

AUTOSPORT

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EVERY FRIDAY

Vol. 3 No. 16

October 19, 1951

BRITAIN'S MOTOR SPORTING WEEKLY



HIGH PERFORMANCE CARS AT EARLS COURT

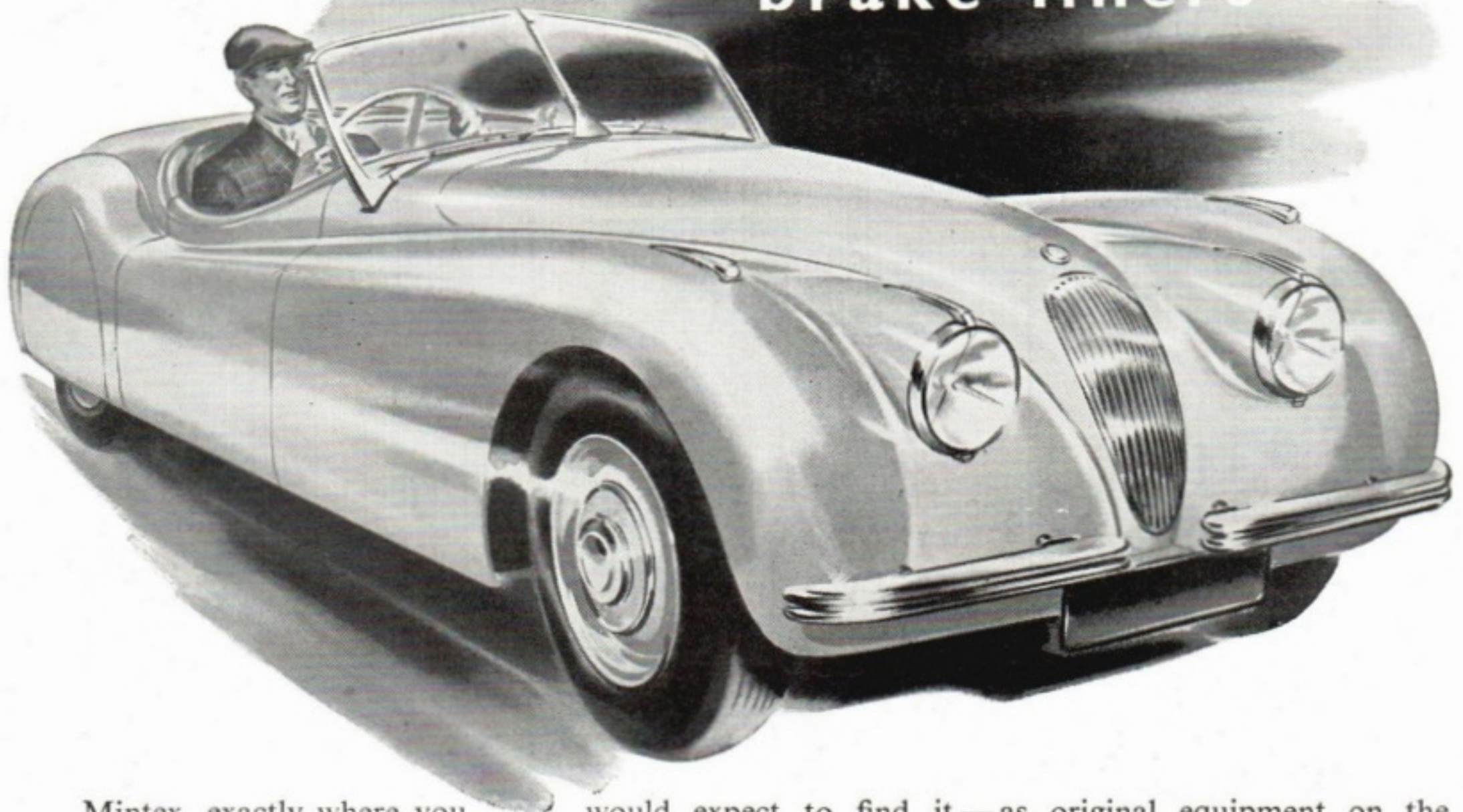
RACING AT WINFIELD
JOHN BOLSTER—RUSSELL LOWRY
RAYMOND GROVES—H. A. O'BRIEN

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production car relies on*

MINTEX

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Mintex, exactly where you would expect to find it—as original equipment on the Jaguar XK120, the fastest production car in the world—Jaguar also specify Mintex for their entire range. Mintex is used on many other cars, trucks and buses and on most British aircraft—wherever, in fact, there must be no argument on quality and high performance.

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**BRAKES · DAMPERS
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STAND NO

288

Motor Show Earls Court

GIRLING LTD · KINGS ROAD · TYSELEY · BIRMINGHAM · 11



Heir to 30 years of glorious successes
AT SPA, ULSTER AND LE MANS

SUCCESS follows SUCCESS

1950 Le Mans

*First All-British car to finish
 1st and 3rd in Fourth Annual Cup
 3-litre lap record
 1st and 2nd in 3-litre class
 3-litre total distance record*

1950 Tourist Trophy

1st, 2nd and 3rd in the 3-litre class

1951 Le Mans

*General classification 3rd, 5th, 7th, 10th, 13th
 1st, 2nd, 3rd in 3-litre class
 For the second year Aston Martin broke the 3-litre
 distance record. (Subject to official confirmation)*

STAND 167 AT THE MOTOR SHOW

**"Nothing finer has been seen
 in all the history of Le Mans"
 said "The Times" (25th June, 1951)**

This referred to the proud achievement of the five Aston Martin DB2s at the 1951 Le Mans. Such performance confirms that the breeding of this car over the last 30 years of phenomenally successful international racing has achieved its purpose—a modern race-bred luxury car, as near perfection as it is given to men to build.

Powered by 6-cyl. 2.6-litre engine, with twin overhead camshafts, developing 123 b.h.p. ("Vantage" engine), coil springs all round, front independent, with trailing links, light alloy body, tubular cruciform-braced chassis frame. Centre lock quick-change wheels. Powerful hydraulic two-leading-shoe brakes. Optional central or steering column gear change. Body air conditioned.

