNIOR CHAMPIONSHIP—MISS E. STORE MAKES IT A J.B.S. HAT-TRICK

LAST Saturday's meeting at Brands Hatch wound up what has been an excellent first season's racing for "500s" on the admirable one-mile road circuit. Once again, Alf Bottoms and his J.B.S.-Norton were outstanding, and a broken chain on his last lap robbed the Wembley speedway rider of the Brands Hatch Championship race, to add to J.B.S. wins. The Ladies' Race was a complete success, and was won by Miss E. Store on Alf Bottoms's J.B.S., who snatched victory from Miss Olga Kevelos (Kieft-Norton) practically on the finishing line. Several odd things happened to folk. Nigel Rowland (Cooper-J.A.P.) had a wishbone come adrift, and three-wheeled round for the best part of a lap before officials managed to flag him in: Burgoyne (Cooper-J.A.P.) also joined the three-wheeler ranks, shedding one of his back ones, whilst Ken Smith (Smith-J.A.P.) suddenly found the seat of his pants scraping the road when his chassis broke in the middle.

Ken Carter and Bill Whitehouse (Cooper-Nortons) went a-duelling in the opening heat, the World Cup winner coming home just over a couple of seconds ahead. The second

heat developed into a scrap between Don Parker (Parker-J.A.P.) and George Wicken (Cooper - J.A.P.), after J. Leary (Cooper-J.A.P.) had fought his way into the lead, but went out shortly afterwards. Wicken tried all ways to take Parker, but just hadn't the acceleration of his rival. Heat Three was easy for Alan Rogers (Cooper - Norton), the Didsbury driver winning by a sizeable piece of



Finish of the Ladies' Race, showing Miss Store (J.B.S.) pipping Miss Olga Kevelos (Kieft) virtually on the line.

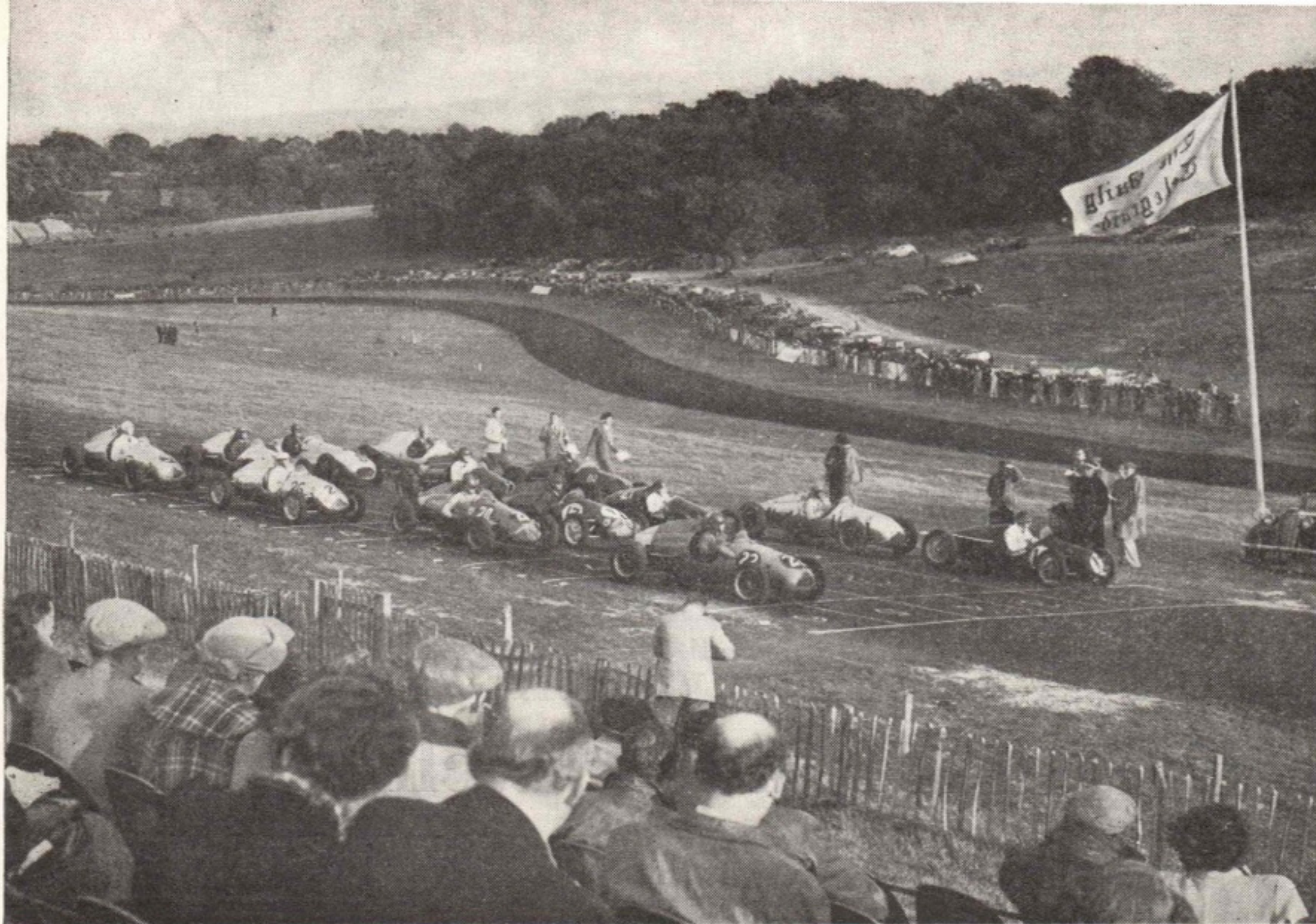
landscape. Ian Burgess (Cooper-J.A.P.), and Paul Emery (Emeryson-J.A.P.) both packed up at the Paddock tunnel, leaving Ken Gregory (Kieft-J.A.P.) and F. C. Corbin (Cobra-Norton) to dice it out for second place, the silver Kieft eventually crossing the line well in front of the unorthodox, side-engined machine.

The final of this Open event saw Parker warding off all challengers to win at 64.13 m.p.h. Rogers waltzed ahead, only to be eliminated by his Brands Hatch broken chain bogey; Carter also took the lead, but slid off the road at Paddock Bend after a hydraulic pipe-line fractured; Wicken and Whitehouse were involved in a slight mix-up in pursuit of Parker, Rogers and Carter, which culminated in "C'est Si Bon" finding things not so good, and shooting off the "Tarmac" backwards.

Well-known names with different initials were a feature of the Junior Championships. For instance, C. Bottoms drove brother Alf's J.B.S., and Billie Carter, Ken's Cooper-Norton. Bottoms won the first heat rather easily, after Gordon Bedson, in "Chiron" Brown's Cooper-J.A.P.

(continued overleaf)





Grandstand view of the start of the Championship of the Meeting race, with Alf Bottoms (J.B.S.), the winner, and Alan Rogers (Cooper), runner-up, in the front row.

### Bright Brands Hatch Racing

—continued

accomplished a spectacular first-lap high speed revolving act. Rex McCandless (not unknown in the two-wheeler world) took the second heat, driving Frost's Cooper-Norton, after a determined effort on the part of Bill Grose (Grose-J.A.P.) to catch the flying Irishman. Grose gave Bottoms plenty to think about in the final, and only the superior speed of the J.B.S. prevented the Northampton man from winning. Frank Kennington handled his Emeryson-Norton neatly, bringing it into third spot after a many laps scrap with Richards (Cooper-J.A.P.), Symonds (Cooper-J.A.P.) and Corbin (Cobra).

Heat One of the Brands Hatch Championship evolved into a remarkable dust-up between Bottoms (Alf) and Parker, both passing and re-passing many times. On one occasion, whilst both were engaged in their private war, Carter took the pair of them, only to have to drop back when Bottoms streaked ahead

on sheer speed out of Clearways. They eventually finished, Bottoms-Carter-Parker. John Cooper led all the way in the second heat, only Rogers getting within striking distance. Wicken's aides were so eager to fasten his engine cover, that sheer weight of hands caused him to stall his engine on the line. Somehow or other the cover was forgotten in the scramble to re-start, and it aviated on to the grass a few minutes afterwards.

The Bottoms - Carter - Parker battle was continued in the Final. Parker tore off in the lead, held it for one lap, and was then passed by Bottoms in a wheel-to-wheel act at Clearways. Cooper came through to dice with Don, but fell back when Carter edged past. Bottoms looked like having a runaway win, until a chain link snapped as he was about to enter his last lap. This let Carter into the lead, but there was a surprising finish for second place, when Cooper appeared from nowhere to pass Rogers, Whitehouse and Carter actually in Paddock Bend.

Alf Bottoms made no mistake in

the Championship of the Meeting race. Alan Rogers made a superb getaway, but was caught and passed by the J.B.S. before both entered their second tour. Behind Rogers, the gloves were off between Wicken and Parker. For six out of the fifteen laps, Parker held off the Maidstone lad, who was also disputing the issue with John Cooper. Wicken eventually settled with Parker, and went off in pursuit of Rogers, only to pack up with motor trouble on lap Ten. Cooper also sorted out the Parker-J.A.P., after a struggle with Ian Burgess (Cooper-J.A.P.). Bottoms won by a fair margin, with Rogers runner-up, and Cooper, Parker, Montgomerie - Charrington (Cooper-J.A.P.) and Gregory (Kieft) finishing in that order. It was in this race that Burgoyne shed a wheel.

The five-lap Ladies' Race was most diverting. Mrs. Nancy Binns (Parker) shot into the lead, only to relinquish it to Miss Olga Kevelos (Kieft-Norton) who weaved her way through the field in best lead-foot manner. Mrs. Joan Gerard (Cooper-Norton), after some slight difficulty



with an obstinate gear-change, settled down to chase Nancy Binns. Mrs. Joy Cooke, motored Mike Beardshaw's Cooper-J.A.P. into the adjoining landscape.

Joan Gerard skipped past Nancy Binns, who was then involved first with Olga Kevelos, and then with Miss Kemble (in Alan Rogers's Cooper-Norton). Coming up the hill at Paddock Bend, it looked as if the Kieft would be first across the line, followed by Joan Gerard. However, in a perfect storm of a finish, Miss Eliz Store (J.B.S.-Norton) passed the leading pair in real Alf Bottoms manner. They finished, Miss Store, Miss Kevelos, Mrs. Gerard, Miss Kemble, Mrs. Binns and Mrs. Biddie Shields (Emeryson-Norton). Undoubtedly an excellent race, thoroughly enjoyed by the crowd, and one well worth repeating next season.

#### RESULTS

**Open Challenge Race**—Heat 1: 1, Ken Carter (Cooper-Norton), 63.74 m.p.h.; 2, Bill Whitehouse (Cooper-Norton); 3, David Brake (Cooper-J.A.P.). Heat 2: 1, Don Parker (Parker-J.A.P.), 63.53 m.p.h.; 2, George Wicken (Cooper-J.A.P.); 3, R. Montgomerie-Charrington (Cooper-J.A.P.). Heat 3: 1, Alan Rogers (Cooper-Norton), 64.36 m.p.h.; 2, Ken Gregory (Kieft-J.A.P.); 3, F. C. Corbin (Cobra-Norton). Final: 1, Parker, 64.13 m.p.h.; 2, Brake; 3, Whitehouse; 4, J. W. Burgoyne (Cooper-J.A.P.); 5, M-Charrington; 6, Curly Dryden (Cooper-Norton).

**Junior Championship**—Heat 1: 1, C. Bottoms (J.B.S.-Norton), 61.08 m.p.h.; 2, Gordon Bedson (Cooper-J.A.P.); 3, Billie Carter (Cooper-Norton). Heat 2: 1, Rex McCandless (Cooper-Norton), 62.24 m.p.h.; 2, Bill Grose (Grose-J.A.P.); 3, G. H. Symonds (Cooper-J.A.P.). Final: 1, Bottoms, 63.12 m.p.h.; 2, Grose; 3, Frank Kennington (Emeryson-Norton); 4, A. W. Richards (Cooper-J.A.P.); 5, Symonds; 6, Corbin.

**Brands Hatch Championship**—Heat 1: 1, Alf Bottoms (J.B.S.-Norton), 64.47 m.p.h.; 2, Carter; 3, Parker. Heat 2: 1, John Cooper (Cooper-J.A.P.), 64.01 m.p.h.; 2, Rogers; 3, Whitehouse. Final: 1, Carter, 64.22 m.p.h.; 2, Cooper; 3, Whitehouse; 4, Rogers; 5, Parker; 6, Burgoyne.

**Championship of the Meeting**—1, Bottoms, 64.54 m.p.h.; 2, Rogers; 3, Cooper; 4, Parker; 5, M-Charrington; 6, Gregory (Kieft).

**Ladies' Five-lap Race**—1, Miss Eliz. Store (J.B.S.-Norton), 56.85 m.p.h.; 2, Miss Olga Kevelos (Kieft-Norton); 3, Mrs. Joan Gerard (Cooper-Norton); 4, Miss H. Kemble (Cooper-Norton); 5, Mrs. Nancy Binns (Parker-J.A.P.); 6, Mrs. Biddie Shields (Emeryson-Norton).

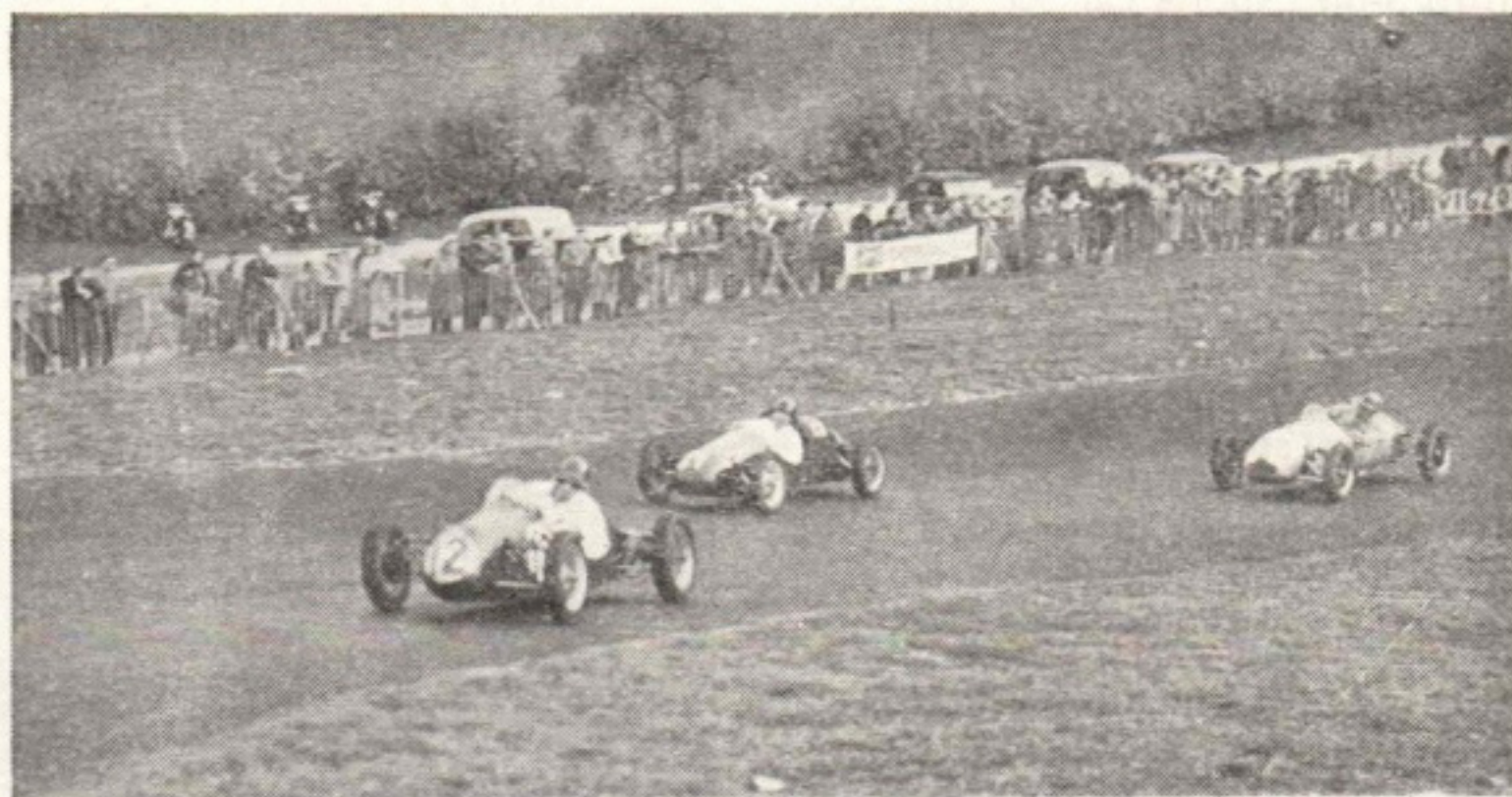
**Team Prize**—1, Team No. 5 (Emery, Bottoms and Parker), aggregate, 19 points; 2, No. 1 (Carter and Whitehouse), 18; 3, No. 6 (Rogers, Burgoyne and Brake), 14.



*Doffing his bonnet: George Wicken (Cooper), presses on after losing his engine cover in the Brands Hatch Championship Final.*

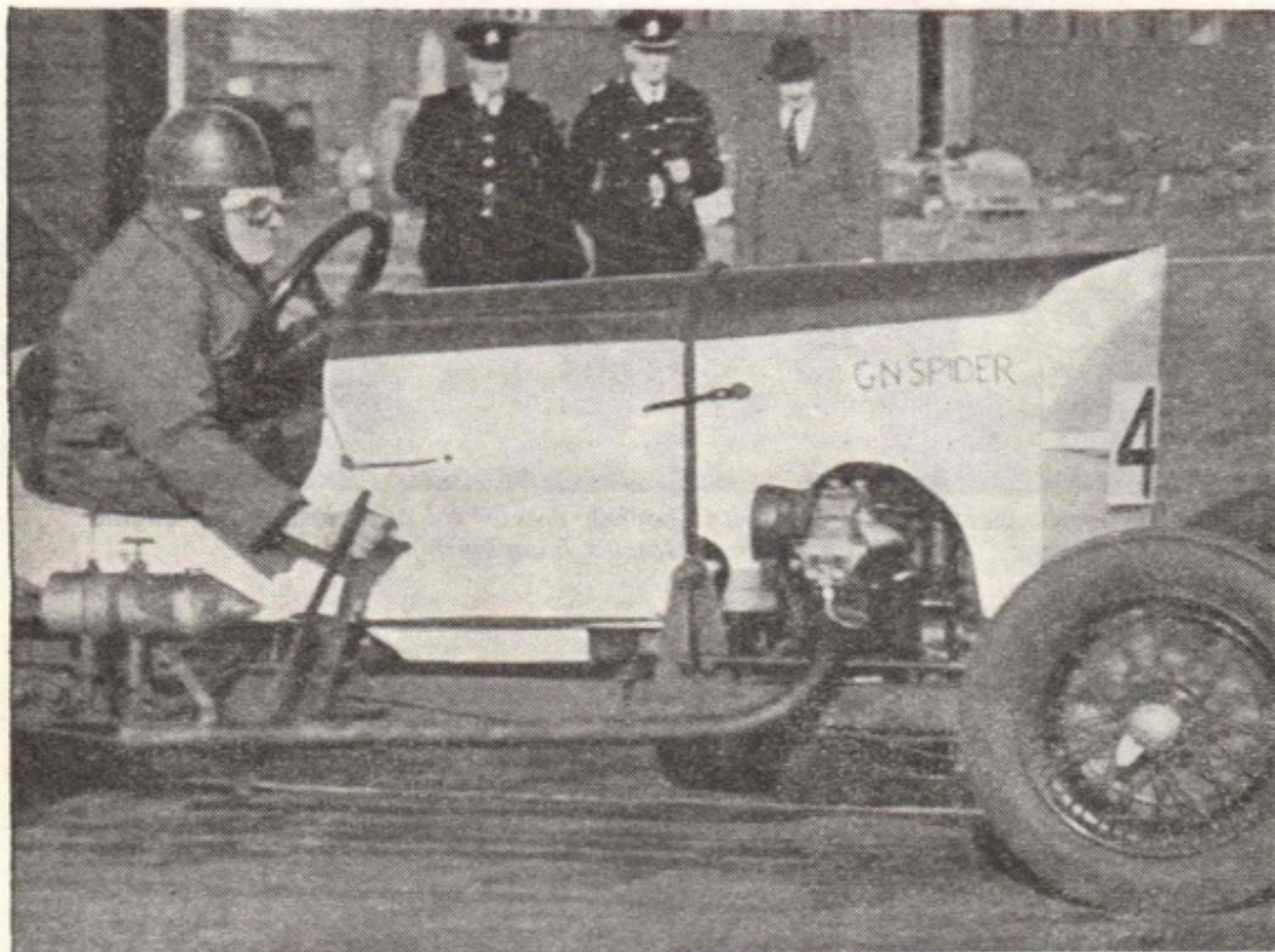


*Wreathed—and smiles: (L. to R.). Ken Carter, Miss E. Store, Alf Bottoms and C. Bottoms, after receiving the victors' laurels at the conclusion of the meeting.*



*Norton versus J.A.P.: Alf Bottoms (J.B.S.-Norton) and Don Parker (Parker-J.A.P.) during one of their many duels. John Cooper (Cooper-J.A.P.) is keeping a watching brief.*





*ALTCAR: A typical shot of Shelsley specialist Basil Davenport thundering off the line in his famous 2-litre, twin-cylinder, G.N.-Spider.*

class. Mervyn Kearon's Cooper-J.A.P. (16 $\frac{3}{8}$  secs.) was faster than Jack Moor's Wasp-Norton on aggregate. Quickest of the "multis" was the inevitable Jim Lafone ("Q" M.G.).

Weight is the traditional enemy of acceleration, and Bertie Bradnack certainly carries his own handicap around with him—some 17 stones of it. Even so, he whisked his Cooper-J.A.P. "1,100" along in 14 $\frac{1}{2}$  secs.—fastest of the day so far. In the 1,500 c.c. section, Peter Collins (1,200 Cooper-J.A.P.) returned 14 $\frac{3}{8}$  secs., a time which he duplicated on his second bid. Duncan Hamilton, in his newly-acquired ex-Bell 2-litre E.R.A. equalled Collins's figures, but unfamiliarity with the gearbox cost him nearly a second more on his

## Waterloo's Altcar Sprints

**PETER COLLINS (1,200 COOPER-J.A.P.) FASTEST ON AGGREGATE—GEOFFREY MANSELL'S ALLARD QUICKEST "OVER 3-LITRE"—TYRER'S "BRESCIA" MOST RAPID SPORTS CAR**

A GOODISH crowd turned up for the Waterloo and District M.C.'s sprints at Altcar, where an entry of sixty-three cars supplied excellent sport on a quarter-mile stretch of the motor cycle racing circuit. Dalton's swift TC M.G. took the up to 1,300 c.c. sports car class in spite of an audible miss at peak r.p.m., and also collected the 1 $\frac{1}{2}$ -litre category. In the up to 3-litre sports car section, Len Melly took over Gillie Tyrer's "Brescia" F.-N.-BMW, the latter being out of action with a sprained ankle. He did, however, do some uncanny forecasting of eventual times over the P.A. Lady Mary Grosvenor (Riley Sprite) returned 16 $\frac{1}{8}$  secs., to which Melly replied with 15 $\frac{3}{8}$ , a time which he repeated on his second run, to give him "fastest sports car" honours, and dominate the class.

Geoff Mansell's prototype J2 Allard was best in the over 3-litre class, with C. E. Reynolds's Mercury-powered Batten runner-up. Impressive sight in this section was

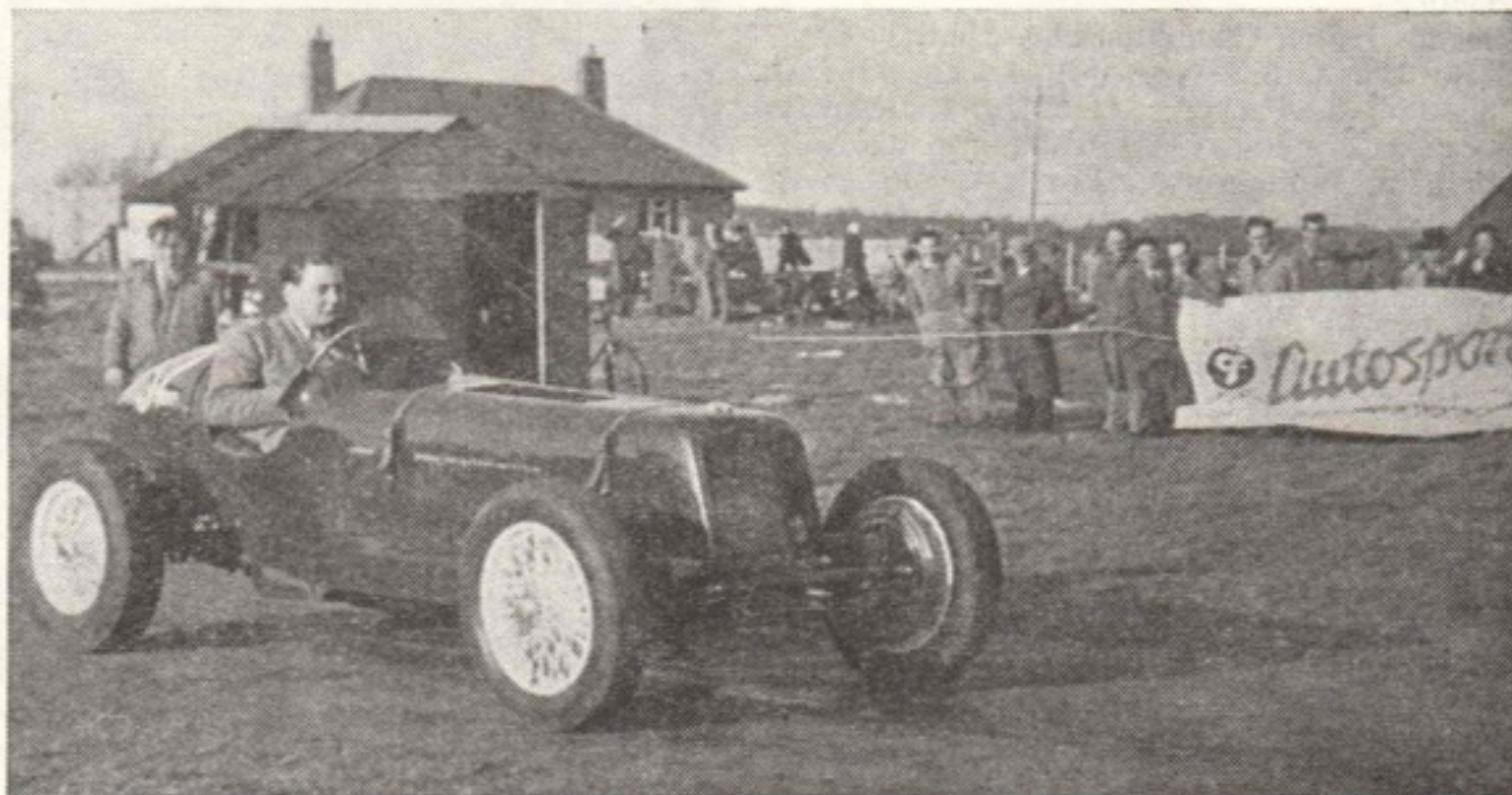
*NEW MOUNT: Duncan Hamilton in his newly-acquired ex-Peter Bell, 2-litre E.R.A. He shared best time with Peter Collins (Cooper) but lost out on aggregate.*

Hugh Howarth's big Lagonda tearing down the course. Scragg's Javelin was best in the under 1,500 c.c. saloon category, and Downing's Healey outdid Haslam's stupendous 12-cylinder Lagonda in the over 1,500 c.c. affair.

Tyrer forecast 16 secs. for Tipper's Monaco-Norton, but the little machine (all the way from Bournemouth) streaked up in  $\frac{2}{8}$  sec. less to win the up to 750 c.c. racing

second run making him the runner-up.

Lady Mary, this time in the Alta got down to 15 $\frac{1}{8}$  secs., but had to yield her place to Bradnack on aggregate. Basil Davenport's famous G.N. Spider thundered down in 15 $\frac{1}{8}$  secs., altering direction rather alarmingly at maximum speed, but masterfully held by the burly Basil. Peter Reece's Bugatti suffered from too high an axle ratio—but supplied a wonderful exhaust note.





## ALTCAR RESULTS

Sports Cars up to 1,300 c.c.—1, J. F. Dalton (M.G.), 19 secs. and 19 secs.; 2, G. Hoyle (M.G.), 20 $\frac{3}{8}$  and 21 $\frac{3}{8}$ ; 3, R. W. Farnworth (M.G.), 21 $\frac{3}{8}$  and 21 $\frac{3}{8}$ .

Sports Cars up to 1,500 c.c.—1, J. F. Dalton (M.G.), 19 $\frac{3}{8}$  and 19; 2, C. G. Moore (Riley), 19 $\frac{1}{2}$  and 19 $\frac{3}{8}$ ; 3, Lady Mary Grosvenor (Riley), 20 $\frac{1}{2}$  and 20 $\frac{3}{8}$ .

Sports Cars up to 3,000 c.c.—1, G. Tyrer (Melly up) (F.N.-BMW), 15 $\frac{3}{8}$  and 15 $\frac{3}{8}$ ; 2, Lady Mary Grosvenor (F.N.), 16 $\frac{1}{2}$  and 16 $\frac{1}{2}$ ; 3, J. Haslam (F.N.-BMW), 20 $\frac{3}{8}$  and 19 $\frac{1}{2}$ .

Sports Cars over 3,000 c.c.—1, G. N. Mansell (Allard), 16 $\frac{3}{8}$  and 16 $\frac{1}{2}$ ; 2, C. E. Reynolds (Batten Spl.), 19 $\frac{1}{4}$  and 16 $\frac{3}{8}$ ; 3, H. D. Pritchard (Allard), 19 $\frac{1}{2}$  and 17.

Closed Cars up to 1,500 c.c.—1, E. P. Scragg (Javelin), 21 $\frac{3}{8}$  and 21 $\frac{3}{8}$ .

Closed Cars over 1,500 c.c.—1, K. H. Downing (Healey), 19 $\frac{3}{8}$  and 19 $\frac{3}{8}$ .

Racing Cars up to 750 c.c.—1, C. Tipper (Monaco), 16 and 15 $\frac{3}{8}$ ; 2, M. C. Kearon (Cooper), 16 $\frac{3}{8}$  and 16 $\frac{3}{8}$ ; 3, E. J. Moor (Wasp), 17 and 16 $\frac{3}{8}$ .

Racing Cars up to 1,100 c.c.—1, B. E. Bradnack (Cooper), 14 $\frac{1}{2}$  and 16 $\frac{1}{2}$ ; 2, C. Tipper (Monaco), 15 $\frac{1}{4}$  and 16 $\frac{3}{8}$ ; 3, M. C. Kearon (Cooper), 16 $\frac{1}{2}$  and 16 $\frac{3}{8}$ .

Racing Cars up to 1,500 c.c.—1, P. Collins (Cooper), 14 $\frac{3}{8}$  and 14 $\frac{3}{8}$ ; 2, P. H. Bell (D. Hamilton up) (E.R.A.), 15 $\frac{3}{8}$  and 14 $\frac{3}{8}$ ; 3, B. E. Bradnack (Cooper), 15 $\frac{1}{2}$  and 15 $\frac{3}{8}$ .

experimentally as a change from the more usual series of short tests) fully deserved its name, providing, round a quarter-mile circuit, sixteen points at which competitors were required to perform some evolution or other. There is a great attraction in this type of event, where a second run provides the opportunity of correcting the mistakes of the first, and which thus reproduces in some degree the interest of such well-known events as Prestcott or Shelsley. In this instance full use was made of the natural features of the site and the variety of braking surfaces added greatly to the excitement.

Clear written instructions and an explicit diagram were reinforced by a slow demonstration run and few of the forty-seven starters incurred penalties for mistakes in procedure. Marking was on total time plus penalties, less a well-deserved bonus of five marks to closed cars. Only half-a-dozen competitors clocked less than two minutes, the fastest being M. W. Taylor (M.G./Ford) in 1 min.

board, no more than ten or fifteen seconds between the end of one run and the start of the next were testimony to first-class organization and this most enjoyable and successful meeting was gratifying evidence of the vitality and enthusiasm of the smaller one-make clubs.

The event was won by E. G. Walsh (Southern Jowett Car Club) driving a Javelin. K. M. Rudd (Citroen C.C.) with a Fiat 500 was second, W. D. Hurlock (A.C.O.C.) third, and M. W. Taylor fourth—First Class awards. Second Class awards were won by A. D. C. Gordon, L. N. Drew, N. G. Ramseyer, R. G. Henderson and J. K. Bell.

### THE SCOTTISH CLUBS' JOINT CONFERENCE

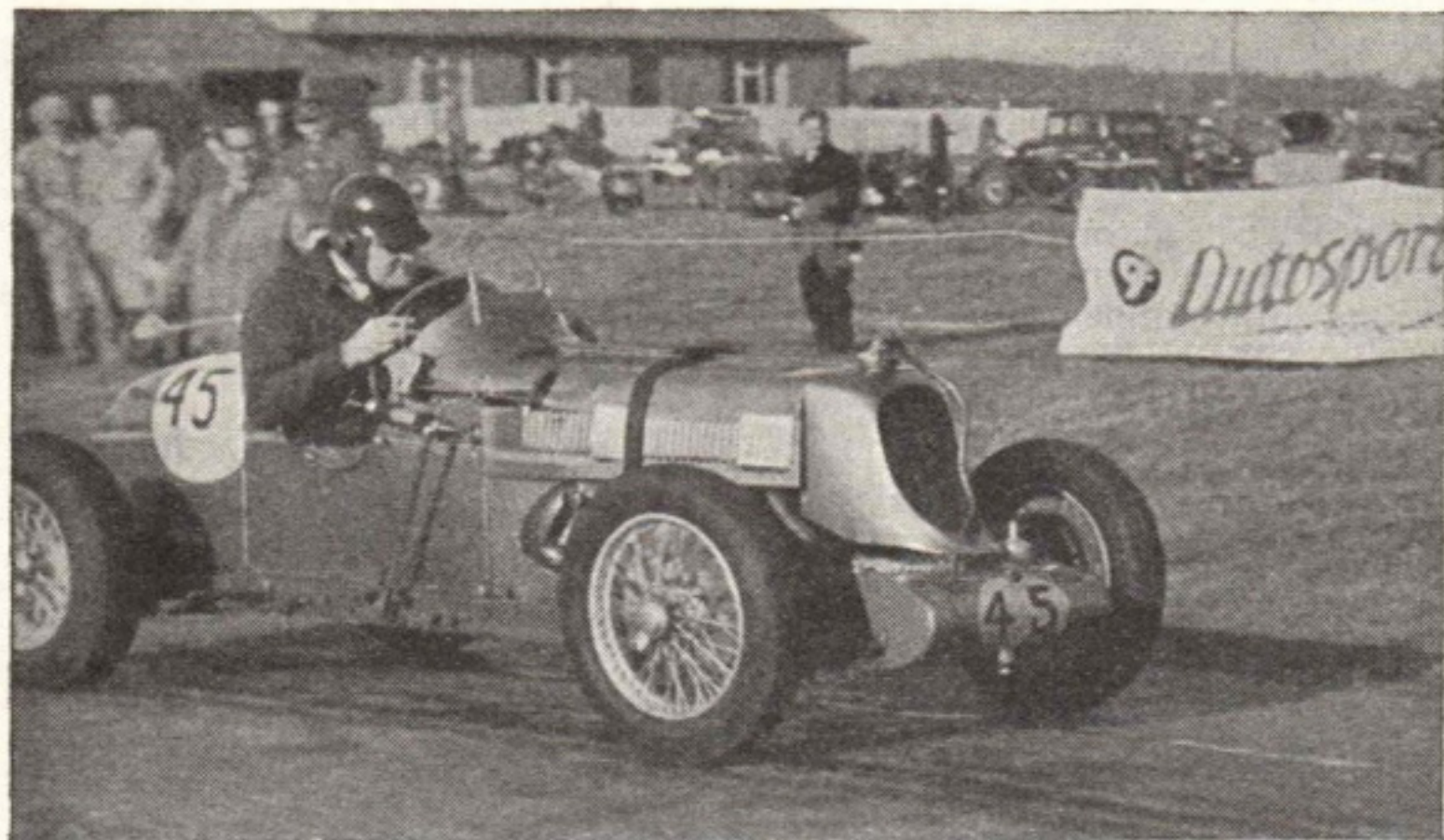
THERE was a record attendance of delegates at the annual Scottish Clubs' Conference which was held within the R.S.A.C., Glasgow, on 13th October. Supreme optimism was the keynote and no fewer than forty provisional dates were allocated for next season, subject of course, to confirmation by the R.A.C.

Chairman was Alex Frew, Jr., convener of the Trials and Competitions Committee of the R.S.A.C. In his opening remarks he said the past season had been an extraordinarily successful one and from his personal experience he would say that the Scottish events had all been very well conducted. To the delegates of the Berwick and D.M.C., Hawick and Border C. and M.C.C. and the Lothian Car Club he extended special congratulations for staging Scotland's first race meeting at Winfield. "Then it was always pleasing to think," he added, "that two out of the six hills included in the R.A.C. British Hill-Climb Championship were situated north of the Border."

Of the future he was highly optimistic. He understood the R.A.C. were planning a Festival of Britain rally to be held between 11th-16th June and he believed at least two days would be spent in Scotland. Then it was proposed to revive the series of popular Scottish Rallies and a provisional date was 14th-18th May inclusive.

Apropos Easthaven, he was afraid that meantime negotiations with the

(continued on page 283)



**MIGHTY MIDGET:** Jim Lafone streaks away at Altcar in his Q-type, 750 c.c. M.G. The disabled driver has had a most successful season with this rapid little vehicle.

### A. C. OWNERS AT REDHILL

#### Walsh's Javelin Takes Honours

THE A.C. Owners' Club are to be congratulated on the excellence of their "Comprehensive" Driving Test at Redhill Aerodrome on 15th October, which attracted an entry of fifty-three cars and an unusually large crowd of spectators. The lengthy and continuous test (adopted

50 secs., who was, however, beaten into fourth place by the saloons of Walsh, Rudd and Hurlock. A. D. C. Gordon (Jowett), who was fifth, carried consistency to the length of scoring identical marks on both runs, but in the main the value of practice was demonstrated by improved second attempts, until dusk descended. The prompt broadcasting of marks, an up-to-the-minute score-



# Sports-News

**A**LLARD successes in Scandinavia include the winning of the Danish Championship by Robert Nelleman in a J2, on the Fangel-Odense motor road. Nelleman, who is Denmark distributor for Allards, has christened his car "C'est Si Bon".

\* \* \*

**R**ACING Guzzi "500" with "bicilindrici" motor is on test at Monza, but they say that the production car will be powered by the single-cylinder "Gambalunga" engine. Italy plans to stage several 500 c.c. events next season.

\* \* \*

**E**UROPEAN participation in next year's Indianapolis "Five Century Grind" is almost certain. The 4½-litre Ferrari and the "top secret" V-12 Alfa-Romeo are the best bets, whilst Lago-Talbot may also be represented. Incidentally, talking about Indianapolis reminds us that Jimmy Jackson piloting the Cummins Diesel that ran this year, took kilometre and mile records that belonged to George Eyston, and 5 kilos, 5 miles, late property of Haeberle's Hanobag. Jackson's speed over the mile was 265.300 k.p.h. (approx. 165.8 m.p.h.).

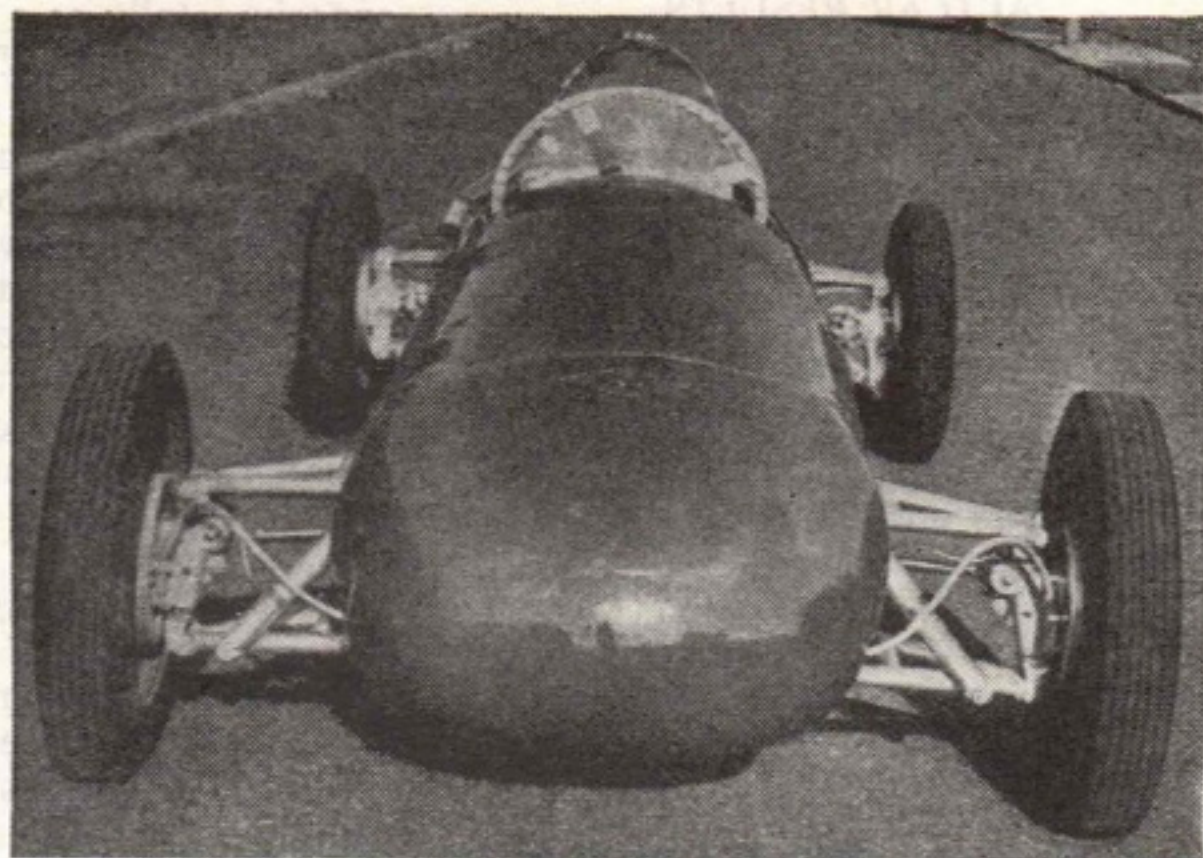
\* \* \*

**O**BITUARY: We regret to announce the recent death of two prominent pre-war Continental drivers, Victor Hemery and Albert Perrot. Hemery was a famous figure in races with Darracqs, whilst Perrot was one of the first to drive the six-cylinder Delahaye in competitions.