ASTON MARTIN

DB2

the race-bred luxury car



ASTON MARTIN LTD, FELTHAM, MIDDLESEX
 A Product of the David Brown Group

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 16.

October 19, 1951

Assistant Editor - C. POSTHUMUS
Northern Editor - RUSSELL LOWRY
France - GERARD CROMBAC
Chief Photographer - GEORGE PHILLIPS
North of England - FRANCIS N. PENN

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EDITORIAL

THE annual Motor Show at Earls Court naturally overshadows all other events in the motoring world. Once again, the British public may look, covet, but not purchase. Our economic position is such that the great bulk of manufactured vehicles has to go to earn foreign currency, with the accent on dollars. Also, the scarcity of certain materials has forced the majority of British manufacturers to cut production, leaving even less products for the home market.

Nevertheless, all enthusiasts will flock to the Show to see the latest offerings in high-performance machinery. Great Britain can take pride in the achievements of her sports-cars, which, during the past season, have proved conclusively that our designers and makers have not only matched the skill of Continental craftsmen, but have surpassed them in respect of certain types of vehicles.

It has been obvious for some time that, in the matter of low-cost passenger machines, this country cannot hope to compete with the vast factories of Detroit and Windsor, geared up for mass-production of large-engined cars at prices which defy competition from European makers. Production in U.S.A. and Canada has long since caught up with the supply and demand situation and consequently the market for British passenger cars in these two countries has dwindled considerably.

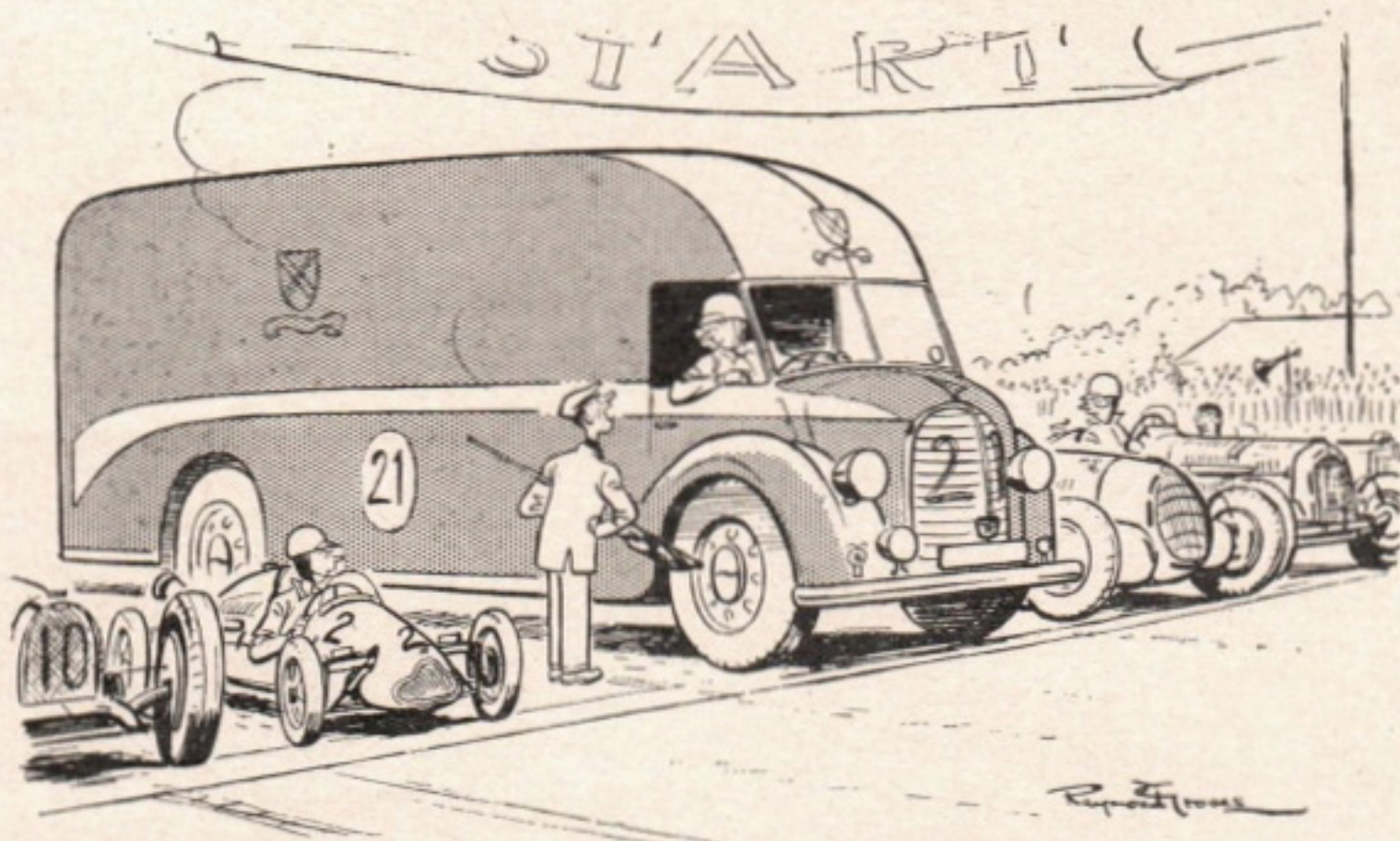
Nevertheless, there will always be a market in any country for the true, high-performance car of proved quality, backed up by successes in competitions.

* * *

BRANDS HATCH'S "no-revolving" rule has drawn attention to an anticipated aspect of 500 c.c. racing. Where drivers of approximately equal ability, in cars of roughly the same performance, are matched against each other, there are occasions when common sense takes second place and it is a case of every man for himself. Full-scale Grand Prix racing presents the same problems, but it is very rarely that top-line drivers attempt to force the issue on corners where dangerous situations could easily develop. Countless photographs show how Alfa Romeo and Ferrari pilots actually queue up for tricky bends. Passing is not, of course, confined to straights, but G.P. pilots have such supreme confidence in each other's skill, that they can overtake in places where less experienced men would get into serious trouble.