\* \* \*

**A**B JENKINS has been at it again. The 67-years-old driver is the first man to cover more than 300 kilometres (approx. 187.5 miles) in one hour. New world's records with the Mormon Meteor are 100 miles in 32 mins., 31.645 secs., 200 kilometres in 39 mins., 52.231 secs. 200 miles in 1 hr. 2 mins. 51.214 secs. One hour, 306.868 kilometres.

The new single-seater Kieft, built mainly of light alloys, is available for 1951 both as a "500" (7 ft. wheel-base), and a "1,100" (7 ft. 6 in.). Price with 497 c.c. J.A.P. engine is £580, and with the twin, £799 (ex-works). Kiefts feature a clever, pre-adjustable for load, independent suspension to all wheels.



**N**ORMAN BUCKLEY, well-known F.N.-BMW and Brough Superior motor-cycle dicer, took motor-boat records recently with his Jaguar XK 120-engined craft. In the under 8 kilograms class, his speed for the hour was 55.589 m.p.h., to crack the 51 m.p.h. record formerly held by Germany.

\* \* \*

## COUPE DU SALON MEETING AT MONTLHÉRY

**V**ERY few spectators attended what must have been a rather dull meeting at Montlhéry last Sunday. Results of the racing, for sports and touring cars were as follows:

### Sports Cars

Over 3-litres—1, G. Mairesse (Talbot), 1 hr. 10 min. 39 secs. (126.766 k.p.h.).

2-3-litres—1, L. Gerard (Delage).

1,100-2,000 c.c.—1, Guillaumet (Peugeot).

750-1,100c.c.—1, Sacha Gordini (Simca).

Under 750 c.c.—1, E. Bayol (D.B.).

### Touring Cars

Over 3-litres—1, Pagnibon (Talbot).

2-3 litres—1, Morra (Peugeot).

1,500 c.c.—1, Claude (Lancia).

750 c.c.—1, Chaussat (Dyna Panhard).

\* \* \*

## D.B. TAKES INTERNATIONAL RECORDS AT MONTLHÉRY

Successful 750 c.c. and 500 c.c. Attempts

**L**AST week a team of drivers with two Panhard-engined D.B.s made a determined onslaught on long-distance International Class Records at Montlhéry. In all, eight new 750 c.c. class and six new 500 c.c. class figures were set up, as follows:

### 750 c.c.

3 hours (471.796 km.) at 152.225 k.p.h.  
500 km. in 3h. 12m. 54s. at 155.51 k.p.h.  
500 miles in 5h. 9m. 45s. at 155.87 k.p.h.  
6 hours (936.46 km.) at 156.08 k.p.h.  
1,000 km. in 6h. 24m. 7s. at 156.2 k.p.h.  
1,000 miles in 10h. 23m. 58s. at 154.74 k.p.h.  
12 hours (1,859.74 km.) at 154.98 k.p.h.  
2,000 km. in 13h. 2m. 54s. at 153.28 k.p.h.  
Drivers: Bonnet, Bayol, Aunaud, Bouchard.

### 500 c.c.

50 km. in 21m. 31s. at 139.396 k.p.h.  
50 miles in 34m. 24s. at 140.32 k.p.h.  
100 km. in 42m. 37s. at 140.67 k.p.h.  
1 hour (distance 740.88 km.).  
100 miles in 1h. 8m. 27s. at 141.06 k.p.h.  
200 k.m. in 1h. 24m. 39s. at 141.18 k.p.h.  
Driver: E. Bayol.

\* \* \*

## BRISTOL'S 104.78 MILES IN THE HOUR

### Anthony Crooke's Successful Trip

**I**N the short space of under twelve hours, Anthony Crooke took his 2-litre Bristol Type 401 saloon to Montlhéry and was officially timed by l'A.C. de F., to cover 104.78 miles in one hour, with a couple of laps at 107.55 m.p.h. This remarkable achievement was made possible by using Silver City's freighter service from Lypne to Le Touquet.

Crooke's time-table was as follows: 05.15 hrs., left Caterham, Surrey, four up and with full luggage aboard. 06.50 hrs., arrived Lypne. 07.15 hrs., took off in Bristol freighter. 07.50 hrs., arrived Le Touquet. 12.30 hrs., arrived at Montlhéry in time for lunch after picking up another passenger and covering 170 miles non-stop. 15.00-14.00 hrs., drove Bristol "401" round track under official observation. 16.55 hrs., left Montlhéry accompanied by French photographer—six persons aboard. 17.50 hrs., arrived Cormilles airport, averaging 46 m.p.h. en route. 18.05 hrs., took off for Lypne. 18.55 hrs., landed at Lypne. No spares were carried, and only one pint of oil was used.



## RUSSELL LOWRY'S

**Northern Lights**

TOTAL ECLIPSE—WINGFIELD'S H.R.G. SUCCESS  
—ENTHUSIASM—B.R.M.A. MEMBERSHIP UP—  
WHAT'LL CHART—NO TAMPERING, PLEASE



LEST one should be accused of only telling stories "against" other people, here is one by no means complimentary to "Northern Lights", whose personal appearance is evidently less distinguished than is suggested by the rather distressing photograph at the top left-hand corner of this page. Pending attendance at a recent sporting function, the "Northern Lights" car had just been parked on the marine drive of a distant watering place. Walking towards the scene of the forthcoming driving tests your reporter was suddenly attracted by a tapping noise on the windows of another parked car, and naturally paused to see what the reason might be. A window was wound down slightly, and the following strange conversation took place with an elderly and heavily bejewelled member of the gentler sex:—

"Yoong man, 'ave you chainge of 'arf a crown?"

"Yes, I think so. Ah, two shillings and a tanner, will that do?"

"Nay, ah want five sixpences."

"Well, I'm very sorry, I don't seem to have five sixpences."

"Yer ought to 'ave, you're selling tickets for this 'ere prom, ain't yer?"

As Mr. Punch would have said years ago—Collapse of "Northern Lights".

\* \* \*

THE reason for Donald Ackernley's curious gyrations at Gamston has been explained. It seems that his M.G. had been mildly bumped by a third party just prior to the race meeting. Careful check over revealed no serious consequences, and the car was accordingly raced. So peculiarly did she handle, however, the front wheels locking solid on every corner, that further inspection was obviously called for, and this revealed a steering arm in a state of health so perilous as to cause shivers down the spine, and no further racing took place that day. It all goes to show that you can't be too careful.

\* \* \*

BOB WINGFIELD had every reason to be pleased with himself and his newly acquired H.R.G. at the Scarborough meeting. Although the unexpectedly long wheel base of the car meant that he was in the same class as the Healeys and things, this being the basis used by the B.A.R.C. instead of the more frequent "capacity" classes, he brought off a very good win in the driving tests.

SOME people cover enormous distances for the pleasure of competing in various events. One hero—he'd left again before I could run him to earth—had come up from the South specially for the first part of the Scarborough Week-end, and was returning to Southampton overnight to compete in another trial next day.

\* \* \*

IN view of the deep depression which descended over supporters of the B.R.M. at Silverstone, it is particularly interesting to hear from Denis Flather, who is, of course, on the Committee of the British Motor Racing Research Trust, that applications for membership actually showed quite a sharp rise from the very moment of the car's unfortunate failure on the starting line. Total membership is now some 4,000 strong, and is rising steadily. At least a couple of conscious-stricken guineas were produced over the coffee cups which accompanied the pow-wow with Flather. Obviously, a steady stream of support is going to be needed, so any enthusiasts who have not so far coughed up, should grasp the opportunity. Next year, it is hoped that B.R.M. Association members will be kept informed of developments by the issue of a regular bulletin.

\* \* \*

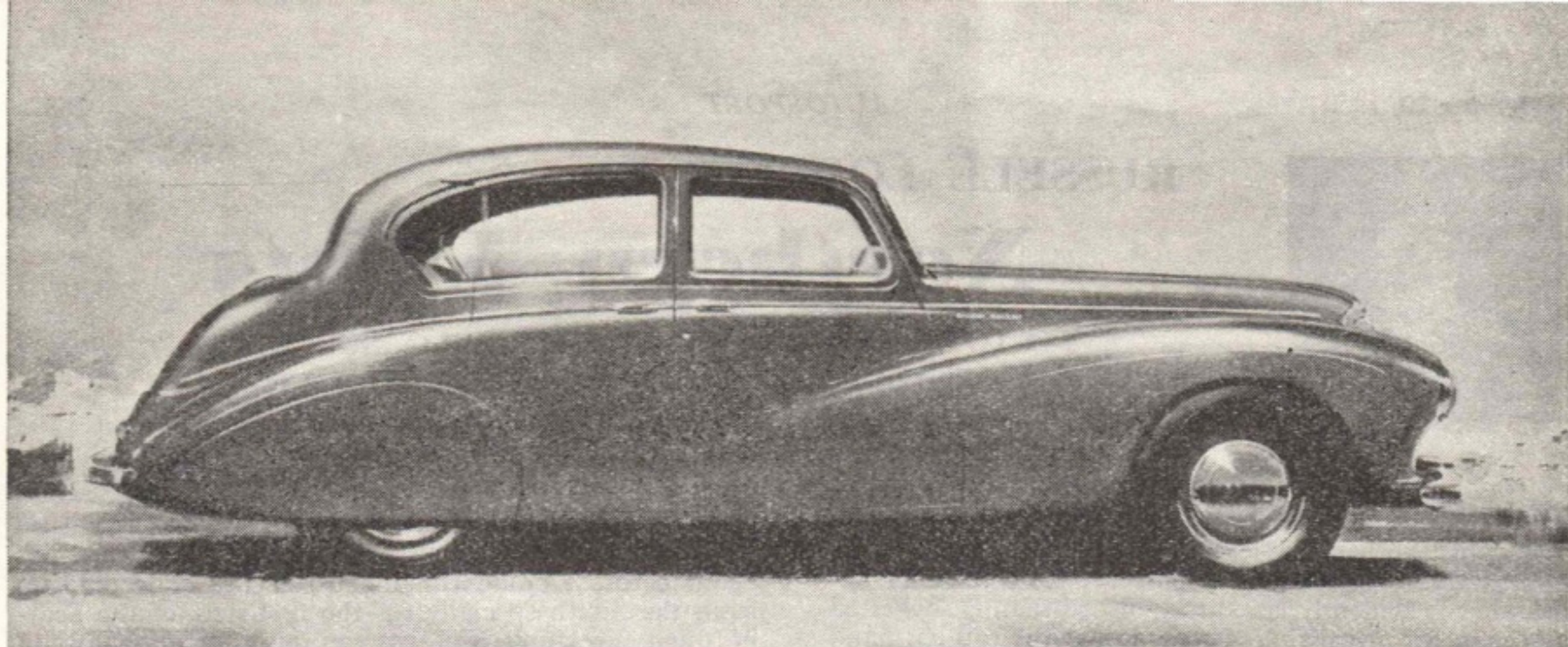
THE North Western Centre M.G. Club's Bowland Forest Trial seems to have been an enjoyable event with a difference. The type is likely to prove popular with sporting motorists who do not count mountain goats among their ancestors. The basis was a continually varying time schedule, competitors being required to average anything from 4 m.p.h. over a stretch of moorland to 30 m.p.h. on a main road, the frequent changes of schedule keeping driver and passengers very much on the job.

One enterprising navigator had produced a most imposing chart, and on being questioned as to its exact purpose, replied unsmilingly, "With the aid of this document, I can tell you exactly at any hour of the day or night . . . what time the pubs open in Carlisle".

\* \* \*

THE famous White Riley has changed hands again, and is now resident in Chester. There are rumours that the car is to be modified, but one sincerely hopes these are unfounded. As the ancestor of the E.R.A., the White Riley is far too historic a machine to be messed about with.





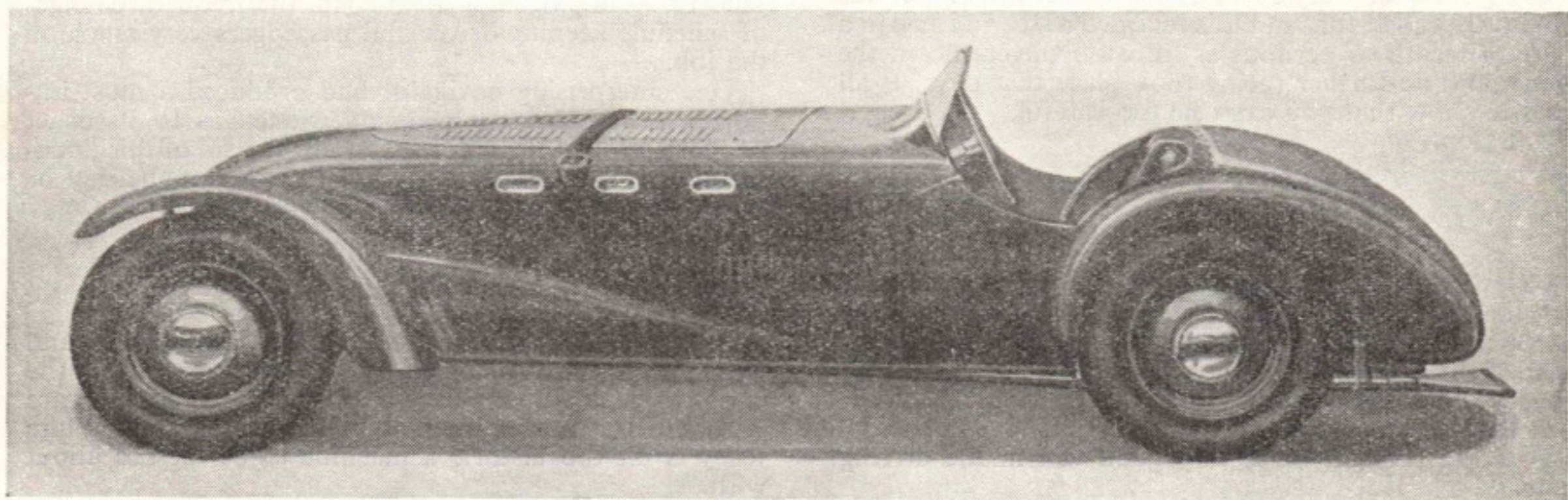
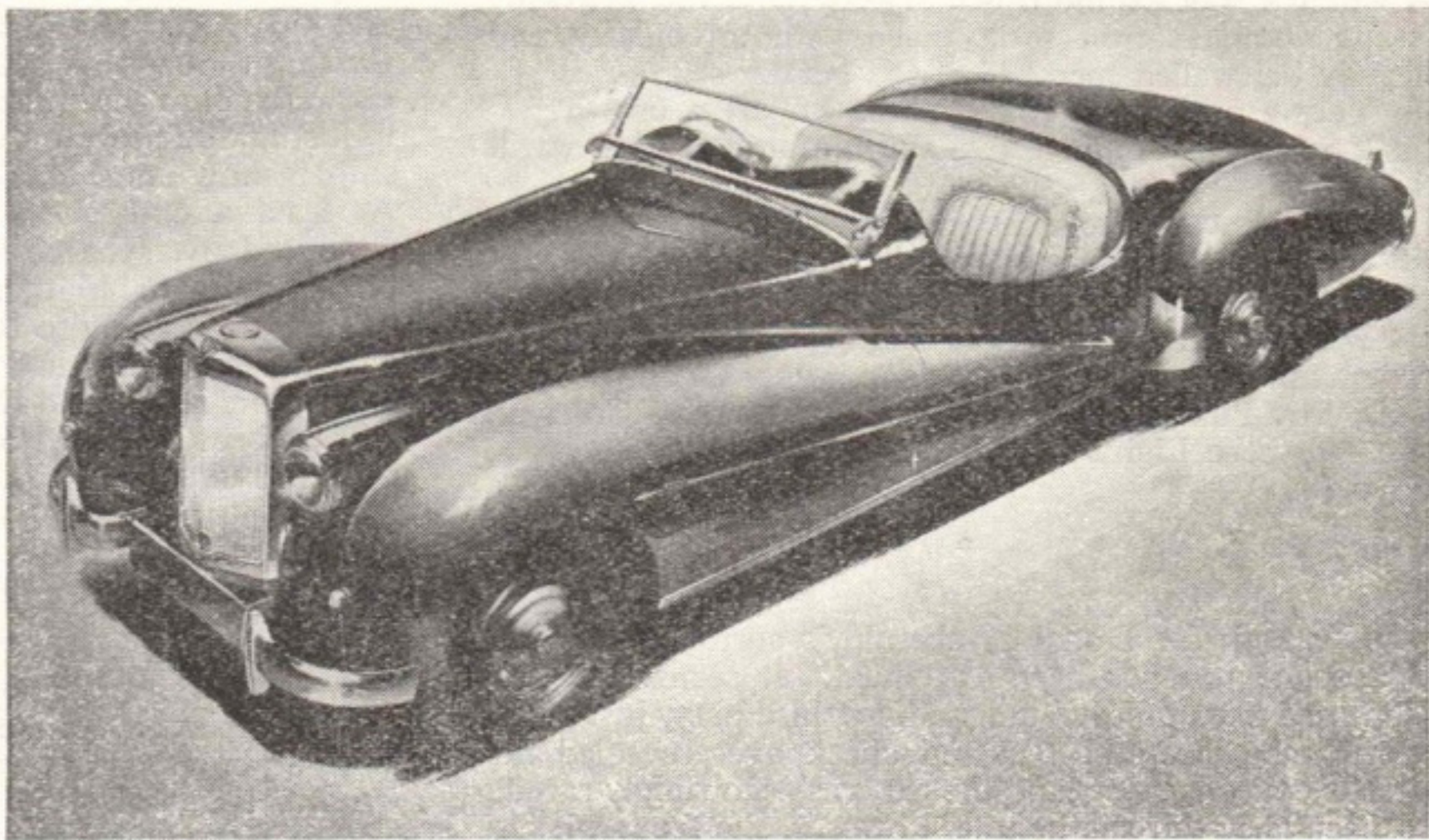
# Artistic Licence

## IMPRESSIONS OF NEW SEASON'S MODELS

*SUNBEAM-TALBOT (Top). The new "90" sports saloon has a four-cylinder, 2,267 c.c., o.h.v. (push-rod) engine and helical and wishbones independent front suspension.*

*ALVIS (Right). The striking-looking two-seater special sports tourer has a 6-cylinder, o.h.v., 3-litre engine developing 95 b.h.p., and helical and wishbones i.f.s. It is capable of close on 100 m.p.h.*

*ALLARD (Below). Now fitted with an o.h.v. V-8 engine, the J2 is the only British car to be marketed with "split-axle" and helical i.f.s. and De Dion rear axle (also helically sprung).*





# Show Business

## A REVIEW OF EUROPE'S SPORTS AND HIGH-PERFORMANCE CARS TO BE SEEN AT EARLS COURT

### A.C. Stand 135

LONG noted for quality motor cars, L.A.C. Cars Ltd., Thames Ditton, Surrey, are showing saloon, drop-head and open five-seater versions of their six-cylinder, 2-litre model. The A.C. is one of the few remaining cars with what we now call conventional springing, i.e., the front wheels are not individually sprung. A chassis frame of cruciform construction is used, with an exceptionally low centre of gravity; it is under-slung at the rear. The suspension is by semi-elliptic springs, front and rear, controlled by Woodhead-Monroe telescopic dampers.

The 1,991 c.c. engine has a single overhead camshaft driven by Duplex roller chain, and develops 74 b.h.p. at 4,500 r.p.m. Three S.U. carburettors are fitted, and cast cylinder liners are used. Transmission is via a four-speed gearbox, with synchromesh on second, third and top, and centre control, to a hypoid rear axle with a ratio of 4.55 to 1. Girling hydraulic brakes are used, with 12-in. drums. Wheelbase is 117 ins.; weight (dry) 25 cwt. Cruising speed is 70-75 m.p.h., and maximum speed about 85 m.p.h.

### ALFA-ROMEO Stand 181a

THANKS to A.F.N. Ltd., British enthusiasts will be able to feast their eyes on the new Alfa-Romeo "1,900" saloon. This has an exquisitely-built twin-o.h.c. four-cylinder engine of 1,884 c.c. (82.5 mm. × 88 mm.), developing 80 b.h.p. at 4,800 r.p.m. This unit can be said to be based on the famous eight-cylinder, Type 158 racing engine. The car is of the chassis-cum-body type of construction, and has independent front suspension by means of transversely-mounted helical springs and wishbones. The rear is non-independent, also by helical springs.

Steering column control is used for the four-speed gearbox which has ratios of 9.56, 6.90, 4.76 and 3.25 to 1. Dry weight of the complete car is approximately one ton.

The six-cylinder "2,500" has a

twin-o.h.c. engine of 2,443 c.c. (72 mm. × 100 mm.), developing 90 b.h.p. at 4,600 r.p.m. On this car, independent suspension (helical) is used on all wheels. This type may, or may not, be shown. It is also available as a new "Grand Touring" model, fitted with a "Supersport" version of the standard power-unit. This chassis has already attracted the attention of Italian specialist body-builders.

### ALLARD Stand 136

THE K2 Allard is shown on the Allard Motor Co. Ltd.'s stand for the first time in Europe; it was, of course, exhibited in New York earlier in the year. It is based largely on the ultra-successful J2 two-seater, but is intended more as a fast tourer, rather than an out and out competition machine. The front suspension is of the "split-axle" pattern, controlled by helical springs and telescopic dampers. A transverse leaf spring is used at the rear. Brakes are Lockheed hydraulic, with two-leading shoes at the front, and Wellworthy "Alfin" ribbed drums. A heavy-duty clutch and three-speed gearbox are fitted.

The K2 is an exceptionally good-looking machine with modern lines. There is first-rate all-weather equipment, and plenty of room for luggage in the tail. It is powered by a 3,622 c.c., V-8 side-valve engine with special light alloy cylinder heads. It can be obtained either with 7 to 1 or 8 to 1 compression ratio.

The famous J2 competition two-seater, can, of course, be supplied for export in chassis form only, and can therefore be fitted with optional types of power-unit, such as the o.h.v. Cadillac. This vehicle differs from other Allard models in having a De Dion type of rear axle (helical springs) and inboard brake drums. Maximum speed of the Cadillac-powered version is about 130 m.p.h. with the 3.5 to 1 axle. A side-valve Mercury-engined J2, tested by AUTOSPORT, achieved a mean maximum (timed both ways) of 102.10 m.p.h. over a flying quarter-mile, did a

standing quarter-mile in 16.9 secs., and accelerated from standstill to 100 m.p.h. in 23.50 secs. The 1951 J2 has a new 3,917 (81 mm. × 92.25 mm.) o.h.v. (push-rod) engine with hemispherical combustion space shape. This unit develops 140 b.h.p. at 4,000 r.p.m., and has twin Solex carburettors. Power-weight ratio of the o.h.v. J2 is about 155 b.h.p. per ton (dry). Standard gear ratios are 10.9, 6.19 and 3.5 to 1, but a close-ratio (6.2, 4.69 and 3.5 to 1) box can be supplied at slight extra cost. Optional rear axle ratios are 3.78, and 4.11 to 1.

A streamlined saloon completes the Allard range. This has a similar specification to the K2, and identical gear ratios, i.e., 15, 11.8 and 3.78 to 1.

### ALVIS Stand 136

THE new 3-litre marks the return of the famous name of Alvis to the high-performance market. This very fine six-cylinder car has an o.h.v. engine of 2,993 c.c. (84 mm. × 90 mm.), of the single high-camshaft type with short push-rods. The cylinder bores are entirely separated, with plenty of water space between the cylinders, and full-length water jackets. Undoubtedly this engine has been designed to run efficiently at maximum r.p.m. in the hottest climates, as great attention has been paid to ensuring even cooling throughout, and an internal copper tube directs coolant from the pump to the valve seats.

The independent front suspension is by helical springs and wishbones, a Girling ram type of damper passing through the centre of each spring. An anti-roll torsion bar is employed. Braking is by Lockheed hydraulic with 2LS and 11 in. diameter brake drums. Power-output is 83 b.h.p. at 4,000 r.p.m., giving a maximum speed of about 90 m.p.h. A Special Sports Tourer two-seater is also listed, with a 95 b.h.p. engine, and a maximum of 92-97 m.p.h., according to the gear ratio. This will undoubtedly appeal to all Alvis fans, who have had to be content with seeing the

(continued overleaf)



**Show Business—continued**

four-cylinder "Fourteen" continued year after year, but which has now been dropped in favour of the fast 3-litre cars.

On view will be the sleek saloon, a handsome drophead coupé and the striking-looking Special Sports. All are priced at £1,250 plus £347 19s. 5d. P.T.

**ASTON MARTIN Stand 159**

**D**EVELOPED entirely by racing, the new DB2 Aston Martins have gained a wonderful reputation in a remarkably short time, and the sports saloon, exhibited in this country for the first time, will be a centre of attraction for all high-performance devotees. Also on the stand will be a new drophead coupé, with a similar chassis specification to the saloon.

The Aston Martin engine is a twin-o.h.c., six-cylinder of 2,580 c.c. (78 mm. × 90 mm.), developing 105 b.h.p. at 5,000 r.p.m. It has centrifugally-cast iron liners; the cylinder head has hemispherical combustion space shape, with valves inclined at 30 degrees. Gearbox is of David Brown manufacture, with baulk-ring type of synchromesh on second, third, and top. A close-ratio racing gearbox is an optional fitting.

The chassis is of tubular construction with cruciform bracing; the i.f.s. is trailing-link, controlled by vertical helical springs; helical springs are also used at the rear (non-independent), with parallel radius arms linkage and a Panhard rod to locate the rear axle. Maximum speed of both saloon and coupé is well over 100 m.p.h.

For racing, the DB2 can be obtained with the high-compression "Vantage" engine, developing 120 b.h.p., central gear change lever, racing tyres and a choice of four axle and two gearbox ratios, giving a selection of eight overall ratios. With "Vantage" engine installed, the Aston Martin is probably the fastest 2½-litre car available, having a maximum in the region of 120 m.p.h.

**AUSTIN Stand 141**

**O**NE of the most outstanding exhibits at Earls Court is a vehicle which marks the return of the Austin Motor Co. Ltd., to the sports car market. This attractive car is a two-door, full four-seater with semi-streamlined coachwork of the type

popularized by Italian specialist body-builders. A fine road performance is assured with the modified, four-cylinder, o.h.v. 1,200 c.c. engine with its 7.2 to 1 compression ratio, twin S.U. carburettors and power output of 46 b.h.p. at 4,400 r.p.m. Strictly speaking, therefore, "A40" is a misnomer for the new car; it should properly be described as the Austin "A46".

Gear ratios are 20.73, 12.5, 7.88 and 5.14 to 1, with a corresponding road speed of 14.65 m.p.h. in top gear at 1,000 r.p.m. Suspension is the familiar and well-tried helical springs and wishbones independent front, with semi-elliptic rear as fitted on the popular saloons. On the former, the wishbones are mounted on Metalastik rubber bushes with shoulders to take thrust loads. Double-acting hydraulic dampers are used.

Steering is of a special cam type with a 14 to 1 ratio and provision for taking up wear; a 17-in. spring-spoked wheel is standardized. Right or left-hand steering is available to choice. Girling hydraulic brakes (2LS at the front) are fitted, and a pistol-type handbrake is mounted close to the steering column. Wheels are of the pressed-steel pattern with ventilation slots, and carry 5.26 by 16 in. tyres. Instruments include oil and fuel gauges, ammeter, ignition and radio warning lamps, speedometer, but strangely enough for a sporting model, no revolution counter.

The rear tank has a capacity of 8¾ gallons (37 litres); electrical equipment is 12-volt with a 38-amp.-hr. battery. There is provision for built-in radio, heater and windscreen

demister. Headlamps are of the double-filament type for dipping; direction indicators are built into the body sides, and twin stop lights are provided.

Chassis dimensions are: wheelbase, 7 ft. 8½ in., track (front) 4 ft. ½ in., (rear) 4 ft. 1½ in.; overall width, 5 ft. 3¼ in., height 4 ft. 9 in., and length 13 ft. 5¼ in.

Remainder of the Austin exhibits are the high-performance A90 Atlantic sports saloon, the restyled A70 "Hereford" models, a new drophead coupé on the A70 chassis, the A40 Devon sunshine saloon and the A125 and A135 six-cylinder closed cars.

Price of the new sports model is £495 plus £138 5s. purchase tax, and of the drop-head A70, £670 plus £186 17s. 3d. purchase tax.

**BENTLEY Stand 165**

**N**O changes are announced on the well-established Mark VI Bentley. This magnificent chassis has a six-cylinder o.h.i. and side-exhaust valve 4,256 c.c. (89 mm. × 114 mm.) engine similar to the Rolls-Royce, but with twin S.U. carburettors and a higher power-output. Gear ratios are 11.13, 7.51, 5.0 and 3.73 to 1, and top gear speed at 1,000 r.p.m. is 22.4 m.p.h. Independent front suspension is by helical springs and wishbones, with semi-elliptic at the rear. Brakes are hydraulic (front) and mechanical (rear) with servo-assisted operation. The Mark VI will be exhibited in Bentley-built steel saloon form, and with specialist bodywork by H. J. Mulliner, Park Ward and James Young.



**SPORTS - TOURER:** The six-cylinder, 2-litre A.C. is one of the few remaining cars with non-independent front suspension. It is seen here as an open 5-seater.



### BRISTOL Stand 129

IMPROVED lines are a feature of the handsome "401" Bristol saloon coachwork of which is based on an Italian design. The six-cylinder, 85 b.h.p., 1,971 c.c. (66 mm. × 96 mm.) o.h.v. engine, which is used also in modified form on the Frazer-Nash, has an improved lubrication system, thermostatic control of the radiator shutters, and a new exhaust system designed to obviate back-pressure.

Larger-diameter torsion bars are used for the rear suspension, together with detail improvements to transmission and differential. Gear ratios of the "401" are 16.77, 8.48, 5.51 and 3.9 to 1, with a top gear speed of 23.5 m.p.h. at 1,000 r.p.m.

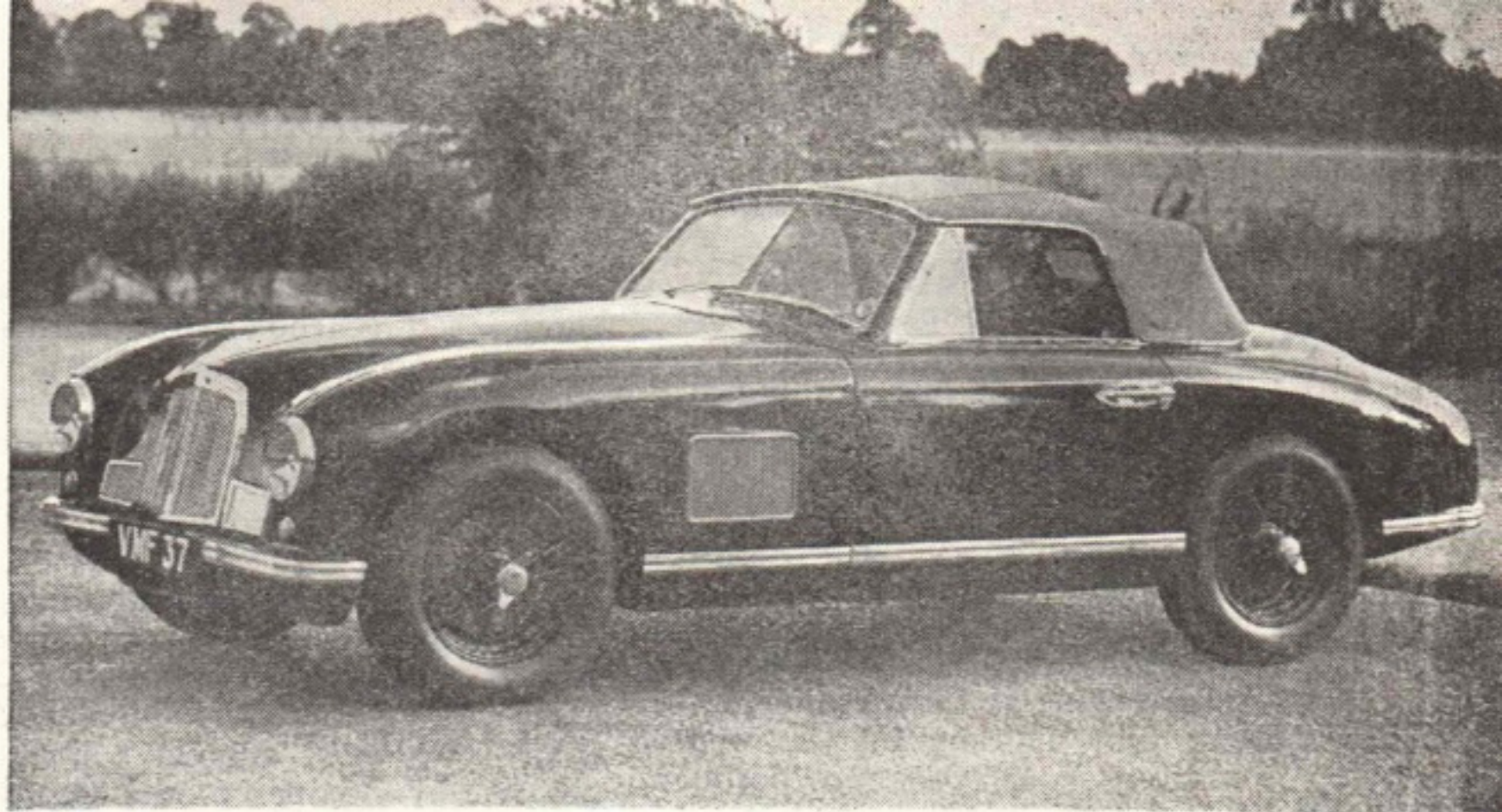
The Bristol has an excellent reputation as a fast tourer, and has a maximum speed of approximately 90 m.p.h.

### DAIMLER Stand 148

THE Special Sports 2½-litre Daimler is continued for 1951 with only minor changes. This is the only sporting machine on the market with a fluid-flywheel transmission and pre-selective gearbox. It employs a six-cylinder o.h.v. (push-rod) engine of 2,552 c.c. (69.6 mm. × 110.5 mm.), with a power-output of 85 b.h.p. at 4,200 r.p.m. Twin S.U. carburetters are used. Suspension is the well-tried helical and wishbones pattern (independent front) used so successfully for many years on these fine cars, with semi-elliptic at the rear. Standard rear axle ratio is 3.55 to 1, giving a top-gear speed of 22.5 m.p.h. at 1,000 r.p.m. The Special Sports is available with several modern and most attractive body styles.

### DELAGÉ Stand 128

PRESUMABLY the 3-litre, six-cylinder Delage will be substantially the same chassis as that exhibited last year. This has a push-rod-operated engine of 3,000 c.c. (83.7 mm. × 90.5 mm.), developing 90 b.h.p., and with a single carburetter. Front suspension is independent, by transverse leaf spring and wishbones; rear is conventional semi-elliptic. Normally, a Cotal-electric gearbox is now fitted to the D.6 Delage. A feature of these cars is their very beautiful coachwork, generally a compromise between ultra-modern lines and the classic profile dictated by the retention of a definite radiator shape.



*RACE-BRED: The new drop-head coupé on the 2½-litre DB2 Aston Martin chassis is similar to the successful saloons. It has a six-cylinder, twin-o.h.c. engine and is capable of well over 100 m.p.h.*

### DELAHAYE Stand 177

WHETHER or not the Types 178 or 180 Delahaye will be shown remains to be seen. This 4½-litre car has a six-cylinder, o.h.v. engine of 4,500 c.c. (94 mm. × 107 mm.) with a single Solex carburetter, and develops about 140 b.h.p. Front suspension is of the Dubonnet type (oil-contained helical spring units), and a De Dion lay-out is used at the rear. There is also a Type 175, with a similar chassis, and with the option of a three-carburetter, 160 b.h.p. engine. These models are all capable of exceeding 105 m.p.h.

Better known in Great Britain is the Type 135M, with three-carburetter, 115 b.h.p. engine of 3,557 c.c. (84 mm. × 107 mm.), and Cotal-electric gearbox. Suspension is by transverse leaf and wishbones at the front (independent), and semi-elliptic at the rear. This is the more or less standard Delahaye chassis. There are two other versions, namely the 135MS with 135 b.h.p. engine, and the more touring 148L with 90 b.h.p., single-carburetter power-unit. The chassis, in general, is very similar to the D.6 Delage.

The Delahaye is representative of the best in French automobile engineering, and like its sister car the Delage, is available in a wide variety of handsome body styles. One or two have come to this country with Dutch-built Pennock convertible bodies, designed exclusively for the distributors, Selborne (Mayfair) Ltd.

### FIAT Stand 138

THE little Fiat 500C, with its 570 c.c. o.h.v. engine is already familiar to British enthusiasts as it was exhibited

in several forms last year, including the wonderful-looking miniature station wagon. The Pinin Farina Type 1,100S fixed-head coupé was also seen at the 1949 show, and, with its 1,089 c.c. (68 mm. × 75 mm.) o.h.v., 51 b.h.p. engine was one of the most desirable pieces of property on any stand. The 1,100E saloon has a similar engine, but develops 35 b.h.p. at 4,400 r.p.m.; like the "S", independent front springing is helical with wishbones, but semi-elliptics are used at the rear.

Most people will want to see the comparatively new "1,400" saloon. This has a four-cylinder, 1,395 c.c. (66 mm. × 82 mm.) power-unit, with o.h.v., and developing 45 b.h.p. at 4,400 r.p.m. Suspension all round is by helical springs, with independent mounting at the front. This is a finely-designed car, with an unusually good performance for a family vehicle. Needless to say, Italian specialist builders have already produced sporting versions of the car, and the Fiat concern itself has recently introduced a sports convertible.

### FORD Stand 164

NOTHING can be revealed at the time of going to press of the new o.h.v. Fords with i.f.s. Presumably the new "Five Star" will replace the side-valve Pilot which is now a thoroughly out-moded design, although a remarkably good motor-car notwithstanding. There is also said to be a smaller version of probably 1,500 c.c. At any rate, the new cars are said to combine a high-performance with the reliability of the well-proved Anglia and Prefect.

*(continued overleaf)*



**Show Business—continued****FRAZER-NASH Stand 181**

SHARING its floor-space with the exciting new Alfa-Romeo, the Frazer-Nash range has nothing to fear from Milan on the score of sheer performance from 2-litres. The Le Mans Replica is now firmly established as one of the better pieces of sporting machinery, and is becoming an ever-increasing power in sports car racing. The 1,971 c.c. (66 mm. × 96 mm.) engine is the familiar six-cylinder unit built by Bristols with "cross-over" push-rods to permit the use of a hemispherical head shape. With a compression ratio of 7.5 to 1, it develops 104 b.h.p. at 4,500 r.p.m., giving the Frazer-Nash a maximum speed well in excess of 110 m.p.h.

The chassis is tubular, light, yet immensely strong. Front suspension is independent by transverse leaf spring and wishbones; torsion bars are used at the rear (non-independent). An improved "Mille Miglia", with streamlined bodywork will also be shown, but it is doubtful whether the new cabriolet will be on the stand.

**HEALEY Stand 127**

THE new Nash-Healey, built exclusively for the American market, was shown at the Paris Salon. It uses the "Ambassador" type of en-

gine, i.e. 3,850 c.c. (85.73 mm. × 111.12 mm.), which develops 115 b.h.p. at 3,400 r.p.m. The Nash three-speed gearbox with overdrive is used, and maximum speed is expected to be in the region of 120 m.p.h. The chassis is almost identical with the "Silverstone", having helical springs all round (independent at the front).

A new drop-head coupé and saloon supplement the two-seater "Silverstone", all having the familiar 2½-litre, four-cylinder, twin-camshaft (push-rod) Riley engine, which, in the case of the open model develops 104 m.p.h. at 4,500 r.p.m. Maximum speed of the Silverstone is about 110 m.p.h. in full road trim.

**HOTCHKISS Stand 175**

FOUR six-cylinder Hotchkiss models will be on view, two with the standard single-carburettor engine, and two with the twin-carburettor "Paris-Nice" power-unit. The latter has made a great name for the car by reason of three successive outright wins in the "Monte Carlo" Rally. This engine is of 3,485 c.c. (86 mm. × 100 mm.), with push-rod-operated o.h.v., and a 7 to 1 compression ratio. Power-output is 95 b.h.p. at 4,000 r.p.m., and maximum speed is 95 m.p.h. Gear ratios are 11.11, 7.13, 5.11 and 3.6 to 1. Independent front suspension is by helical springs and wishbones, whilst the

rear is semi-elliptic with patent Gregoire "variable flexibility".

It is a pity that the new "flat-four", front-drive, 2-litre Hotchkiss-Gregoire R, built mainly of light alloys is not on view, as this is probably the most advanced car on the market.

**HUMBER Stand 156**

HIGH-PERFORMANCE vehicle in the Humber range is the well-proved Super Snipe. This has a side-valve, six-cylinder engine of 4,086 c.c. (85 mm. × 120 mm.), developing 100 b.h.p. at 3,400 r.p.m. Gear ratios are 15.95, 9.56, 5.89 and 4.09 to 1; independent front suspension is by transverse leaf spring and wishbones; semi-elliptics are used at the rear. Lockheed hydraulic brakes (2LS at the front) are fitted. Maximum speed is approximately 90 m.p.h.