When enthusiasm outweighs racing-sense, spectacular driving invariably ensues. Experienced "500" drivers view the tactics of certain newcomers with dismay, and it is a fact that quite a few regular competitors are thinking seriously of giving up this class of racing.

The habitual revolvers and grass-cutters are in themselves a menace to the future of Formula 3 racing, and the Half-Litre Club is to be commended on at least making an effort to improve safety measures. However, the true remedy lies in the hands of the drivers themselves.



"I know all about it being a Formule Libre Race. . . ."

Pit and Paddock

TURIN Motor Show will, after all, be held next year. Dates are 23rd April to 4th May.

ACCESSORIES king, V. W. Derrington, has moved to extended new premises at 159, 161 and 200 London Road, Kingston-on-Thames.

THE 350 c.c. J.A.P.-engined Cooper "streamliner", did one or two laps at over 100 m.p.h. during recent successful record attacks at Montlhéry.

INTERESTING display on the Hillman stand at Earls Court is the ingenious "X-Ray" car, on which main mechanical features are shown in detail when the car is illuminated from inside.

HELD over: Owing to pressure on space, correspondence is omitted this week, and also a Barclay Inglis "special" on last week-end's Hants and Berks Night Trial. The International Calendar (July onwards) has also been held over, as have reports of some recent club events.

LESLIE WILSON, Midland A.C. Secretary, would be grateful for the loan of any 16 mm. films taken at the Jubilee Shelsley (23rd June), for a M.A.C. film show on 19th March, 1952. They would be handled only by expert operators.

BILL HARTLEY and Raymond Baxter will do a TV broadcast from Earls Court on 20th October for about 1½ hours from 2.45 p.m. Hartley and John Howell will report the Sunbac Vesey Cup Trial on 3rd November (6.45 p.m., Midland Home Service 6.20 p.m.), and the Cheltenham M.C. Trial on 10th November (same time).

JOHAN HUGUENHOLTZ, managing director of Zandvoort circuit, proposes to hold a conference of circuit and track managers in Paris, early in December, to discuss various aspects of race-organization.

NEXT week's issue will contain a report of high-performance cars at Earls Court, by John Bolster, a review of sporting accessories, a 2,000-miles road-test report of the TD M.G., and reports of racing at Brands Hatch and trials in the Buxton area.

STIRLING MOSS may drive John Cooper's lightweight car at the big end-of-season meeting at Brands Hatch on Sunday. Bob Gerard is also down to run, and Jack Fairman will take part in the Junior Championship race. Ecurie Richmond will be racing in Madrid, but practically every other half-litre star will be there.

AUTOSPORT £200 Championship: Winfield results gave Bob Gerard 8 points (7+1 for record lap), Jack Reece 5, Don Parker 3, and Charles Headland 2. Position of the top dozen, before tomorrow's final meeting at Brands Hatch is as follows:—

Name	Car	Pts.
1. Eric Brandon	Cooper	61
2. Alan Brown	Cooper	47
3. Peter Collins	J.B.S.	36
4. Charles Headland	Cooper/Kieft	29
5. Jack Moor	Wasp	27
6. Don Parker	J.B.S.	25
7. Don Gray	Cooper	24
8. Ken Carter	Cooper	21
9. Bob Gerard	Cooper	18
10. Les Leston	J.B.S.	15
11. Jack Reece	Cooper	14
12. Mick Beardshaw	Cooper	13
H. L. Williams	Emeryson	13

FRENCH driver, Charles Pozzi, is constructing a Formula 2 car for 1952 racing. It will be powered by a version of the twin-o.h.c., 4-cylinder Italian B.P.M. marine engine.

ABSENCE of B.R.M.s at Barcelona on Sunday week has not affected tremendous enthusiasm for this race in the U.K. Everyone who can manage is off to see what may well be the race of the century, Alfa Romeo v. Ferrari, and the World's Championship hanging on the issue!

HANTS AND BERKS M.C. NIGHT NAVIGATION TRIAL

Provisional Results

Winner (Noctivagation Trophy): R. P. N. Stark (Vauxhall Velox), H. & B.M.C., 22 marks lost (Navigator: J. W. Salisbury).

1st Class Awards: S. C. W. Wilkinson (A.C.), H. & B., 40 marks lost; J. Bremner (Lancia), V.S.C.C., 40; D. C. E. Johns (Austin A90), H. & B., 52; J. N. Powell (Riley), H. & B., 61; G. W. Silver (Morris Minor), H. & B., 68; M. A. Trueman (Volkswagen), H. & B. (Special Test 25.4 secs.), 77; A. A. Arnold (M.G.), H. & B. (Special Test 53.2 secs.), 77; John Higginson (TA M.G.), H. & B., 78; J. Pocock (Vauxhall), M. & M.-K., 82; S. Sedgwick (4½-litre Bentley), V.S.C.C., 99.

2nd Class Awards: P. A. Gregory (Ford 10), H. & B. (Special Test 21.0 secs.), 105 marks lost; W. G. Davies (Austin A70), H. & B. (Special Test 30.6 secs.), 105; D. H. Gahagan (Alfa Nash), H. & B., 106; J. S. French (Rover), 750 M.C., 113; C. K. A. Bradshaw (Citroën), V.S.C.C., 114; P. Rowell (Wolseley), 750 M.C., 117; J. A. H. Gott (Ford 10), H. & B., 119; R. A. Johnson (Javelin), V.S.C.C., 127; Eric Brandon (Austin A90), H. & B., 131.

(Full story by Barclay Inglis next week).

CLUB FIXTURES

Berkhamsted M.C.—Special Club Night and Film Show, 19th October. Blue Room, "King's Arms", Berkhamsted, 7.30 p.m.

Riley M.C.—Showtime Dinner Dance, 19th October. "Park Lane Hotel", London, W.1.

Bentley Drivers' Club.—Dinner/Dance, 20th October. "Dorchester Hotel", Park Lane, London, W.1, 7 p.m. for 7.45 p.m.

Bugatti Owners' Club.—Film Show, 20th October. "Dumb Bell Hotel", Tapley, Bucks.

Bentley Owners' Club.—Noggin and Natter, 21st October. "White Hart Hotel", Whiteparish, near Salisbury, 7 p.m.

Alvis Owners' Club.—Meeting, 21st October. "Hanworth Park Hotel", Feltham, Middlesex, 11.45 a.m.

A.C. Owners' Club.—Meeting, 24th October. "Eden Park Hotel".

Vintage S.C.C.—Last Thursday meetings, 25th October. "Jolly Farmers", Enfield Road, Enfield, Middlesex; "Smoker Inn, Plumley, near Northwich, Cheshire; "Crescent Hotel", Ilkley, Yorks.

High Performance Cars for 1952

A brief review of the leading European makes which have Sporting or High-Performance characteristics, or are intended primarily for competitions and racing. Certain British marques not exhibiting at Earls Court are included.

A.C. 120

AN old established marque with a fine reputation as providers of smooth, reliable motoring, A.C. Cars, Ltd., have made no change to their well-proved 2-litre o.h.c. six cylinder design for 1952, although minor improvements are incorporated. Two models, a saloon and the handsome sports-tourer, make up the range. No i.f.s. yet, but 'tis said Thames Ditton are experimenting.



Type: 2-litre Open sports.

Engine: 6-cyl., o.h.c., 65 x 100 mm. (1,991 c.c.), 76 b.h.p. at 4,500 r.p.m.. Three S.U. carburetters. Coil ignition.

Transmission: Gear ratios, 4.5, 6.2, 9 (synchronesh) and 15.4 to 1. Hypoid rear axle. Open propeller shaft.

Suspension: Semi-elliptic front and rear. Hydraulic dampers.

General: 6.70 x 16 tyres. Weight (dry), 2,800 lbs. Length, 15 ft. 4 ins. Track, 4 ft. 7 ins. Turning circle, 39 ft. Girling hydraulic brakes. Estimated maximum speed, 85 m.p.h. Top gear speed at 1,000 r.p.m., 17.2 m.p.h. Fuel tank capacity, 11½ galls.

Price (Basic): £1,098. Saloon, £1,059.

Makers: A.C. Cars Ltd., Thames Ditton, Surrey.

ALFA ROMEO 112

A FAMOUS name, indeed, in the motor-sporting world, but Stand 112 at Earls Court contains no type 159 G.P. car for fans to feast their eyes upon. Four of the neat and efficient "1,900" 4-cylinder, twin o.h.c. Alfa Romeo production cars will be on view, however, and are good examples of high-class Continental practice.

Type: "1900".

Engine: 4-cyl., twin o.h.c., 82.5 x 88 mm. (1,884 c.c.), 80 b.h.p. at 4,800 r.p.m., 7.5 to 1 compression ratio.

Transmission: Gear ratios, 4.1, 5.9, 8.7, 13.3 to 1. Hypoid bevel drive, 4 to 1.

Suspension: Front, independent helical, rear, helical, non-independent.



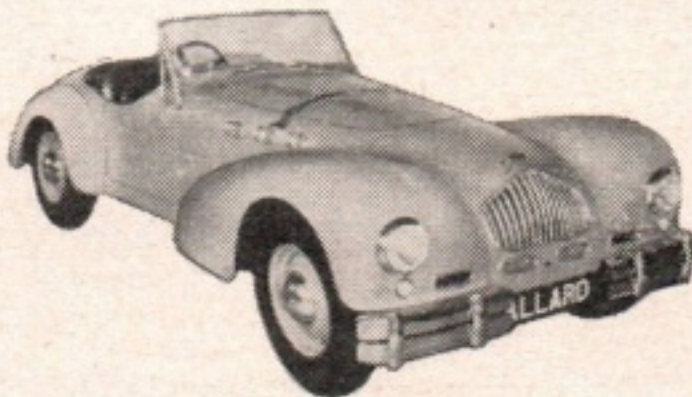
General: 5.50 x 16 tyres. Girling hydraulic brakes. Weight (dry), 20½ cwt. Wheelbase, 8 ft. 7½ ins. Track, 4 ft 3½ ins. Overall length, 14 ft. 5½ ins. Width, 5 ft. 3 ins. Ground clearance, 6½ ins. Turning circle, 35 ft. Estimated maximum speed, 90 m.p.h. Estimated fuel consumption (50 m.p.h.), 25 m.p.g. Fuel tank capacity, 11 galls.

Price: Not known.

Makers: Alfa Romeo, Milan, Italy. British Concessionaires: Thomson and Taylor (Brooklands) Ltd., Weybridge, Surrey.

ALLARD 147

REAL Anglo-American concord, from the motoring point of view, is achieved in the Allard range, and the chief attraction at stand 147 will be the J2X model which succeeds the famous J2 competition 2-seater. Power in abundance comes from the 5,420 c.c. Chrysler "Firepower" V8 engine, although Cadillac and Ardun o.h.v. units can also be accommodated. Chassis "mods" include "Parallel Axis" split axle front suspension, increased overall length, giving greater leg room, and larger fuel capacity. Other models to see are the 3,917 V8-engined K2 two-



seater and the 2-door saloon. High performance with well-proven components is the Allard strong point, and their record of sports-car successes is extensive, particularly in the U.S.A.

Type: K2 2-str.

Engine: V8, o.h.v., 81 x 95.25 mm. (3,917 c.c.), 150 b.h.p. at 4,000 r.p.m. Two downdraught carburetters. Coil ignition.

Transmission: Three-speed gearbox, 3.78, 6.7, 11.8 to 1. Reverse, 15.1 to 1. Central change, spiral bevel final drive.

Suspension: Helical i.f.s., transverse rear.

General: 6.25 x 16 ins. tyres. Lockheed brakes. 2 l.s. on front. Pressed steel wheels. Marles steering. Wheelbase, 8 ft. 10 ins., track (front), 4 ft. 8 ins., (rear), 4 ft. 4 ins. Overall length, 14 ft.; width, 5 ft. 11 ins.; height, 4 ft. 8 ins.

Price: £1,200. P.T., £668 3s. 4d.

Type: Two-door Saloon. Similar to above except for:—

Engine: V8, s.v., 78 x 95.25 m.m. (3,622 c.c.), 95 h.h.p. at 3,800 r.p.m.