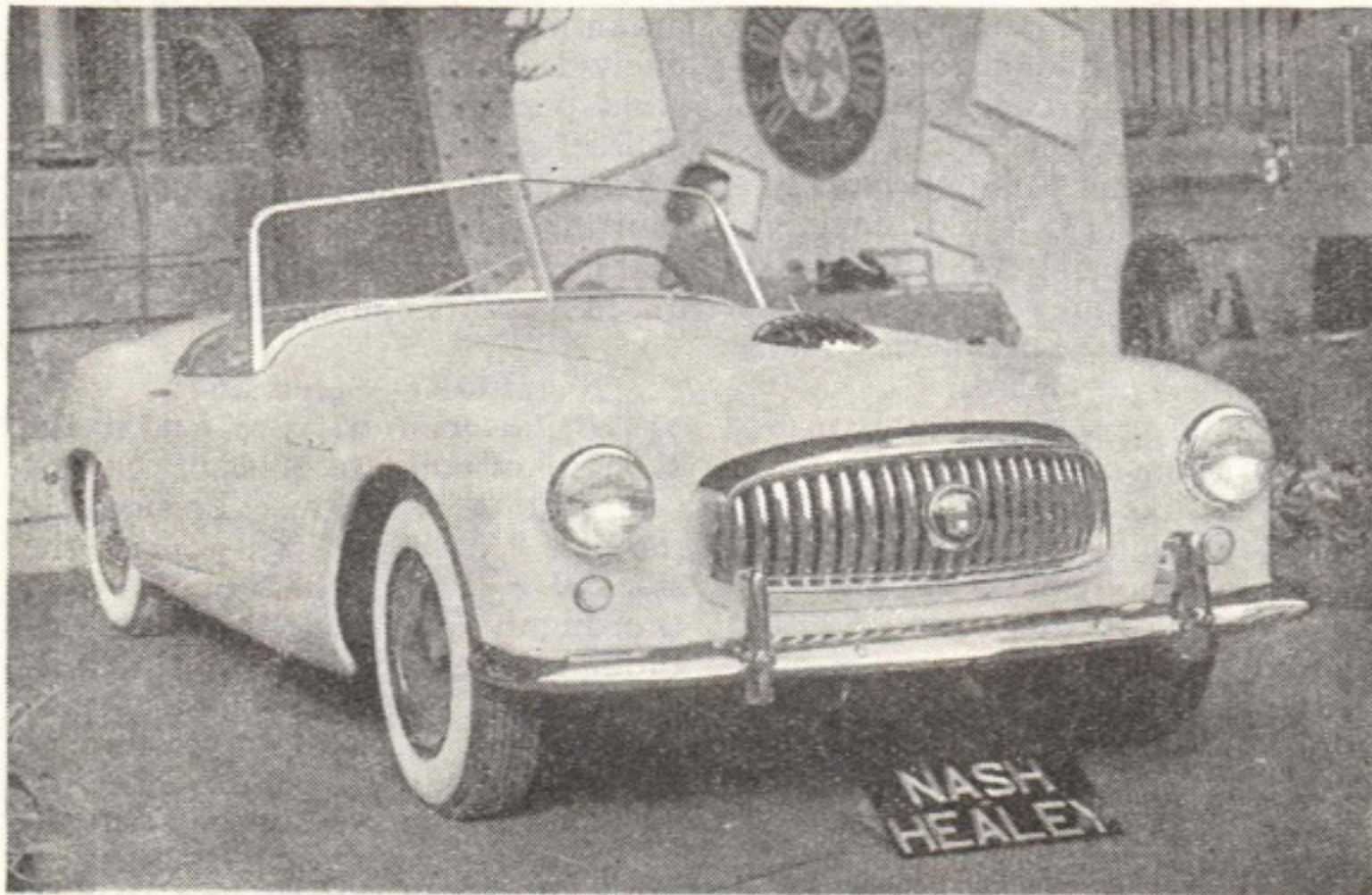
**JENSEN Stand 178**

TWO models of the 4-litre (87 mm. × 111 mm.), six-cylinder Jensen will be shown, a four-door saloon and the convertible "Interceptor". Both cars use a modified form of the A135, o.h.v. Austin engine, which, with twin S.U. carburettors, develops 130 b.h.p. at 3,700 r.p.m. Gear ratios on the "Interceptor" are 11.05, 6.06, 4.11 and 3.22 to 1. Front suspension on both cars is independent by helical springs and wishbones: the rear on the saloon is also helical, but semi-elliptics are used on the convertible. Maximum speed of this model is stated to be about 105 m.p.h.

**JOWETT JAVELIN Stand 162**

HIGH-PERFORMANCE enthusiasts will crowd the Jowett stand for a look at the production convertible Jupiter, based on the E.R.A.-designed chassis which proved a major sensation at last year's show. A stripped chassis will also be exhibited. The Jupiter, in two/three-seater form, won its class at Le Mans last June. It has the familiar Jowett horizontally-opposed four-cylinder engine, modified to give over 60 b.h.p. at 4,500 r.p.m., with special camshaft, lubrication system, twin carburettors (Zenith VIG 5) and non self-adjusting tappets in place of the hydraulic pattern formerly employed; the engine is available with either 7.6 to 1, or 8 to 1 compression ratio.

The open two/three-seater now has a detachable windscreen, and a pair of aero screens can be used for



ANGLO-AMERICAN: The Nash-engined Healey is for the American market. It was first exhibited at the Paris Salon.



competition purposes; winding glass door windows are fitted. Gear ratios have been altered to 16.25, 9.90, 6.25 and 4.56 to 1, with a consequent speed of 17 m.p.h. at 1,000 r.p.m. in top. Maximum speed of the Jupiter is said to exceed 90 m.p.h. At 2,500 f.t.m. piston speed, the car is doing 73 m.p.h. (in top gear.)

No changes have taken place in the clever tubular chassis, which has torsion bars all round (independent suspension on the front) controlled by Woodhead-Monroe telescopic dampers. Kerb weight of the complete car is stated to be 14½ cwt. Price of the open two/three-seater is £850, plus £236 17s. 3d. purchase tax. The chassis (including instruments) is listed at £525 plus £146 11s. 8d. purchase tax.

The Javelin saloons show detail improvements, including larger headlamps, separate side-lights, and full hydraulic braking systems; non-self-adjusting tappets are now used on the engine. Later on, when supplies become available, there will be a new-pattern radiator grille with a Jupiter-based motif.

#### LAGONDA Stand 160

SALOON and drop-head coupé versions of the quality-built 2½-litre Lagonda are exhibited. The six-cylinder, 2,580 c.c., twin-o.h.c. engine is basically similar to that employed on the Aston Martins, and pushes out 105 b.h.p. at 5,000 r.p.m., giving the Lagonda a maximum speed of just over 90 m.p.h., with effortless high-speed cruising and remarkable flexibility.

Independent suspension is applied to all road wheels, with helical and wishbones at the front, and torsion bars at the rear. Inboard Lockheed hydraulic brakes are fitted on each side of the hypoid final drive unit. Transmission is via a David Brown gearbox with ratios of 13.60, 9.15, 6.20 and 4.56 to 1.

All Lagonda models are now complete with air-conditioning plant and fog lamps, and exterior and interior finishes can be supplied to customers' requirements. Interesting exhibits are a Lagonda engine, and front and rear suspension units.

#### LANCIA Stand 172

THE V-6 Aurelia is the most important exhibit on the Lancia stand, and appears to have supplanted



LEA-FRANCIS: The open sports "2½-litre" has a twin-camshaft, push-rod engine developing 100 b.h.p. It is capable of over 90 m.p.h.

the popular Aprilia which is no longer listed. This interesting car has an o.h.v., 1,754 c.c. (70 mm. × 76 mm.) engine developing 56 b.h.p. at 4,000 r.p.m. As on previous Lancias, the engine is built Vee-fashion, with narrow angles between the cylinders, setting them at 60 degrees between the two banks of three.

Although the traditional sliding-axle Lancia i.f.s. is retained (in modified form) with separate helical spring units, the rear is more unorthodox. Whilst helical springs are again used, the independent rear suspension is partly swing-axle and the trailing link type used on the Aprilia series. To cut down unsprung weight, inboard brake drums are employed, mounted on each side of the final drive casing; the gearbox and clutch are mounted at the rear, more or less directly under the rear seats.

The Aurelia is of chassis-less construction, but like the earlier Aprilia can be supplied with a modified frame for use by specialist body-builders. Two versions will be exhibited, a pillarless five/six-seater saloon, and a five-seater cabriolet. Maximum speeds are given as 84 m.p.h. for the former, and 78 m.p.h. for the cabriolet, which employs a different axle ratio.

Also shown is the 903 c.c. V-4 Ardea, which is notable in having a five-speed gearbox. This little saloon car is stated to have a maximum speed of 68 m.p.h. in its overdrive top.

#### LEA-FRANCIS Stand 180

THE 2½-litre sports two-seater is the fast piece of machinery on the Lea-Francis stand. This employs a four-cylinder twin-camshaft engine of 2,496 c.c. (85 mm. × 110 mm.) with short push-rods. Power-output is 100 b.h.p. at 4,000 r.p.m., giving the car a maximum speed in excess of 90 m.p.h. Torsion bar i.f.s. is used, with semi-elliptics at the rear.

A saloon version is also marketed, with a 95 b.h.p. engine, and there is also a smaller, 1.7-litre "14" saloon with a 70 b.h.p. power-unit, also of the twin-cam type.

#### M.G. Stand 154

EASILY the world's best selling sports car, the 1,250 c.c. TD M.G. is continued practically unaltered. This popular two-seater has the well-tried o.h.v., push-rod, 66.5 mm. × 90 mm. power-unit which, with twin S.U. carburettors and a 7.25 to 1 compression ratio develops 54.5 b.h.p. at 5,200 r.p.m. Gear ratios are 17.938, 10.609, 7.098 and 5.125 to 1. Fully-ventilated disc wheels carry 5.50 × 15 in. tyres, and top gear speed at 1,000 r.p.m. is 14.42 m.p.h. (22.9 k.p.h.).

The chassis has boxed side-members united by tubular cross-members, the rear end of the frame being carried over the axle. Independent front suspension is by helical springs and wishbones; the rear is conventional semi-elliptic. Lockheed hydraulic brakes are fitted, with 2LS

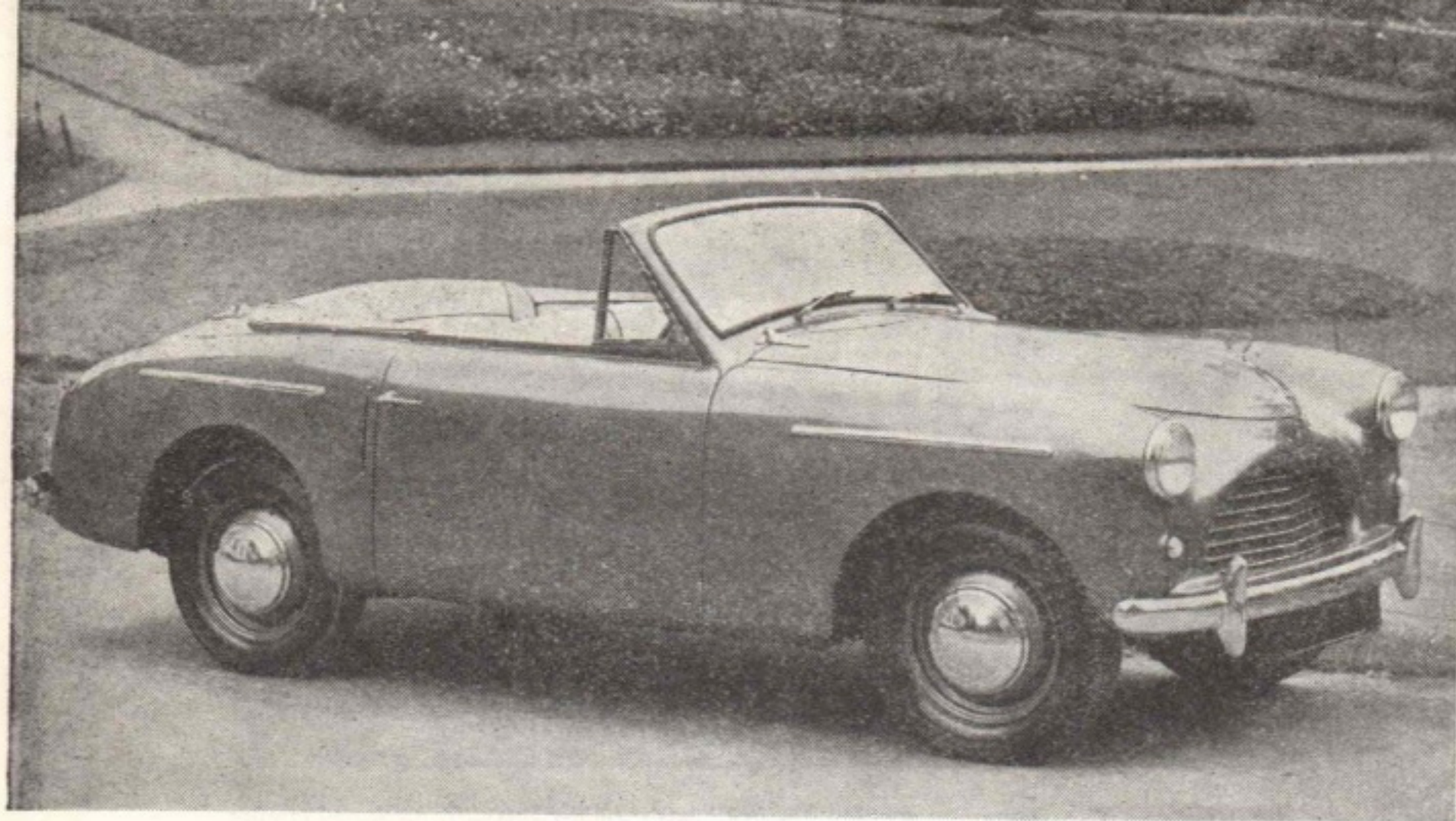
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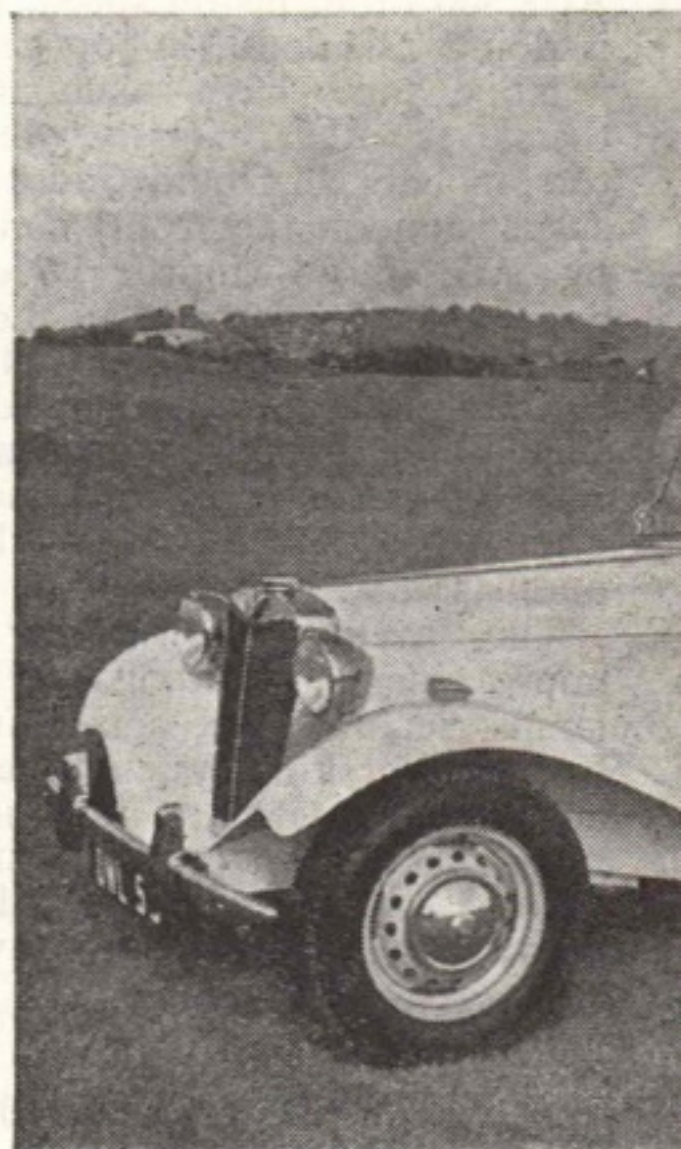
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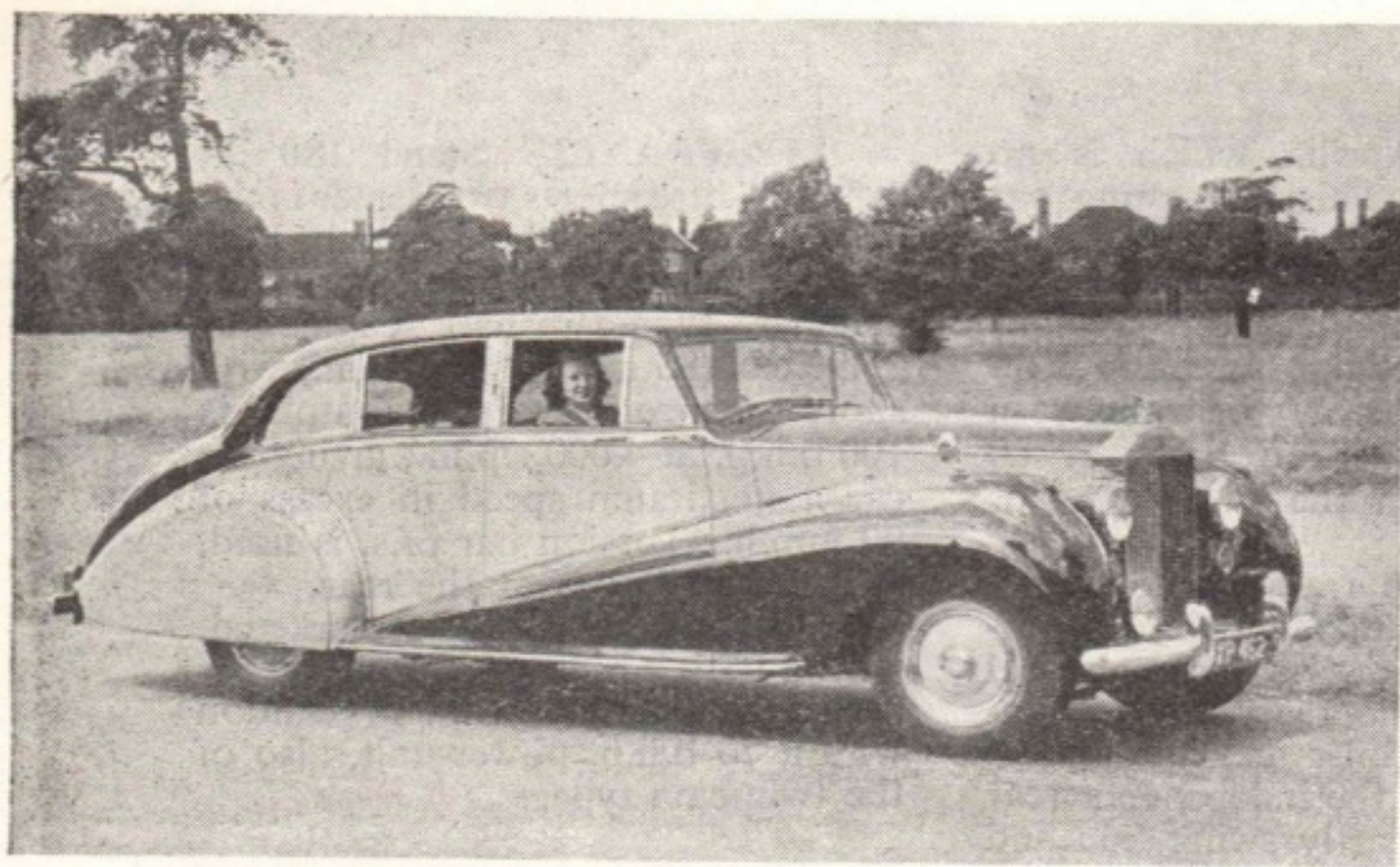
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*AUSTIN: (Above). The new A40 sports model makes its bow at Earls Court.*

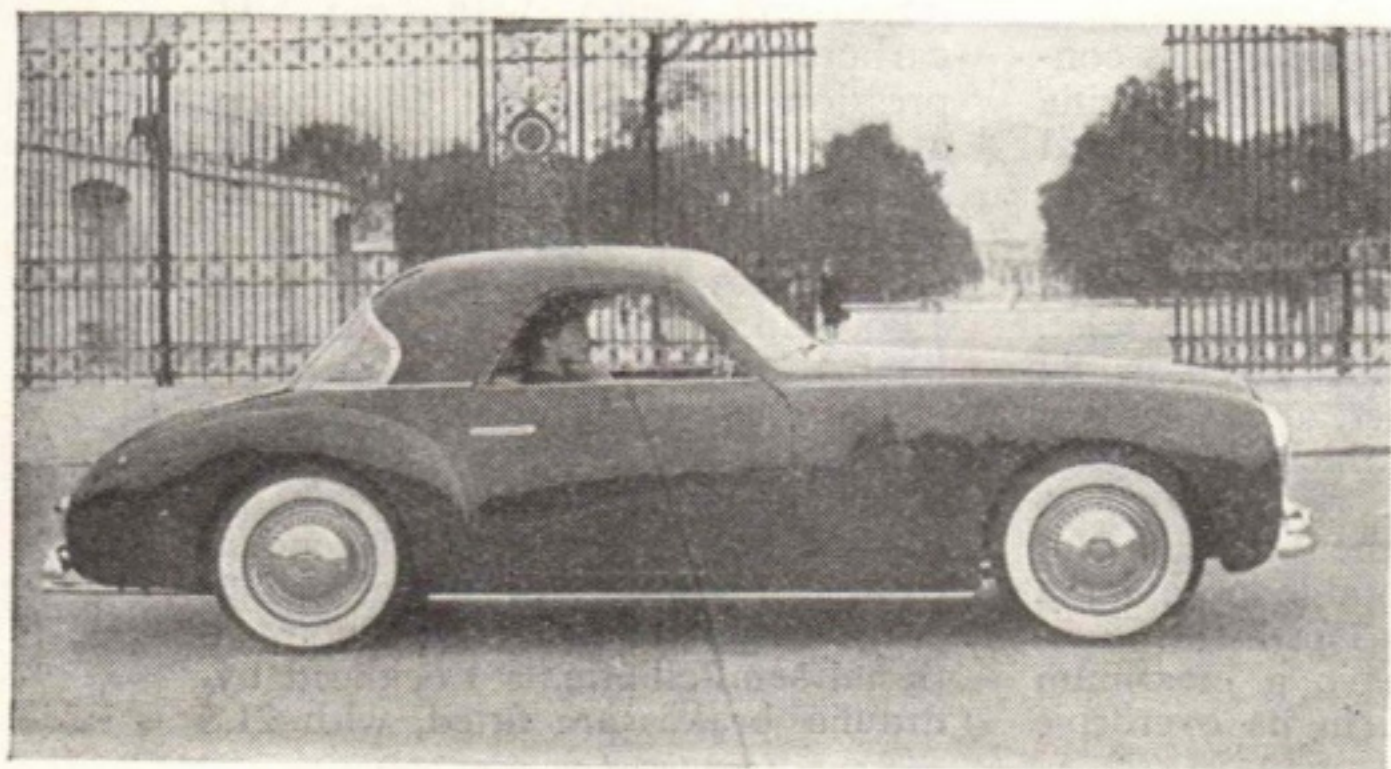
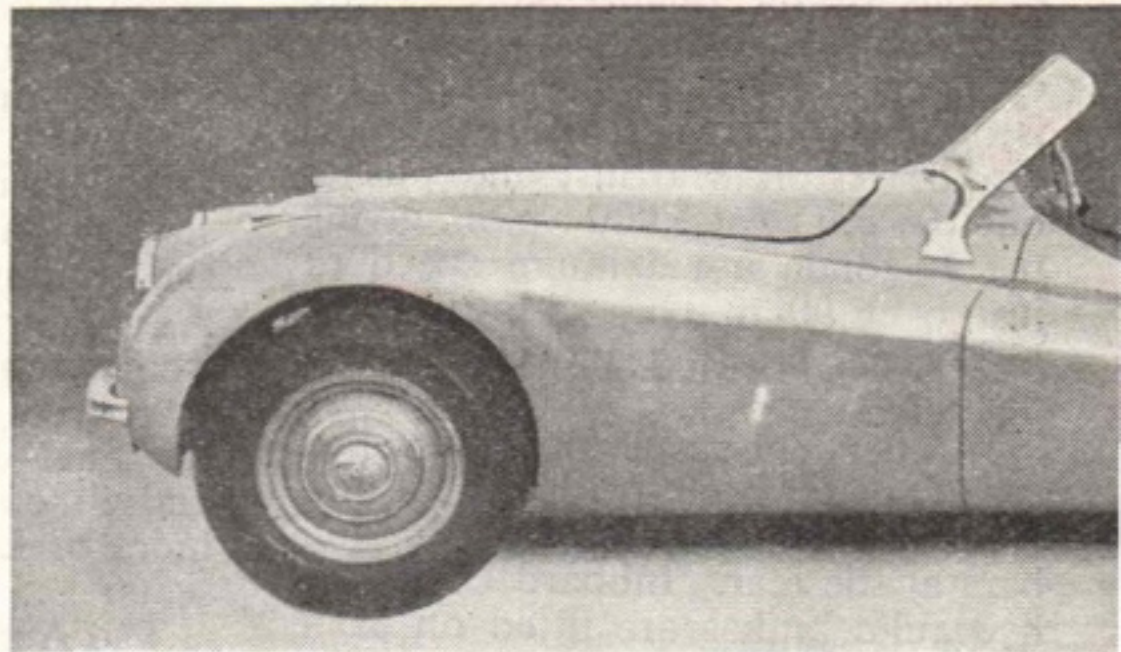