General: Wheelbase, 9 ft. 4 ins. Track (front), 4 ft. 8 ins.; (rear), 4 ft. 10 ins. Overall length, 15 ft. 6 ins.; width 5 ft. 9 ins.; height, 5 ft. 2 ins.

Price: £1,075. P.T., £598 14s. 5d.

Type: J2X Competition 2-str.

Engine: V8, o.h.v. (Chrysler), 96.8 x 92 mm. (5,420 c.c.), 180 b.h.p. at 3,800 r.p.m. Four carburetters. (Cadillac and Ardun o.h.v. V8 also available.)

Transmission: Single plate clutch, 3-speed gearbox. Ratios, 3.27, 5.75 and 10 to 1. Central gear-change, spiral bevel final drive.

Suspension: "Parallel Axis" split axle, helical coil, de Dion rear (helical).

General: Wire wheels, 6.00 x 16 ins. tyres. Lockheed brakes, 2 l.s. front. Al-fin rear drums. Two-str., 2-door body. Wheelbase, 8 ft. 4 ins.; track (front), 4 ft. 8 ins.; (rear), 4 ft. 4 ins. Overall length, 12 ft. 10 ins. Fuel capacity, 36 galls.

Price: Export only.

ALTA Not Showing

IT seems paradoxical that this country should be able to offer for sale pukka Formula 1 and 2 Grand Prix cars, but that great enthusiast Geoffrey Taylor has been building racing-cars down at Surbiton for many years now, and his 2-litre, 4-cylinder, twin-cam engine powers the successful H.W.M. team cars. Both racing Altas use rubber in compression as their suspension medium, whilst "Elektron" figures largely in their construction. The Formula 1 car is single or two-stage supercharged, using Alta-built Roots-type units. No sporting machine as yet figures in the Alta programme, and no immediate progress appears to have been made in respect of the 120 m.p.h., aerodynamic 2-litre, announced a year or two ago.

Type: Formula 1 G.P. car.

Engine: 4-cyl., twin o.h.c., 78 x 78 mm. (1,488 c.c.), 267 b.h.p. at 6,500 r.p.m. Single or two-stage supercharged (Alta-Roots). 2 S.U. carburetters. Lucas magneto ignition.

Transmission: 4-speed gearbox. Ratios, 3.9, 4.9, 6.6, 9.3 to 1, and variants to suit circuit. Borg and Beck clutch. Hardy Spicer open propeller shaft. Double reduction rear axle, 3.9 to 1.

Suspension: Front and rear, wishbone independent on rubber in compression. Girling dampers.

General: 6.50 x 16 tyres. Girling 2LS hydraulic brakes. Weight (dry), 13.2 cwt. Wheelbase, 7 ft. 10 ins. Track, 4 ft. 2½ ins. Overall length, 11 ft. 3 ins. Height, 3 ft. Turning circle, 34 ft. Estimated maximum speed, 175 m.p.h. Top gear speed at 1,000 r.p.m., 21 m.p.h. Estimated fuel consumption, 9 m.p.g. Fuel tank capacity, 44 galls.

Special Features: Grand Prix racing-car. Single-seater body, tubular chassis. Very light construction. Elektron used for engine, gearbox, brakes, etc.

Price: (Basic) £3,500.

Type: Formula 2 G.P. car.

Engine: 4-cyl., twin o.h.c., 83.5 x 90 mm. (1,960 c.c.), 160 b.h.p. at 5,900 r.p.m. 2 S.U. carburetters. Lucas magneto ignition.

Transmission: 4-speed gearbox. Ratios, 4.2, 5.3, 6.9, 9.6, and variants to suit circuit. Borg and Beck clutch. Hardy Spicer open propeller shaft. Double reduction rear axle, 4.2 to 1.

Suspension: As on F1 car.

General: Single-seater, lightweight bodywork.

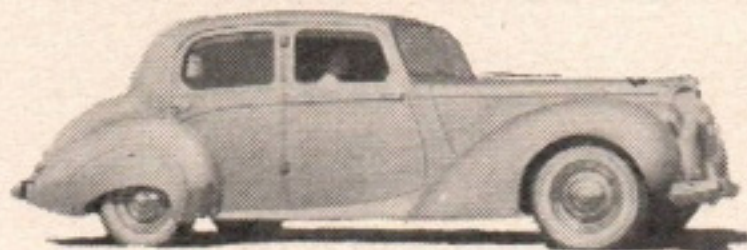
Price: (Basic) £3,000.

Makers: The Alta Car and Engineering Co. Ltd., Fallers Way, Kingston By-pass, Surbiton, Surrey.

ALVIS

161

A SINGLE chassis design, the 3-litre "six", with a choice of saloon, drop-head coupé and open sports models form the Alvis 1952 programme. Sturdily engineered and of great lasting properties, the Alvis is a good example of the more exclusive British automobile, unmoved by current fads and fashions. The sports tourer is a nicely proportioned car, the better for losing the pseudo G.P. frontal treatment the 2-seater "14" affected two years ago.



Type: 3-litre Sports TB21.

Engine: 6-cyl., o.h.v., 84 x 90 mm. (2,993 c.c.), 95 b.h.p. at 4,000 r.p.m. (Sports). 7 to 1 compression ratio. Single S.U. carburetter. Coil ignition.

Transmission: Gear ratios (saloon and coupé), 4.1, 5.4, 7.9, 12.2 to 1; (sports), 3.8, 5.4, 7.9, 12.2 to 1. Borg and Beck dry plate clutch. Hypoid bevel final drive; ratio, saloon and coupé, 4.09 to 1, sports, 3.77 to 1.

Suspension: Front, helical spring independent. Rear, semi-elliptic.

General: 6.00 x 15 tyres. Lockheed hydraulic brakes (2 Ls front). Weight (dry), 3,248 lbs. Wheelbase, 9 ft. 3½ ins. Track, 4 ft. 6½ ins. Overall length, 15 ft. 2½ ins. Width, 5 ft. 6 ins. Turning circle, 39 ft. Estimated maximum speed, (Sports) 103 m.p.h. Estimated fuel consumption (45 m.p.h.), 25 m.p.g. Top gear speed at 1,000 r.p.m. (4.1 axle), 18.91 m.p.h. Fuel tank capacity, 14½ galls.

Price: £1,250. P.T., £695 18s. 10d.

Makers: Alvis Ltd., Holyhead Road, Coventry.

ARMSTRONG SIDDELEY

167

COMFORTABLE cars of pleasing line and finish, coupled with a good all-round performance, comprise the Armstrong Siddeley programme for 1952. Only minor detail changes have been made to the well-known 2.3-litre "sixes" during the past 12 months. A choice of two gearboxes, one a pre-selector with fingertip control and automatic clutch, the other a synchro-mesh with central gear lever, is available. Chassis details include torsion bar i.f.s. and cruciform braced frame.



Type: Whitley and Lancaster saloons, Hurricane drophead coupé.

Engine: 6-cyl., o.h.v., 70 x 100 mm. (2,309 c.c.), 75 b.h.p. at 4,200 r.p.m. Single Stromberg carburetter. Lucas coil ignition.

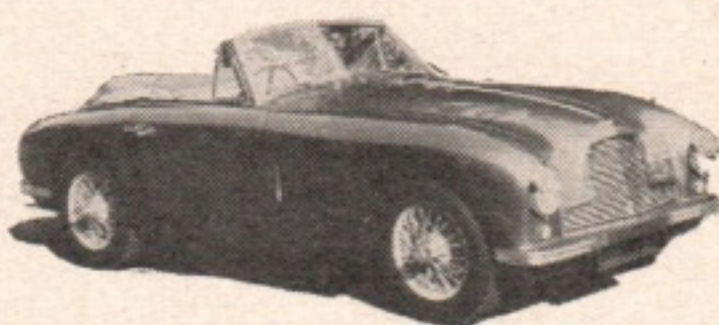
Transmission: Pre-selector gearbox; ratios, 5.1, 7.22, 10.66, 18.36 to 1. Reverse, 22.8 to 1. Synchro-mesh gearbox, 5.1, 7.23, 10.88, 17.6 to 1. Reverse, 15.2 to 1. Hardy Spicer open propeller shaft. Semi-floating rear axle, hypoid bevel, 5.1 to 1.

Suspension: Front, torsion bar independent. Rear, semi-elliptic. Girling hydraulic dampers.

General: 5.50 x 17 tyres. Weight (dry), 28½ cwt. Wheelbase, 9 ft. 7 ins. Track, (front) 4 ft. 6 ins. (rear), 4 ft. 6½ ins. Overall length, 15 ft. 5 ins. Height, 5 ft. 2 ins. Turning circle, 37 ft. Top gear speed at 1,000 r.p.m., 16.1 m.p.h. Fuel tank capacity, 12 galls.

Price: Whitley saloon, £1,045. P.T., £582 1s. 1d.

Makers: Armstrong Siddeley Motors, Ltd., Parkside, Coventry.



ASTON MARTIN

167

WITH a matchless reputation for high speed coupled with reliability, the famous DB2 Aston Martins are continued practically unchanged for 1952. The impressive showing of both "works" and private entries at Le Mans in June, 1951, has enhanced the already fine prestige gained by the marque in the sphere of high-performance machines. Scheduled for future production is the exciting new DB3 open two-seater.

Type: DB2 Saloon.

Engine: 6-cyl., twin o.h.c., 68 x 90 mm. (2,580 c.c.), 120 b.h.p. at 5,000 r.p.m. (Vantage engine 123 at 5,000). 2 HV6 carburetters. Lucas ignition.

Transmission: Open propeller shaft with hypoid bevel final drive. David Brown 4-speed gearbox. Ratios 3.77, 5.01, 7.46 and 11 to 1, or three variations. Reverse, 11 to 1. Axle ratios, 3.77 standard or 4.1, 3.67 or 3.5. Single plate Borg and Beck clutch, giving choice of eight overall ratios.

Suspension: (Front) Ind. trailing links, helical springs and anti-roll bar. (Rear) Helical springs, parallel radius-arm linkage, Panhard rod. Armstrong hydraulic dampers.

General: Dunlop centre-lock wire wheels, 6.00 x 16 tyres. Weight (dry), 22 cwt. Height, 4 ft. 5½ ins., length 13 ft. 6½ ins. Turning circle, 35 ft. Wheelbase, 8 ft. 3 ins. Track, 4 ft. 6 ins., front and rear. Estimated maximum speed, 125 m.p.h. Top gear speed at 1,000 r.p.m., 21 m.p.h. Fuel tank capacity 19 galls.

Special Features: Tubular steel frame for chassis and body. Light alloy stressed skin panelling. Choice of "Regular" or "Vantage" engine. Central or steering column gearchange.

Price: Saloon, £1,750. P.T., £973 14s. 5d. D.H. Coupé, £1,850. P.T., £1,029 5s. 7d.

AUSTIN

130

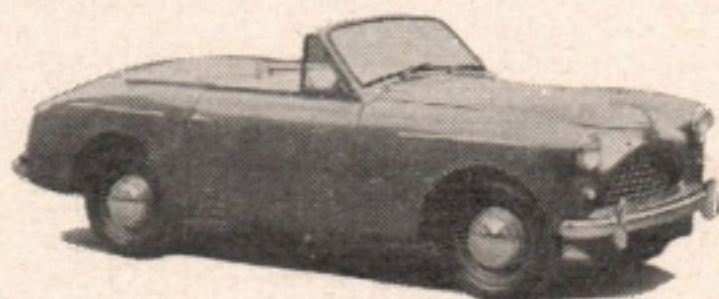
THE new Austin "Seven" is undoubtedly the major attraction, not only on Stand 130, but of the entire Earls Court exhibition this year. With its modern design and brisk o.h.v. engine, this promises to be an outstanding British product in the lower price field of motoring. Other Austin exhibits include the A40 Sports, one of the neater interpretations of modern styling, and the A90 sports saloon and large 6-cylinder Sheerline saloon, which offers comfort and elegance with lively performance at a competitive price. Incidentally, power-output on the A40 sports has been stepped up to 50 b.h.p.—what price the A50?