*SAFETY FAST: (Right). A best-seller; the M.G. TD two-seater in 1951 form. Note new-type disc wheels.*



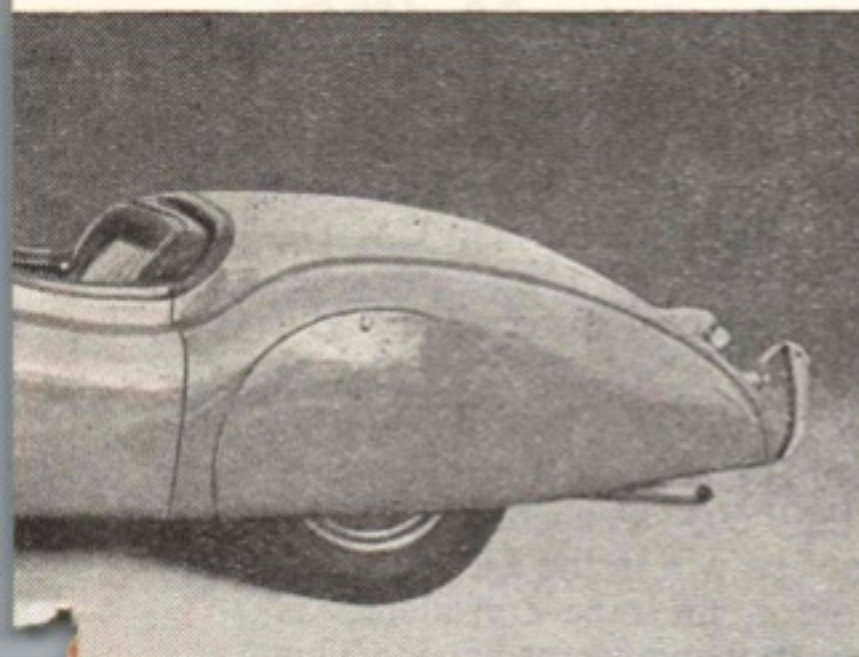
*MAGNIFICENCE: (Above). A beautiful example of a sports saloon on the Rolls-Royce Silver Wraith chassis.*

*PARISIAN: (Below). The 1,200 c.c. Simca Huite as a modish, fixed-head coupé.*





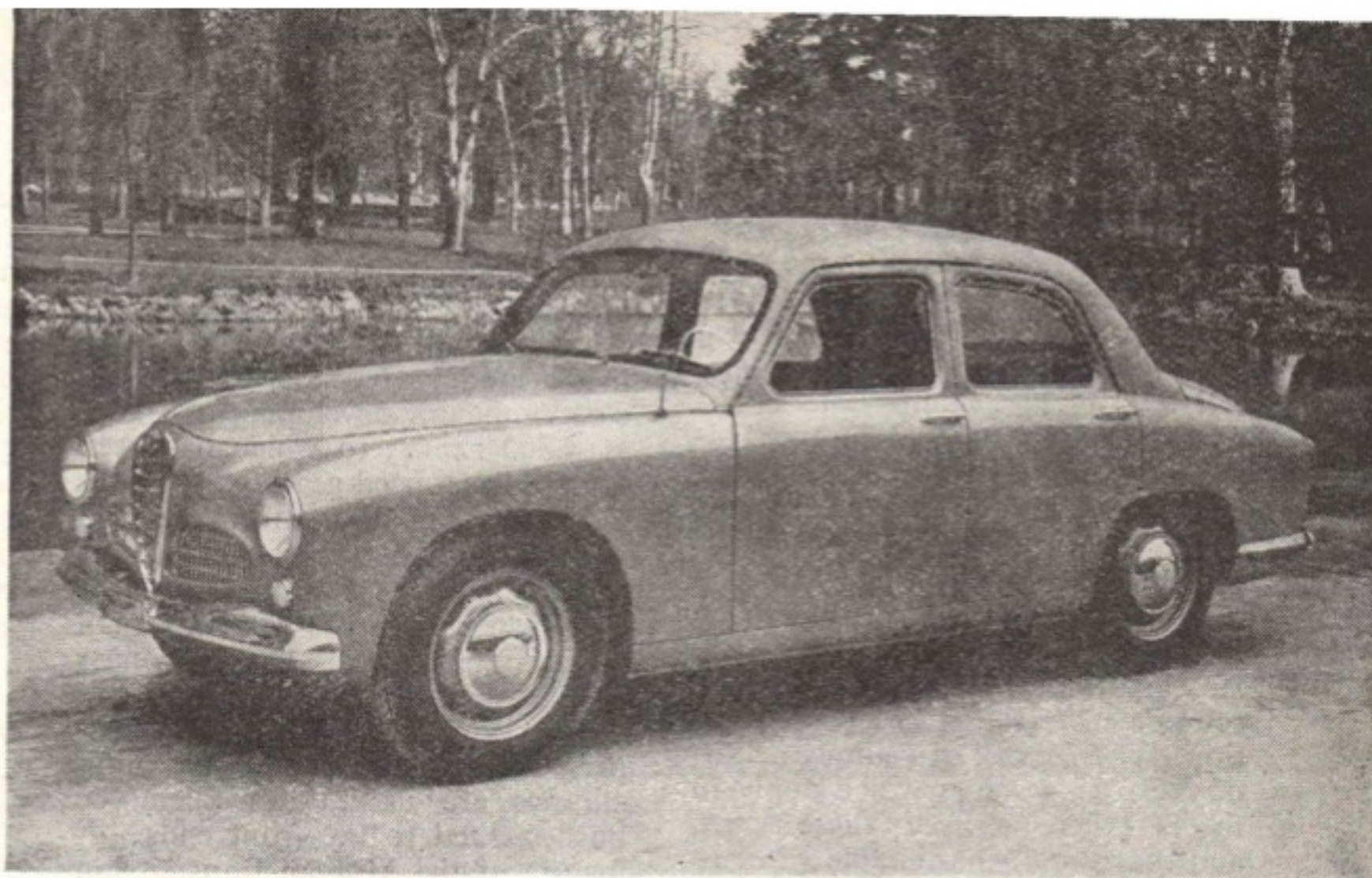
# on ★ performance



**PERFORMER:** (Above). The XK 120 Jaguar has claim to being the world's fastest unsupercharged production car.

**JUPITER:** (Right). Capable of over 90 m.p.h., the 2-3-seater Jupiter has a "flat-four" engine.

**CONVERTIBLE:** (Left). A smart convertible foursome is now available on the latest Fiat "1,400" chassis.



**MILANESE:** (Above). The new four-cylinder, twin-o.h.c. Alfa-Romeo marks the entry of the famous Milan concern to the medium-price, high-performance field.



**PLUS FOUR:** (Above). A drop-head coupé on the new Morgan chassis which has a 2-litre Vanguard engine.





**Show Business—continued**

on the front. Direct-acting rack and pinion steering is a feature.

Bodywork is carried out in panelled steel, with all-leather upholstery and full all-weather equipment. The windscreen is of the fold-flat type. Instruments include ammeter, oil gauge, and 5 in. dial speedometer and rev. counter.

Maximum speed of the TD is just over 80 m.p.h., and the car can be cruised indefinitely at 65-70 m.p.h. Acceleration is brisk, and the car is economical as regards fuel consumption. The factory can supply details of the tuning stages which apply to the TD; there are five of these stages, and they are of inestimable value to owners who contemplate competition work. In point of fact, Stage 2 TDs were 1-2-3 in the 1,500 c.c. class in the recent Tourist Trophy races.

The very successful 1½-litre Series "Y" saloon is unchanged. This is marketed mainly as a family car for M.G.-minded people who require the extra seating, but its undeniable sporting performance places it in the very front rank of small-capacity closed cars.

**MORGAN Stand 134**

FOR the first time since 1936, an entirely new Morgan makes its appearance. It will be remembered that the original 4/4 used a Coventry-

Climax engine, which was later replaced by a Standard o.h.v. unit specially made for Morgans. The new "Plus Four" model has also a Standard-built engine, but this time it is a modified version of the 2,088 c.c. Vanguard, developing 68 b.h.p. at 4,300 r.p.m., to which has been fitted a four-speed gearbox.

The chassis side-members are deep Z shape with five cross-members of tubular and box section. Independent suspension is the classic Morgan sliding-axle pattern, but with longer helical springs to give a softer ride; Girling double-acting hydraulic dampers are fitted. At the rear, semi-elliptics are used, with Silentbloc bushes fitted to the front ends. A feature of the Morgan transmission is the mounting of the gearbox, which permits direct control with the necessity of having a remote-placed lever. This is achieved by connecting the box to the engine by a large "Elektron" casting forming the clutch-housing.

A hypoid rear axle is employed, with a ratio of 4 to 1. Two-leading shoe Girling hydraulic brakes work in 9 in. drums. Wheelbase is 8 ft., and all models have a ground clearance of 6 in. Maximum speed is approximately 90 m.p.h.

Three models will be shown, two and four-seater open cars, and a drop-head coupé. The two-seater is priced at £510 (plus £142 8s. 4d. purchase

tax), and the coupé costs £565 (plus £157 13s. 10d. purchase tax). The new "Plus Four" Morgan is intended as a fast tourer, which, owing to its excellent power-weight ratio should possess exceptionally good acceleration. Competition-minded "Morganatics" will however, be disappointed that the Vanguard engine has not been modified to bring it under 2-litres, as the present size automatically places the car in the 2½-litre category.

**PANHARD-DYNA Stand 143**

AT the time of going to press, it is not known whether or not the new 750 c.c. Panhard-Dyna will be shown at Earls Court; the 610 c.c. model was, of course, displayed last year, but successes in competitions have made the larger-engined car a good proposition for sporting-minded folk. It would be even more interesting if the D.B., and other specialist versions of the "Dyna" were to be seen. The Panhard engine is a horizontally-opposed, air-cooled twin, with push-rod-operated o.h.v. and novel torsion-bar valve springs. The car has front drive, and independent springing by transverse leaf at the front, and torsion bars at the rear. Incidentally, the standard 745 c.c. engine pushes out 33 b.h.p. The car is now known in France as the Dyna "120", the smaller-engined vehicle being type-named the "110". It is also made in Germany as the Dyna-Veritas, the parts being sent C.K.D., and assembled with a Veritas-designed chassis and convertible body.

**PEUGEOT Stand 171**

ONE of France's most popular cars is the "203" Peugeot, which, by reason of its win in the Liège-Rome-Liège event, must be considered as having a sporting performance. This well-designed and handsome car, has an o.h.v. engine with the push-rods set at an angle, and inclined valves giving a hemispherical head shape. Bore and stroke are 75 mm. and 73 mm. (1,290 c.c.), and with a 6.8 to 1 compression ratio, the Peugeot develops 42 b.h.p. at 4,500 r.p.m.

Front suspension is independent by transverse leaf springs and wishbones; semi-elliptic springs are used at the rear. The standard four-door saloon will almost certainly be exhibited, and also, it is to be hoped, the new foursome cabriolet.



**RILEY:** The successful 2½-litre Riley sports saloon continues practically unchanged for 1951. It is a genuine 90 m.p.h. machine, and has torsion-bar i.f.s.



**ROADSTER:** One of the outstanding exhibits at Earls Court is the new Triumph Roadster, which has a twin-carburettor version of the 2-litre Vanguard engine. It is said to be capable of 85-90 m.p.h.



#### RILEY Stand 168

NO mention is made of the open three-seater Riley which was introduced last year, and exhibits comprise drop-head and saloon versions of the fast 2½-litre, and the 1½-litre saloon. For 1951, the larger car is fitted with hydraulic Girling brakes, working in 11 in. drums. All Rileys now have redesigned scuttle ventilation.

The 2½-litre, 80.3 mm. × 120 mm. engine is of the twin camshaft type, with the shafts carried high up in the crankcase and operating the overhead valves by short push-rods. Twin S.U. carburettors are used, and, with a 6.8 to 1 compression ratio, power-output is 100 b.h.p. at 4,500 r.p.m. Front suspension is independent (torsion bars and wishbones), and semi-elliptics are used at the rear. Gear ratios are 15, 8.86, 5.83 and 4.11 to 1, and maximum speed is about 95 m.p.h.

The design of all Riley models has been so satisfactory, that little other than detail alterations have been necessary since their original introduction.

#### ROLLS-ROYCE Stand 169

MAGNIFICENT examples of the art of automobile engineering are to be seen on the Rolls-Royce stand. An interesting exhibit will be the "export only" six-cylinder Silver Dawn, with Rolls-built steel body reminiscent of that fitted to the Mark VI Bentley. This is quality at (for Rolls) moderate cost. The Silver Wraith six-cylinder cars remain practically unaltered mechanically; they have, of course the admirable o.h.i. and side-exhaust valve engine. Specialist body-builders Park Ward, Hooper

and H. J. Mulliner will show examples of their craftsmanship on the Wraith chassis. In a hall dominated entirely by "radiator-less" modern designs, the simple effectiveness of the Rolls-Royce front-end is both arresting and distinctive. Without a doubt, these aristocrats of Conduit Street look exactly what they are, the "Best Cars in the World".

#### ROVER Stand 150

LAST year, the Rover 75 saloon was one of the high-spots of Earls Court. The breakaway from traditional conservative lines to distinctly Continental and transatlantic styling caused the Rover to be the most discussed car at the Show. A year has passed, and the new car is accepted as a remarkably handsome vehicle, although some would like to see the front-end modified. It is interesting to compare the Rover with the new "1,900" Alfa-Romeo. Both have a somewhat similar side view, but the Italian car definitely scores frontally.

The 2-litre, six-cylinder engine, with its novel "lozenge-shaped" combustion chamber and unorthodox arrangement of overhead inlet valves and side exhaust, gives the Rover "75" a most sporting performance. The chassis is extremely well-designed with first-rate helical and wishbones i.f.s., and semi-elliptic rear. For 1951, only detail changes are announced, these including doors which automatically hold open, door-operated interior lights and a redesigned fascia panel.

#### SIMCA Stand 132

ALTHOUGH the Italian Fiats have been shown at Earls Court, this is the first time that the French Simca concern has exhibited. They are re-

presented by the very popular saloon and the recently-introduced drop-head coupé, and at the time of writing it is expected that the racing two-seater Grand Sport as seen at the Paris Salon, and illustrated in last week's AUTOSPORT will be on the stand.

The Simca 8 has a 1,221 c.c. (72 mm. × 75 mm.) four-cylinder, o.h.v. (push-rod) engine, developing 41 b.h.p. at 4,400 r.p.m. Front suspension is independent by oil-enclosed helical springs and wishbones; at the rear, semi-elliptic springs are used. The sports engine has a compression ratio of 7.75 to 1, compared to the 6.25 to 1 of the standard power-unit, and develops 51 b.h.p. at 4,800 r.p.m.

The Grand Sport model has a tubular chassis, helical and wishbones i.f.s. and torsion-bar rear. Approximately 100 b.h.p. is developed by the engine, and the car is said to have a maximum speed of 136 m.p.h. This type is more usually referred to as the Simca-Gordini, and has been developed entirely from the racing machines.

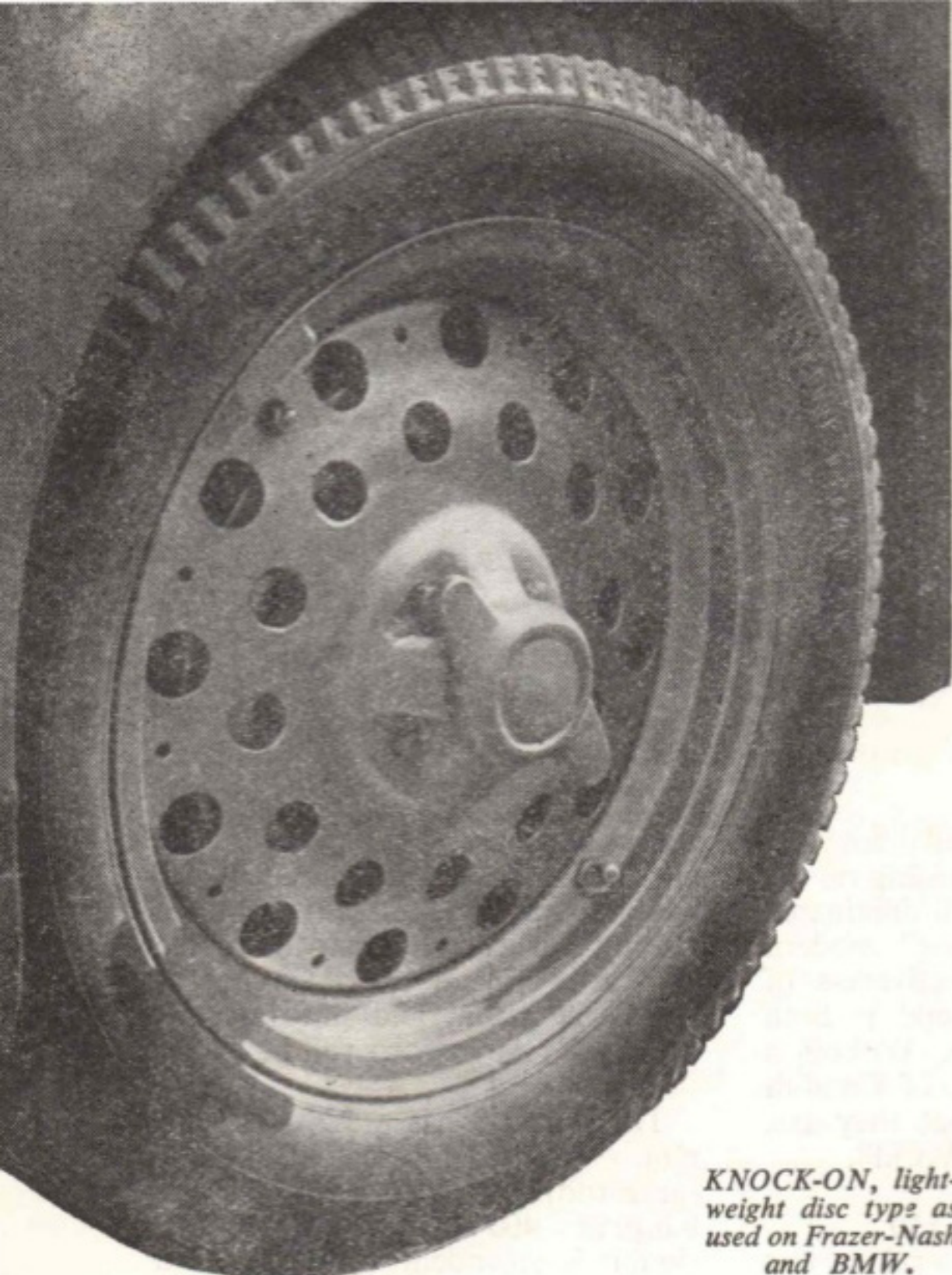
#### SINGER Stand 174

THE advent of a new version of the popular Singer Roadster will be welcomed by people who have wanted to see the "Nine" brought more up to date. It supplements, and does not replace the existing semi-elliptic-non-i.f.s. Roadster styled the Series 4A, which was exhibited at the Paris Salon but will not be seen at Earls Court. This car, with detail improvements including new-type disc wheels, is reserved exclusively for the export market.