Type: A40 Sports convertible.

Engine: 4-cyl., o.h.v., 65.5 x 88.9 mm. (1,200 c.c.), 50 b.h.p. at 4,800 r.p.m. 7.2 to 1 compression ratio. 2 S.U. carburetters. Coil ignition.

Transmission: Gear ratios, 5.1, 7.9, 12.5 and 20 to 1. Reverse, 26.6 to 1. Spiral bevel final drive; ratio, 5.14 to 1.

Suspension: Front, helical spring and wishbones independent. Rear, semi-elliptic.



General: 5.25 x 16 tyres. Weight (dry), 19 cwt. Girling hydraulic brakes. Wheelbase, 7 ft. 8½ ins. Track (front) 4 ft. 0½ in., (rear) 4 ft. 1½ ins. Overall length, 13 ft. 3½ ins. Height, 4 ft. 9 ins. Width, 5 ft. 1 in. Ground clearance, 7½ ins. Turning circle, 38 ft. Top gear speed at 1,000 r.p.m., 14.6 m.p.h. Fuel tank capacity, 8½ galls.

Price (Basic): £565.

Type: A90 saloon.

Engine: 4-cyl., o.h.v., 87 x 111 mm. (2,660 c.c.), 88 b.h.p. at 4,000 r.p.m. 2 S.U. carburetters. Coil ignition.

Transmission: Gear ratios, 4.1, 5.9, 9.3 and 14.8 to 1. Reverse, 19.7 to 1. Spiral bevel final drive, 4.12 to 1.

Suspension: Front, helical spring and wishbones independent. Rear, semi-elliptic.

General: 5.50 x 16 tyres. Weight (dry), 26½ cwt. Girling hydro-mechanical brakes. Wheelbase, 8 ft. Track, (front) 4 ft. 5½ ins.; (rear) 4 ft. 7½ ins. Overall length, 14 ft. 9½ ins. Height, 5 ft. 1 in. Width, 5 ft. 10 ins. Ground clearance, 7½ ins. Turning circle, 39 ft. Top gear speed at 1,000 r.p.m., 18.6 m.p.h. Fuel tank capacity, 12½ galls.

Price (Basic): £885.

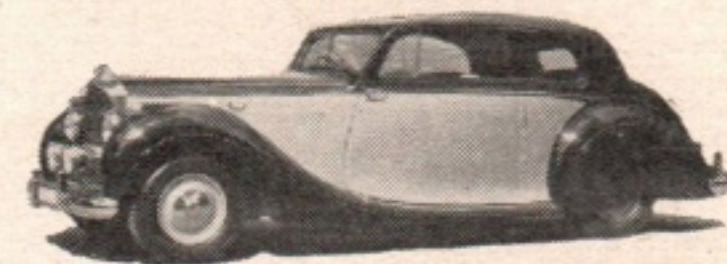
Other Models: "Seven", A40 Devon saloon, A70 Hereford saloon, A125 Sheerline saloon.

Makers: The Austin Motor Co., Ltd., Longbridge, Birmingham.

BENTLEY

155

A MORE powerful and larger-capacity engine is a feature of the fine Mark VI chassis which, in addition to the standard sports-saloon body by Bentleys, has received the attention of specialized coachbuilders such as James Young, Park Ward and H. J. Mulliner. The latest Bentley is now a genuine 100 m.p.h. car, and is probably the most luxurious sporting vehicle on the world's markets.



Type: Mk. VI.

Engine: 6-cyl., o.h.c. and s.c., 92 x 114 mm. (4,566 c.c.). Twin S.U. carburetters.

Transmission: Gear ratios, 3.7, 5, 7.5 (synchro-mesh), and 11.1 to 1. Hypoid rear axle.

Suspension: Independent by helical springs and wishbones (front). Semi-elliptic (rear). Rolls-Royce dampers.

General: 6.50 x 16 ins. tyres. Weight (dry), 36½ cwt. Wheelbase, 10 ft. Length, 16 ft. Track, 4 ft. 10½ ins. Turning circle, 42 ft. 6 ins. Servo-assisted brakes, hydraulic (front), mechanical (rear). Estimated maximum speed, 102 m.p.h. Top gear speed at 1,000 r.p.m., 22.4 m.p.h. Fuel tank capacity, 18 galls.

Price (Basic): £2,875.

Makers: Bentley Motors (1931) Ltd., 14-15 Conduit Street, London, W.1.

BRISTOL

163

DETAIL improvements only are evident in the elegant and now well-proven Type 401 Bristol with 2-litre 6-cylinder o.h.v. engine. The i.f.s. is by transverse leaf and wishbone links, while the rear axle is torsion bar sprung. The finely built saloon body offers every comfort for high speed travel, with heater, demister, pushbutton door locks, and adequate luggage space. The engine, similar to that used by Frazer-Nash, whisks the 401 along at a comfortable and silent 95 m.p.h.

Type: 401 saloon.

Engine: 6-cyl., o.h.v., 66 x 96 mm. (1,971 c.c.), 85 b.h.p. at 4,500 r.p.m. 3 Solex carburetters. Coil ignition.



Transmission: Gear ratios, 3.9, 5.05, 7.12, 14.0 to 1. Reverse, 11.22 to 1. Borg and Beck clutch. Hardy Spicer propeller shaft, spiral bevel final drive; 3.9 to 1.

Suspension: Front, independent transverse leaf spring and wishbones. Rear, torsion bar (non-independent). Hydraulic telescopic dampers.

General: 5.75 x 16 tyres. Lockheed Phase II hydraulic brakes. Weight (dry), 2,700 lbs. Wheelbase, 9 ft. 6 ins. Track (front), 4 ft. 3½ ins.; (rear), 4 ft. 6 ins. Overall length, 15 ft. 11½ ins. Height 5 ft. Turning circle, 37 ft. 6 ins. Estimated maximum speed, 97 m.p.h. Top gear speed at 1,000 r.p.m., 19.83 m.p.h. Fuel tank capacity, 17 galls.

Special Features: Ventilation standard. Heating and de-misting optional. Radio, optional extra. One-piece bonnet, large luggage boot, spare wheel stowed under boot.