The Series A4B is intended for the  
(continued on page 287)



# Wheels



*KNOCK-ON, light-weight disc type as used on Frazer-Nash and BMW.*

ALL cars, from Bloody Mary to the B.R.M., have one design feature in common; that is, they have a wheel on each corner. Nevertheless, no other component of the automobile has been more subject to fashion, prejudice, and just plain change for change's sake, and so I propose to make a few remarks on the basic principles involved.

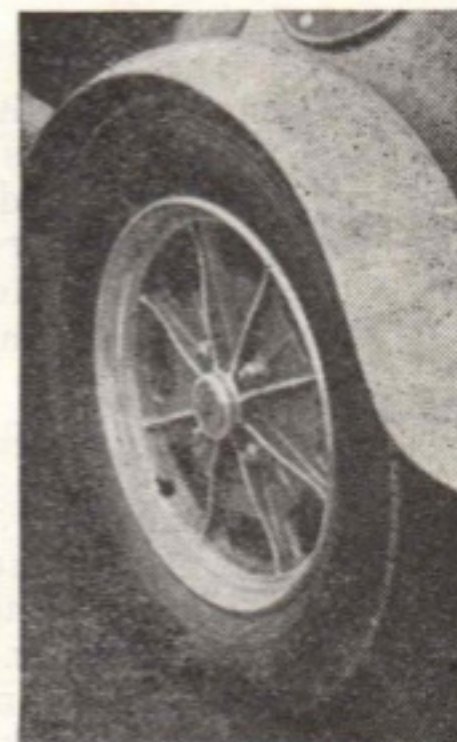
I make no apology for starting, as is my wont, with a brief historical survey, for that is usually the best way to approach any controversial issue. One begins, therefore, with small cars balanced upon wire-spoked wheels, and big ones supported by spokes of hickory wood. This was simply because the makers of bicycles were naturally adept at constructing light wheels, whereas the products of the wheelwright were more suited for carrying cars as heavy as a horse-drawn carriage.

Both types of wheel were entirely effective and, if properly made, gave no trouble. I have in my garage a 1903 Panhard, which once stood in the open for fifteen years. The wooden wheels are still as good as the day when the car was made, and one can take sharp corners at full speed without any fear of damaging them. They have exactly the right proportions to blend with the rather "cobbly" lines of the coachwork, too, and wire wheels would certainly look absurd on this vehicle. By the middle nineteen-hundreds, hickory spokes were rapidly supplanting wire ones on small cars, because the bicycle jobs took so much washing. "A little motor car is ugly and noisy enough; a dirty little motor car is a disgrace to its owner." So wrote Filson Young in 1906.

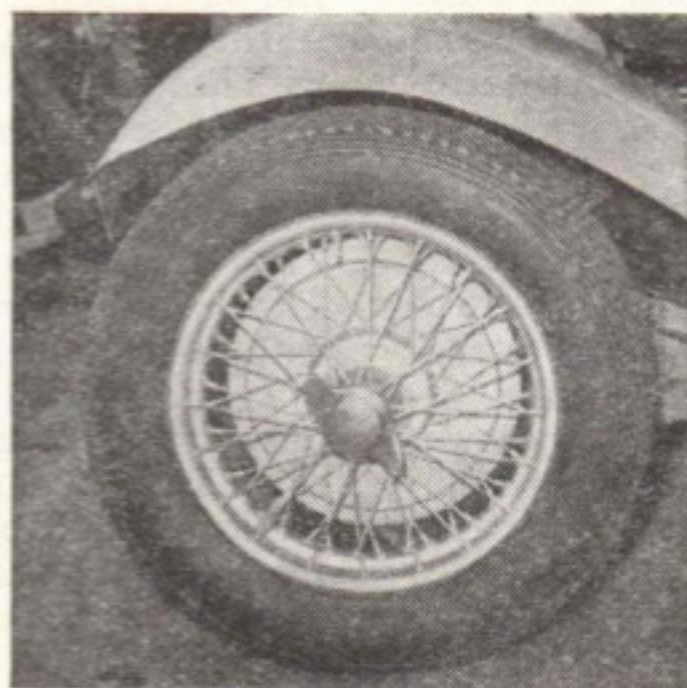
The wooden wheel gained a further advantage when the detachable rim was invented, but around 1910, the Rudge Whitworth wheel, with its centre locking nut, put the wire wheel way ahead for easy tyre changing. By 1922, we had the interesting spectacle of the artillery wheel, now more often with steel spokes than wood, becoming standard equipment on all the cheaper cars; the big, expensive cars had the monopoly of the wire pattern. James the chauffeur had the worry of cleaning them, and what could look better than Rudge wheels on a Bentley, or Dunlop wheels on a Rolls?

Later on, in imitation of the rich boys, wire wheels became universal on even the cheapest cars, and many of them were thoroughly badly made. In particular, the large hubs which became fashionable, allied with decreasing rim sizes, postulated extremely short spokes, which broke through being too rigid. These "Magna" hubs were secured by several studs, and this had no advantage over the artillery type, having none of the quick detachability of the original Rudge or Dunlop products.

From an appearance point of view, a more solid-looking wheel began to be required to match the massive bulbous lines of modern cars. Previously, steel disc wheels had been both heavy and noisy, magnifying all tyre and transmission sounds, and so they had enjoyed only a limited popularity. In to-day's smaller diameters, however, the pierced disc is a strong, light pressing, and saves



*(Right). Ultra-light "Elektron" with integral brake drum.*



*(Above). \* Knock-on Rudge-Whitworth pattern. (Right). Bolt-on "easy-clean" disc, as fitted to majority of production cars.*





literally hours of cleaning time. If you watch the chaps struggling to change them quickly at Le Mans, though, you'll probably agree with me that the good old knock-on cap takes a lot of beating. Progress isn't all forwards, you know.

#### Detachable Wheels Barred from G.P.s

It may seem incredible now, but at first quick detachable wire wheels were considered dangerous, and were barred from Grand Prix races. It was eventually proved that they were lighter and stronger than the artillery pattern, and then they were soon adopted by all racing car constructors. They are still used, of course, with Elektron rims, on all first-line cars, such as the Alfa-Romeo and the B.R.M.

As I have frequently remarked, a very light racing car should not be merely a scaled-down version of a Formula One bolide. The problems are entirely different, and so, among the "500s", we find, as usual, that an entirely new approach prevails. Formula Three races are relatively short, and the little machines are naturally not tyre-eaters. Consequently, quick wheel changing is of no great interest. On the other hand, it is always a problem to keep the unsprung weight sufficiently low for good roadholding and much midnight oil is burned in removing even ounces from these parts.

Originally, many 500s used Fiat disc wheels, including the prototype Coopers. These wheels weigh 11 lb. each, and are barely strong enough for the job, so they cannot be lightened. The quick-detachable wire wheels of the Simca weigh about 1 lb. more, so that is not the solution. Bugatti supplied the next idea, for his early aluminium wheels incorporated the brake drums. The aluminium Cooper wheel, with cast iron brake liner, weighed 12 lb., but this was soon superseded by an Elektron wheel, which is the current wear. It weighs only 8 lb., including

the brake liner, which is cast in place. Obviously, the deletion of separate drums is a very real weight-saving, too.

500 c.c. cars, by virtue of their light weight, need relatively small brakes, and so there is an appreciable area of spokes between the drum and the rim for dissipation of heat. The tyre manufacturers inform me that they have looked into the matter, and they do not consider that there is any danger of excessive heat being transmitted to the outside of the wheel. If they are satisfied, so am I, for I know how thorough they are in such things.

Many big racing cars have drums as large as the rims, and I cannot imagine an integral construction working out well in such a case. The amount of heat produced by the brakes is very great, and I am sure that the effect on the tyres would be far from beneficial. On fast circuits tyres get uncomfortably hot as it is, and so the extra weight of separate drums, as remote as possible from the tyres, must be borne.

#### Advantages of K.O. Wheels

It looks, then, as though the traditional knock-on wheel will remain in fashion for all racers except the little fellows, and I am glad. I only wish that more manufacturers would fit their cars with "real" wheels, as H.R.G.s and Aston Martins do, for though one does not change wheels often, it usually happens when one is on urgent business. I remember bursting a tyre on a Rolls-Royce when hurrying to a party, and the wheel change was almost as quick as a racing pit stop, nor did I soil my boiled shirt. It is a melancholy thought that, in the unlikely event of my finding myself in a similar predicament with a "Silver Wraith", I should have to stir about in the dark with lots of nuts and a wheel-brace.

#### SOAP BOX INTERLUDE

##### Kluge - "Caratsch" - Von Brauchitsch

RUMOUR has it that Germany will shortly be permitted to re-enter International racing, and that a team of Mercedes-Benz cars is in course of construction. One or two of the pre-war Grand Prix drivers, such as Hans Stuck and Hermann Lang, have driven in German National events, and in certain Formula Two races, mainly with A.F.M. and Veritas machines, and Caracciola was seriously injured in a crash in 1946.

This picture, taken by Berlin photographer, Annabiese Schultz, shows three famous pre-war dicers at the start of a soap-box Derby. On the left we see E. Kluge, of super-charged DKW motor cycle fame; in the centre is Rudolf Caracciola, looking remarkably fit and finally Manfred von Brauchitsch.





# The Overhead Camshaft M.G.s

## Their Overhaul, Maintenance and Tuning

by

**Philip H. Smith**

A.M.I.Mech.E.



THE cylinder head having been removed as described last week, it can be left as a unit for the time being, and attention given to the further dismantling of the engine in order to facilitate its removal from the chassis. Having drained the oil-ump, the large-diameter suction pipe running from the front of the sump to the oil-pump should be detached at its unions. The sump can then be dropped after removing all the nuts from the studs which run through the sump casting, and the set-screws on the front and rear flanges. When pushing down the sump, keep it parallel, otherwise it may jam on the long studs, which are easily bent. It will facilitate handling if the studs in question are unscrewed from the crankcase, and this is a simple operation.

A suction filter will be found in the sump, comprising a long gauze cylinder built on to a tube, the front end of which terminates in a union for receiving the suction pipe. The filter can be removed from the front by unscrewing its large hexagon.

The oil pump is attached to the crankcase by five studs, and can be withdrawn after taking these out. The pump spindle is castellated, and engages the distributor drive spindle which carries its driving pinion. The spindle and pinion may readily be pulled off the pump-shaft. The dynamo is lifted clear after removing the four nuts securing the lower flange. Make a note of the number of shims interposed between the flange and the housing. The shims should of course be taken off at the same time. Do not worry about timing markings on the dynamo gears, as there is no real difficulty in arriving at the correct timing on these engines.

A water pump was not normally fitted to this type of engine, but was available for special purposes such as trials work or use in tropical climates. If fitted, it will be found on the near-side just above the oil-pump, its spindle having its own skew gear engaging the same crankshaft gear as is used for driving the oil-pump and distributor. The water-pump unit is held by two nuts and studs.

The oil filter is an aluminium casting, flange-fitted to the side of the crankcase. It has three external pipe connections, one receiving the delivery from the pump, the second (at rear) the oil-gauge connection, and the third taking the pipe feeding the front main bearing and o.h.v. gear. Method of removal of the filter is obvious on examination. The same remark applies to the starter motor. This completes removal of the more obvious bits and pieces, and a start can now be made on removing the unit from the chassis.

### Removing the Engine from the Chassis

The first thing to do is to block up underneath the crankcase with some form of support which will take the weight of the engine. If the support is arranged as near the correct height as humanly possible, a final, and almost "infinite" adjustment can be got by letting some

air out of the front tyres! With the unit satisfactorily supported, the bracket securing the engine nose-piece to the front cross-member can be removed complete with its rubber bush. The nose-piece, together with the integral radiator platform, should then be taken off the front engine housing by removal of the four studs. This will allow plenty of room for withdrawing the unit forwards. The bolts securing the clutch housing flange can then be withdrawn, when it should be possible to pull the unit away from the clutch housing on the gearbox.

If difficulty is experienced, do not imagine snags that are not there. The only handicap to easy removal is the fact that the end of the clutch-shaft may be a pretty tight fit in the flywheel spigot bearing (ball-race). If such is the case, do not force things. Make sure that the engine is dead level, and then, very gently, lever the clutch housing flanges apart by equal effort on both sides with a couple of tyre levers.

Do not on any account use undue force, otherwise there is danger of distorting or even cracking the housing. If judicious persuading and patience are employed it will be found that the shaft can be withdrawn without damage. The prior removal of the front engine mounting will have left plenty of room for sliding the unit forward, and no difficulty will be experienced in lifting it clear and on to the bench.

### Connecting Rods, Pistons and Gudgeon Pins

The connecting-rod big-end bearing caps are each held by two split-pinned nuts. After removal of the caps the rods complete with pistons can be pushed up and out of the top of the cylinder block, taking care that the big-ends do not scratch the bores, as there is not much clearance. The big-end bearing surfaces are metallised direct on to the rods and caps, without any loose liners. The gudgeon pins are a light push fit in the Aerolite pistons, so that dismantling is quite straightforward. Should a gudgeon pin be unduly tight in the piston bosses or little-end, apply penetrating oil and then use a gudgeon pin extractor tool consisting of a band encircling the piston and provided with a jacking screw for forcing out the pin. No attempt must be made to drive out obstinate gudgeon pins, as on account of the special construction of the Aerolite pistons they are easily distorted by ham-fisted methods. Also, some means should be employed to avoid damage to the comparatively soft end-pads on the floating gudgeon pins when using an extractor.



### The Crankshaft

The crankshaft runs in three main bearings on P-type engines. Earlier models have two bearings only, whilst six-cylinder units have four. In all cases the construction is generally similar. The fore and aft bearings comprise white-metal lined sleeve bushes carried in the respective end-housings, the intermediate bearing being a white-metalled split steel housing which is a snug fit in a circular register, the latter being large enough to allow the crank webs to pass through it when withdrawing the shaft. The split housing is located in the crankcase by means of long bolts locked by tab washers. When these bolts have been removed, the bearing housing complete can be withdrawn along with the shaft, and remains in position on the shaft.

Before withdrawing the crankshaft it is of course necessary to remove the flywheel. Dismantling the clutch is quite a straightforward operation, it being necessary

only to take out the eight nuts and bolts securing the pressure-plate cover to the flywheel rim. When these clutch parts have been taken off, the nuts holding the flywheel to its crankshaft flange will be exposed. These nuts also secure the housing for the clutch-shaft spigot bearing, which will come away after the nuts have been removed. This gives access to the large crankshaft nut, for which an outsize in substantial box spanners is necessary. Avoidance of damage at this point is most important, and after removal of this nut, the services of a proper puller must be obtained to draw the flywheel crankshaft flange off its taper. When this has been done the starting handle dogs should be unscrewed from the front end of the shaft, and the fan pulley, dynamo bevel pinion and oil-pump distributor skew gear drawn off the shaft in that order. The front and rear housings can then be removed and the shaft withdrawn, the centre bearing housing being then split and removed from the shaft.

(To be continued)

# This Penya Rhin Grand Prix

## A TEST FOR BRITAIN'S GRAND PRIX HOPE

THE exciting announcement that two B.R.M.s, to be driven by Reg Parnell and Peter Walker, have been entered for the Penya Rhin G.P. on 29th October has focused British interest on an event of which comparatively little is known in this country. Its obscurity in recent years can possibly be ascribed to its unfortunate coincidence with the British Motor Show, a period when the motoring journals, hard pressed for space, can spare little for detailed accounts of racing events.

Yet the Penya Rhin race has a long and romantic, if chequered, history. The first races were for "voiturettes", and were staged over the rather exciting 14 km. Villafraanca circuit in Catalonia, eighteen or so miles outside Barcelona. The initial event, restricted to cars of up to 1,400 c.c., took place on 16th October, 1921, and was contested by Bugatti and La Perle from France and sundry interesting Spanish vehicles, Matas, David and Izaro, etc., some of mildly precarious nature and others embodying excellent design features. Winner was Pierre de Vizcaya (himself of Spanish blood though resident in France) with one of the wonderful old Brescia Bugattis, and runner-up, some 30 mins. behind, was his team

mate Mones Maury, who made fastest lap. Revaux (La Perle) was third. Over a distance of 322 miles—longer than the average modern G.P., be it noted—de Vizcaya's average was 53.02 m.p.h.

The following year Louis Coatalen's "invincible" 1½-litre Talbot-Darracqs were attracted to an event now open to 1,500 c.c. cars, together with two 1½-litre twin cam. Aston Martins driven by Count Zborowski and Douglas Hawkes, and several Spanish makes once again. Among these, the o.h.c. 16-valve Ricart y Pérez was reputed to rev at 7,000—and to have been designed and built in under four months! Another, the Elizalde, sported disc wheels but was no slower for that. The result, inevitably, was a Talbot-Darracq victory, K. Lee Guinness being the driver, but the habitual 1-2-3 team success did not come off, for Chassagne retired with valve trouble and Segrave, suffering this malady too, had his car catch fire, finishing a miserable race on three cylinders in 4th place. Complaining of burnt feet after the blaze, Segrave was unsympathetically advised by Coatalen to put them in a puddle if it happened again! Fastest lap, surprisingly, went not to a Talbot but to a Chiribiri, at 113 k.p.h. Zborowski with the

Henri-head Aston scored a popular second place, and third was Ramasoto (Chiribiri).

By 1923 the race was an established classic and Talbots lifted it a second time, Divo winning at 67.54 m.p.h. with Dario Resta on the second French car third home. Again impertinently thrusting between the "invincibles" was the dashing "Lou" Zborowski with his Aston Martin. Pierre de Vizcaya's brother Fernand came fourth on a Spanish Elizalde and fifth was one of the delightfully named Chiribiris driven by an obscure Italian, Tazio Nuvolari. The gusto with which this lean, hatchet-faced young man drove his car earned acclaim from the crowds, but his day was yet to come—the "Maestros" of that event were the Talbot drivers.

Then came a regrettably long break in the Penya Rhin series until its renaissance in 1933. This time the race was held over a shorter, twisty circuit in the Montjuich Park, Barcelona, and was a 94-mile *formule libre* event. Gone were the Talbots, the Astons, the Chiribiris, etc., of the early 20s—it was now the era of the eternal protagonists, Alfa-Romeo and Bugatti. The entry for the 1933 Barcelona race was preponderantly

(continued overleaf)



### This Penya Rhyn Grand Prix

—continued

Alfa, only Lehoux and the Spanish veteran Palacio having fast Bugs., faced by Wimille, Nuvolari—back again ten years after, on a very different status—Zanelli of Chile and the Portuguese Vasco Sameiro as the Alfa mainstay. Spain was again represented, this time by Tort with a Nacional Pescara—an interesting 8-cylinder machine with an excellent hill-climb record—it won the 1931 European Hill-climb Championship. Anticipations of a fairly easy Nuvolari win went awry when the Italian dropped back with carburation bothers, finally repeating his modest fifth place of ten years before. The unexpected winner, therefore, was Juan Zanelli who averaged 59.44 m.p.h. with his 2.3 Alfa, proving Montjuich to be slower than the old Villafranca course. Second came Sameiro, while third place was the best the stocky little Algerian Marcel Lehoux could manage.

### Ferrari Demonstration

The 1934 race for Formula cars proved very different, three of the all-conquering "Monoposto" Alfas of the Scuderia Ferrari settling the issue, despite various Maseratis, Bugattis and Zanelli with the Nacional Pescara. Varzi, Chiron and Lehoux (Ferrari Alfas) scored a 1-2-3 win, but the race nevertheless was far from dull. Our own Hugh Hamilton, on a Whitney Straight Maserati, drove hard and well before retiring, Zanelli brought the sedate-looking Nacional Pescara home fourth, ahead of all the Maseratis and Bugattis. In practice the famous American driver Peter de Paolo had a serious crash in a French-owned single-seater Maserati, suffering a fractured skull and other injuries when his car overturned.

By 1935, the German Mercedes-Benz racing offensive was well under way, and two of their 3.9-litre cars scored a comparatively easy success. Fagioli won, "Rudi" Caracciola was second, and third came Nuvolari (Ferrari "Monoposto" Alfa) who drove one of his best races, passing both Merc. drivers at one stage of the race. Etancelin and Zehender (Maseratis) were "also-rans".

Came 1936, with Germany well-established as regular winners in Formula racing. Both German teams

competed, Auto-Union fielding Rosemeyer and von Delius (Stuck came over to Shelsley instead); Mercedes, Caracciola and Chiron. Ferrari sent three Alfas, Nuvolari with the new 4.4-litre V12, Brivio and Farina with "eights" of 3.8-litres. Etancelin had his Maserati, Wimille his Bugatti and Sommer his independent "Monoposto" Alfa-Romeo. With Mercs. already having won at Monaco and Tunis, Auto-Union at Tripoli, it looked like another German victory—but. . . .

### Greatest Menace to Success

A famous G.P. driver is reputed to have once said, "No victory is certain with Nuvolari about. If he competed on a bicycle I would still rate him the greatest danger" or words to that effect. Nuvolari hadn't a bicycle at Montjuich—he had the 12-cylinder Alfa—high and cumbersome-looking in contrast to the sleek Mercs. and A.U.s. The race proved what must have been one of the finest during the whole 1934-1939 G.P. period, Tazio, on the top of his form, leading from the start, with Caracciola at his tail. They duelled throughout the 188 miles, but despite making two pit stops to the Mercedes's one—and additionally running short of fuel near the end so that his Alfa slowed with misfiring—Nuvolari still won by 3 secs. Farina took third place ahead of von Delius' rear-engined Auto-Union and Rosemeyer, after lurid moments hitting a lamp post, came fifth; Chiron (Mercedes) was sixth.

### Another New Circuit

Then civil wars and things made racing an impossibility in Spain, and thus another ten years elapsed before Penya Rhin again appeared in the calendar. Again a new venue was chosen, the very fast 4½-kilo Pedralbes circuit on the outskirts of Barcelona, embodying a straight, almost two miles long, along the Avenida de la Victoria. With the 158 Alfa-Romeos absent the bulk of the entry comprised 1½-litre Maseratis, most of them the successful 4CL type plus, this being a non-Formula race, a formidable Type 8CL 3-litre 8-cylinder Maserati to be driven by Villorresi. The sole British runners were Leslie Brooke with the ex-Dobson

E.R.A. and Parnell on the ex-Wakefield 4CL Maserati.

Villoresi not unnaturally led off with his potent 3-litre, but eventually retired, leaving the race to the smaller "Masers." Winner was Giorgio Pelassa, a little-known Italian driver, second was the Swiss, Basadonna, third a Spaniard, Puigpalau, all Maserati-mounted. Fifth and last of all came Brooke's E.R.A. after a fantastic amount of trouble. Lest it be thought Pelassa won by the elimination of faster rivals, it should be noted he made second fastest lap, 5 secs. slower than Villorresi's car of twice the capacity.

### Derby Driver Shines

The 1948 race, the last to be held before the forthcoming event on 29th October, attracted a splendid entry, the "quality" being three of the then new G.P. Ferraris (Bira, Farina, Pola) Villorresi, Ascari, Brooke, Parnell, de Graffenried, etc., on 4CLT/48 Maseratis, six Lago-Talbots (Chiron, Rosier, Comotti, Etancelin, Cabantous, Raph) and Gerard and Harrison with E.R.A.s. The Ferraris all blew up, leaving things to Villorresi and his Maserati, but not by a great deal, for it is good to record that that undaunted trier Reg Parnell got home second, 28 secs. behind, after an epic drive. Chiron was third, Harrison fifth.

No less than 400,000 spectators—nearly three times the Silverstone record figure—are said to have attended in 1948, and if the forthcoming race attracts the 158 Alfas and the new and very fast Ferraris in addition to the B.R.M.s then an even vaster gathering can be anticipated around the Pedralbes circuit on 29th October. The 2¾-mile course has been extended to 3.9 miles, which should provide not only more elbow room for the multitude but an even faster lap than Villorresi's 1948 record at 94.2 m.p.h. A 100 m.p.h. lap may prove possible, which should try out the V16 B.R.M. well and truly. The B.R.M. Trust's decision to race at Barcelona will be warmly applauded by all. Win or lose there is no surer key to race worthiness than actual G.P. racing and all British hearts will go out to the B.R.M. équipe in their first venture in Continental G.P. racing, and wish them all success.

C.P.



# News from the Clubs

## VETERANS' RALLY IN SHROPSHIRE

North-West V.C.C.'s pre-Brighton run

THE North Western Section of the Veteran Car Club of Great Britain are holding a Rally on Sunday the 22nd October, at The Brecklands, Prees Heath, near Whitchurch, Shropshire. This spot has been chosen as convenient for the bulk of North Western members, and a good turnout is hoped for. The Club makes the wise suggestion that drivers may find this Rally a useful opportunity to discover any snags before the Brighton Run in November. The gathering will take place at noon, followed by lunch at 12.30. The afternoon's programme will begin at 1.45 p.m. If all goes well, this will be the first appearance of Jim Crossman's 1912 Bedford, an interesting car thought to be the only specimen of its kind. The Bedford was built under licence from Buick and is a drophead coupé, powered by an overhead valve 4-cylinder engine of 23.9 h.p. The model is described as "The Doctor's Coupé", largely, one thinks, owing to the presence of a little shelf suitable for carrying black bags. The car was one of a pair discovered by AUTOSPORT colleagues and had been jacked up for twenty-five years in a ruined stable.

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## BRITISH TRIAL DRIVERS' ASSOCIATION

A.G.M. at Buxton

THE Annual General Meeting of this important body will be held at the Palace Hotel, Buxton on the 21st October, immediately after the conclusion of the M.C.C.'s Sporting One Day Trial. The moment is a particularly favourable one, as few occasions bring together a more representative gathering of Trials types than the Buxton week-end. The main business will be the election of officers for the ensuing year, but, no doubt, occasion will be found for a good deal of useful ventilation.

Mention of the M.C.C.'s Sporting Event reminds one that two years

Club Secretaries are invited to send details of the activities of their Clubs, for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

ago, there were complaints that the course was too easy. Last year, Jackie Masters stiffened things up considerably, and the Clerk of the Weather took a hand as well, with the result that some people moaned about it being too difficult. It will be interesting to see what happens this year.

The High Peak Trial on the following day is, of course, a full-blooded Sporting event in the best Sheffield and Hallamshire tradition, and generally produces some of the finest driving of the year.

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## SPECIAL TESTS DECIDE TRIAL RESULT

Severn Valley M.C. Event

A SHORT Trial, incorporating Driving Tests, was held on 8th October, and attracted a good entry. All the observed sections being climbed non-stop, the results were decided on timed sprints and braking tests, and a "figure-eight". Best times were made by (1), G. Cope (Austin

A70); (2), P. Fullwood (M.G. TC); and (3), P. Thompson (Singer Roadster). A good effort was that of P. Jones, who completed the trial in (or on) a 1928 Ford Model "A". After the event about thirty members gathered for tea at the Halfway House on the Wrekin, where results were worked out by the Competitions and Organizing Secretary, Terry Heath. This trial was the last of seven events on which will be decided the "Victor Ludorum", the winner of which will receive the Harlech Trophy. This, on aggregate, appears to be F. Oldham.

The Club have been invited to take part in a closed Invitation Inter-Club Rally on 22nd October, promoted by the North Staffs. Motor Club, finishing with tests at Atcham Aerodrome, near Shrewsbury.

\* \* \*

## VERSATILITY BY FALCON

Trials, Tests, Speed Trials and Films

THE Falcon Motor Club (H.Q. The Crown and Falcon Hotel, Puckeridge, Herts) discussed past and future events at its A.G.M. recently. Successful 1950 ventures included a night navigation trial, driving tests, the speed trials at Tewin Water and a showing of Geo. Phillips's films.

The Guy Fawkes closed invitation

(continued overleaf)



GAMSTON ECHO: Whilst Hugh Howarth's Lagonda receives attention in the background, Howarth Junior goes paddock-cruising in an "Allan Arnold" type of Bugatti, during the Nottingham S.C.C.'s meeting on 7th October.



### News from the Clubs—continued

Trial takes place on 5th November, and another film show on 29th November, open to non-members.

This extremely active club of enthusiasts seeks more members. Address of the Secretary, Mrs. D. Chiles, is 16 Owles Lane, Buntingford, Herts, annual subscription a mere 10s. 6d.

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### BIRMINGHAM UNIVERSITY M.C. REGULARITY TRIAL

#### Closed Event on 22nd October

THIS, the University Club's first full-blooded post-war event, though not a chassis-smasher in deference to undergraduate transport, takes place in and round the Clee Hills district, Shropshire, over a 50-mile course.

Secretary's address: 15 The Crescent, Solihull.

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### NORTH LONDON MEMBERS MEET

#### G.N., Salmson and Amilcar Talk by Pat Green

ON Friday, 6th October, the North London Enthusiasts' Car Club held another of its Members' Meetings, whereat a member or members address the audience on their motoring experiences or any other subject of a motoring character.

On this occasion, Pat Green was kind enough to come along with some notes on G.N.s, Salmsons and Amilcars, and for something like a couple of hours gave an absorbingly interesting talk on the development of these three marques, followed by a number of photographs shown through an epidiascope.

It is the policy of this club to put on film shows and talks from time to time devoted to well-known makes of car, past and present, and this particular meeting was well in accordance with the tradition, as whatever was left unsaid about these cars could hardly have been of much significance.

An Extraordinary General Meeting of the club takes place at "The Green Man", Edgware, on Thursday, 19th October, at 7 p.m. At the Essendine Club on the following Wednesday, 25th October, at 7 p.m.,

### COMING ATTRACTIONS

October 21. *M.C.C. Buxton Sporting Trial.*

*Scottish S.C.C. Autumn Trial.*

October 21/22. *Hants and Berks. M.C. Night Rally.*

October 22. *G.P. de l'A.C. de Portugal (Sports Cars).*

*Sheffield and Hallamshire M.C. "High Peak" Trial.*

October 25. *Aston Martin O.C. "Gathering", Cock Tavern, Fleet St., E.C.4.*

October 27. *Bugatti O.C. Annual Dinner and Dance, Dorchester Hotel, Park Lane, London.*

*M.G.C.C. Annual Dinner-Dance, Hyde Park Hotel, London.*

October 28. *Bristol M.C. and L.C.C. John Bull Trial.*

*Ulster A.C. Trial.*

October 29. *Penya Rhin G.P. (Formula One) Barcelona.*

*N.W. London M.C. N.v.S. Challenge Team Trial.*

*Riley M.C. (Midland Centre) Autumn Trial.*

*Sunbeam M.C.C. Car and Sidecar Trial.*

"Morty" Morris-Goodall will address members on his Le Mans experiences with Aston Martins.

\* \* \*

### RILEY M.C. INTER-CENTRE TEAM TRIAL

#### RESULTS

1. N.E. Centre—D. J. B. Almgill (post-war 1½-litre). C. W. Buckley (post-war 1½-litre) and J. V. H. Holt (Sprite), runners-up.

2. N.W. Centre—G. N. Booth (Sprite), B. Taylor (1932 "Nine") and J. H. Compstey (Sprite).

Best Individual Performance—J. V. H. Holt (N.E.) Runner-up: E. Grindrop (N.W.).

\* \* \*

### BRIGHTON AND HOVE M.C.

Night Navigators Trial, 14/15th October

1, E. S. Baldwin (1½-litre M.G.), 42 marks lost; 2, J. E. Leeney (Alvis), 67; 3, Dr. Carter-Shaw (Ford Prefect), 69; 4, C. F. Bartlett (Vauxhall) 72.

\* \* \*

### M.G.C.C. (MIDLAND CENTRE)

Autumn Trial, 15th October

Best Performance Class A—P. D. Fullwood (1,250 M.G.).

Class B—R. A. Hopkinson (1,172 Bancroft Special).

Class C—J. C. Winby (2,088 Vanguard).

First-class Awards—J. F. Dalton (1,250 M.G.), C. A. Moss (1,250 M.G.), C. R. Jordan (1,250 M.G.).

Second-class—A. Bemrose (1,250 M.G.), J. G. Beasley (1,250 M.G.).

Team Award—J. C. Wimby (Vanguard) and P. D. Fullwood (M.G.).

### M.G.C.C. (N.W. CENTRE)

Bowland Forest Trial

#### RESULTS

##### Saloons

1, R. S. B. Brewer (M.G. 1½); 2, J. G. Reece (Ford 8); 3, J. C. Seddon (M.G. 1½).

##### Open

1, J. N. Prest (M.G.); 2, K. W. Fleuriot (M.G.); 3, J. G. Green (Morgan).

\* \* \*

### FIRST EVENT BY NEW M.G. CLUB SUB-CENTRE

#### South Wales Members Stage Successful Gymkhana

THE M.G.C.C. South Wales Sub-centre, recently born of the S.W. Centre, disproved the need to walk before running when on Saturday, 14th October, guided by Michael Llewellyn's competent apron strings, it romped ahead to its first event, a Gymkhana on a perimeter road of Cardiff Airport. Fair weather (mostly), nineteen competitors and the club's General Secretary, John Thornley, graced the gathering. Five competitions faced the drivers, the first a balloon blow-up-burst which perplexed the passengers; much fun and red faces; won by Dr. Lake & Co.

Second was a "back seat driver" test, forward and reverse on a bending race with a blindfold man at controls. 1st, C. Griffiths (1½-litre saloon); 2nd, A. S. Brookes (TC).

Third came the Pylon test—forward, reverse round it and on again, the winner being D. Boshier Jones (TD).

Fourth event, the Bending race, without restrictions on driver, produced the highlight of the day when C. Griffiths swung his 1½ saloon round the posts faster than anyone else; 2nd was G. E. Turner (TD), so it wasn't a matter of high-lift cams. A fine performance.

Final test, comprising acceleration and braking down 150 yards run, and reverse back on separate parallel course was won by G. E. Turner (TD); 2nd, E. Fletcher (TC).

Thanks to the Cardiff Aero Club the meeting adjourned to their premises where the tankards for each winner (one only Mr. Griffiths!) were presented by John Thornley.

An unexpected pleasure at this meeting was the presence and performance of Mr. Wellstead and his



Morris Red Flash of 1925 Vintage, a one time Brooklands performer. This pair gave a demonstration run before each event and they showed that this old machine can still go like a scalded cat.

The Hon. Sec. of this flourishing new baby is: Michael Llewellyn of Waunceirch House, Nr. Neath, Glam. Telephone: Neath 2147

\* \* \*

#### PENYA RHIN G.P. ENTRIES

No Alfas but strong opposition for the B.R.M.s

No Alfa-Romeos have been entered for the Penya Rhin race at Barcelona on 29th October, but Reg Parnell and Peter Walker (B.R.M.s) will be faced by three of the new 4½-litre unblown Ferraris, which showed their paces at Monza, three 1½-litre supercharged Ferraris, and a strong field comprising Lago-Talbot, Maserati-Milan, Maserati and Simca.

The provisional entry list is as follows:

B.R.M. 1,487 S.: Parnell, Walker.  
Ferrari, 4,500 U/s: Ascari,  
Serafini, Taruffi.

Ferrari, 1,500 S.: three cars; no drivers named.

Lago-Talbot 4,500 U/s: Etancelin,  
Giraud-Cabantous, Louveau,  
Claes, Apezteguia.

Maserati, 1,500 S.: Chiron,  
Bira, de Graffenried, Rol, Mur-  
ray.

Maserati-Milan 1,500 S.: Bonetto,  
Godia, Jover.

Simca-Gordini, 1,496 S.: Manzon,  
Simon, Trintignant.

\* \* \*

#### PATHFINDERS' TEST MEETING

Successful Event by Derby Club

The Pathfinders' and Derby M.C. held its second Car Driving Test meeting on Sunday, 15th October.

The event consisted of several driving tests (on private ground), a main and secondary road section to be covered at 24 m.p.h., a restart and acceleration test and a brake test, the total distance covered being fifty-one miles. The premier award was the Hill Cup which was won by A. Towle, driving a Jowett Javelin, and the award for the best sports car was won by S. Hogg, driving an M.G.

#### Scottish Clubs' Conference

—continued from page 263

Earl of Dalhousie were at a standstill. Nevertheless this joint project of the R.S.A.C. and the S.S.C.C. would not be forgotten. Thereafter he called upon the various delegates to announce their plans for season 1951.

W. L. B. Callander and T. A. M. Watson, representing the Scottish Sporting Car Club, said they proposed a programme of fourteen events which would cater for all types of enthusiasts. The famous Highland Three Days' would, as usual, take place during the Easter week-end (24th-26th March), the Kinneil National Climb on 30th June, the members' meeting on 29th September and, as a special attraction, they asked to reserve 19th May for a team trial.

For the Scottish Centre of the M.G. Car Club, Bert Kay and E. R. Herrald were not so demanding in their requests.

It would appear from the remarks of the Falkirk and D.M.C.'s delegates, A. K. B. Clarkson and Bob Hall that a really ambitious trial is planned for 13th May, when it is hoped to attract some of the competitors in the M.C.C.'s London-Edinburgh run to an afternoon's sporting motoring in mid-Scotland.

M. S. S. Bruce, J. F. O'Connor,

Charles Bell and T. Maney intimated that the Hawick and Border C. and M.C.C. would again collaborate with the Lothian and Berwick clubs for Winfield. From far away Aberdeen, A. R. Davidson and M. D. Lindsay propounded a really ambitious programme, including race meetings over the 2.2 miles aerodrome circuit at Longside. Incidentally most of their events will be held on Sundays.

J. A. Dick Peddie and Malcolm Smith for the Lothian C.C. and J. R. McBain and A. M. Calder for Berwick and D.M.C. gave some idea of their Winfield arrangements, the dates to remember being 21st July and 6th October; the latter is a somewhat more ambitious project.

Owing to the protracted negotiations concerning Grangemouth, the Scottish Motor Racing Club meanwhile ask for no dates, Douglas Smith and G. C. Ross of Glasgow University M.C. and C.C. said they were holding a "watching brief" while D. H. R. Falconer and A. A. Mould, on behalf of the Southern Sub-Centre of the Riley M.C. indicated that they would continue to arrange their usual programme of family party events, the first to be held at Craigend Castle on 29th October, starting at 2.30 p.m.

Tom Forrest, Irvine Kempt, Jr., Alen Wallace and A. K. Stevenson, on behalf of the R.S.A.C. hinted that another date—other than Rest and Be Thankful and the Scottish Rally—might be required while, of course, they had pledged themselves to help organize the Scottish end of the Festival of Britain rally.

When discussion time came the delegates were singularly quiet. Not the calm - before - the - storm - variety either, but restfully content with the augury of the future.

"What about grumbles," Alex Frew insisted, but the somnolence persisted. Almost in desperation he turned to AUTOSPORT's representative who also remained mute for he was saying to himself—"Forty events, two motor shows—two six days' rallies! . . . how on earth am I going to break the news to Mrs. Bodach that she'll holiday alone this summer!"

OWING to pressure on space caused by the Motor Show, we have held over Correspondence this week.



*DEEDS BY NIGHT: This is the sort of stuff competitors have to tackle in the Hants and Berks M.C.'s Night Navigation Rally, which starts from the "Sadlers Arms", Sutton-Scotney by-pass at 9.30 p.m. on 21st October, and finishes at the same spot. Our picture was taken during last year's event. H. & B. were pioneers in this type of event.*



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## SHOW BUSINESS—continued from page 275

### Singer—continued

home market; it has a more stylish treatment of the front-end and wings than the 4A, and has independent front springing by helical springs and wishbones; semi-elliptics are used on the rear, and double-acting hydraulic dampers are fitted all round. It retains the well-tryed, 1,074 c.c. overhead camshaft engine, with familiar single-chain drive, which is used in modified form in the out and out sporting H.R.G. "1,100". Maximum speed of the Roadster is 65-68 m.p.h., with 50-55 m.p.h. cruising. This new model should find a ready market in a field where small-capacity open four-seaters are conspicuous by their absence.

Its bigger brother, the SM 1,500 saloon is continued, with improvements to the finish of the interior. This car also has an o.h.c. engine and i.f.s. It has gained a fine reputation for all-round road performance.

### SUNBEAM-TALBOT Stand 163

THE sports saloon and drophead coupé models of the new "90" Sunbeam-Talbot are easily the fastest cars of this type to carry the name. A power-output of 70 b.h.p. at 4,000 r.p.m. is obtained from the four-cylinder, o.h.v. (push-rod) engine, which is of 2,267 c.c. (81 mm. × 110 mm.).

A hypoid rear axle permits of a lower floor level than on previous S-Ts: independent front suspension is by helical springs and wishbones (unequal length), and semi-elliptics are employed at the rear. Flowing body-lines are a feature of both models. Sunbeam-Talbots have done well in the International Alpine Trial. Maximum speed is approximately 80-85 m.p.h.

### TRIUMPH Stand 145

THE new Triumph Roadster has pride of place on this stand which includes the well-tryed razor-edge saloon "Renown", and drop-head and saloon versions of the side-valve "Mayflower". Like all of the Triumph-Standard range of 2-litre cars, the Roadster uses the four-cylinder, o.h.v., Vanguard engine, but fitted with twin carburettors and power-output stepped up to 71 b.h.p.

at 4,200 r.p.m. The latest type three-speed gearbox with overdrive top is used, and maximum speed is stated to be 85-90 m.p.h.

Striking lines characterize this new car, which has been designed as a sporting vehicle that can be converted immediately into a coupé by pressing a button to operate a hydraulically-controlled top. The car offers a direct contrast to the "severe" lines of the "Renown", as aerodynamic principles have been applied, both in the appearance and in the construction of the light-alloy, double stressed-skin body.

The headlamps are concealed in the wings by automatically-opening shutters, rather similar to the method used by James Anderson in his earlier Anderson Special. A curved windscreen is used, and the metal-framed door windows are raised and lowered hydraulically. A feature is the commodious luggage boot with counter-balanced lid, and release-lock operated from the interior of the car; the 12-gallon petrol tank is carried inside the boot. Hydraulic operation is also applied to the seat adjustment, the button for which is located low down on the driver's side; the seat itself is of the two/three-seater bench pattern.

Weight of the car (dry) is 24½ cwt.; it has a remarkably short wheelbase (7 ft. 10 in.) for a roadster type of vehicle. Heating and demisting units (Smith's) are built in, and there is, of course, provision on the fascia panel for radio. This new Triumph should find a ready market both at home and abroad.

### WOLSELEY

THE "Six-Eighty" Wolseley, with its six-cylinder o.h.c. 72 b.h.p., 2,214 c.c. (73 mm. × 87 mm.) engine has gained a good reputation as a fast tourer. Front suspension (independent) is by torsion bars, and semi-elliptics are used at the rear. At the time of going to press no details were received of any proposed changes on either "Four-Fifty" or "Six-Eighty" models.

**NOTE!** Whilst every care has been taken in compiling this review, changes may since have taken place that were not communicated to us before the opening of Earls Court.



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