Price: £2,095. P.T., £1,165 7s. 10d.

Makers: Bristol Aeroplane Co., Ltd., Car Division, Filton, Bristol.

CITROËN

146

THE front-drive Citroën, although listed as a standard family-type car, has earned an enviable reputation for spirited road performance since its inception in 1934. Remarkably, the design is still basically unchanged from the original, which introduced integral body construction and independent torsion bar suspension to a startled world with complete success, yet the Citroën remains technically an advanced design, albeit the bodywork is becoming dated. The front wheel drive, low floor and suspension give highly commendable stability, cornering and road-holding properties.

Two models are offered for 1952, the 4-cylinder Light Fifteen and the 6-cylinder 22 b.h.p. saloon, both with optional fixed or sliding roof.

Type: "Light Fifteen" Saloon.

Engine: 4-cyl., o.h.v., 78 x 100 mm. (1,911 c.c.), 56 b.h.p. at 4,250 r.p.m. Solex d/d carburettor. Coil ignition. Detachable wet cylinder liners.

Transmission: Three-speed gearbox, ratios 4.3, 7.3, 13.1 to 1. Reverse, 17.5 to 1. Single dry plate clutch. Front-wheel drive through sliding cardan shafts, needle bearing universal joints.

Suspension: Front, torsion bar and wishbone links, independent. Rear, trailing beam axle, torsion bar springing. Diagonal radius rod. Hydraulic shock absorbers.

General: 400 x 165 mm. tyres. Lockheed hydraulic brakes. Weight (dry), 21 cwt. Wheelbase, 9 ft. 6½ ins. Track (front), 4 ft. 6 ins., (rear), 4 ft. 5½ ins. Overall length, 14 ft. 5 ins. Width, 5 ft. 5½ ins. Height, 5 ft. Ground clearance, 7 ins. Turning circle, 43 ft. Estimated maximum speed 72 m.p.h. Top gear speed at 1,000 r.p.m., 17 m.p.h. Fuel tank capacity, 10 galls.

Price: With fixed roof, £685. P.T., 382 1s. 2d. With sliding roof, £695. P.T. 387 12s. 3d.

Type: Six cylinder Saloon.

Engine: 6-cyl., o.h.v., 78 x 100 mm. (2,866 c.c.), 76 b.h.p. at 3,000 r.p.m. Detachable wet cylinder liners. 2 Solex d/d carburetters. Coil ignition.

Transmission: 3-speed gearbox, ratios 3.87, 5.62, 13.25. Reverse, 15.87 to 1. Front wheel drive, etc., as above.

General: 400 x 185 mm. tyres. Weight (dry), 26 cwt. Wheelbase, 10 ft. 1½ ins. Track (front), 4 ft. 10½ ins.; (rear), 4 ft. 10½ ins. Overall length, 15 ft. 9 ins. Height, 5 ft. 1 in. Width, 5 ft. 10 ins. Turning circle, 45 ft. 6 ins. Estimated maximum speed, 82 m.p.h. Top gear speed at 1,000 r.p.m., 20 m.p.h. Fuel tank capacity, 15 galls.

Price: With fixed roof, £980. P.T., £545 18s. 11d. With sliding roof, £992. P.T. £552 12s. 3d.

Makers: Citroën Cars Ltd., Trading Estate, Slough, Bucks.

CONNAUGHT

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A "NEW BOY" in the sports-car world, the Connaught has sprung into considerable prominence of late. Two models are produced, the L.3 and L.3SR, both using a modified version of the excellent 1,767 c.c. Lea-Francis o.h.v. four-cylinder engine. The L.3 is comprehensively equipped with windscreen, hood and lockable luggage department to its shapely 2-seater open body; the L.3SR has a sports racing-type of body with one door only and aeroscreens. This is the model which won its class in the recent American race meeting at Watkins Glen.



Type: L.3 and L.3SR.

Engine: 4-cyl., o.h.v., 75 x 100 mm. (1,767 c.c.), 6,000 r.p.m. 2 S.U. H4 carburetters, Lucas coil ignition.

Transmission: Optional gear ratios, 4.3, 5.16, 7.78 and 12.9 to 1; or 4.55, 5.46, 8.23 and 13.65 to 1. Single dry plate clutch. Hardy Spicer propeller shaft. Hypoid rear axle, 4.3 or 4.55 to 1.

Suspension: Wishbones and torsion bar front, semi-elliptic rear. Girling PV7 dampers.

General: 6.00 x 16 ins. tyres. Weight (dry), L.3, 21 cwt., L.3SR, 19 cwt. Height, L.3 (screen folded), 3 ft. 5 ins., L.3SR (with aero screens), 3 ft. 7 ins. Turning circle, approx. 35 ft. Wheelbase, 8 ft. 3 ins. Track, 4 ft. 5 ins. front and rear. Girling 2LS brakes. Estimated maximum speed, 108 m.p.h. Estimated fuel consumption, 24 m.p.g. at 50 m.p.h.; 18.29 m.p.h. on top gear, 4.55 rear axle, 19.35 m.p.h. on 4.3 rear axle. Fuel tank capacity, 24 galls.

Price: L.3 and L.3SR, £1,290.

Makers: Connaught Engineering, Portsmouth Road, Send, Surrey.

COOPER

Not Showing

ALTHOUGH, as manufacturers of racing machines, the Cooper Car Co. of Surbiton are not exhibiting at Earls Court, the highly successful Formula 3 cars they have been building these past few years have earned considerable *reclamé* for Britain, the current 500 c.c. Mark V scoring innumerable successes at home and abroad this year. The 1,100 c.c. twin-cylinder J.A.P.-engined car with 1 in. longer wheelbase is an excellent sprint and hill-climb car, and has considerable potentialities, with its high power to weight ratio, as a contender in Formula 2 races.

Type: Racing Mark V "500".

Engine: Single-cyl. (J.A.P.), push-rod o.h.v., 80 x 99 mm. (497 c.c.), 40 b.h.p. at 6,000 r.p.m. Amal 27/013 carburettor. Magneto ignition.

Transmission: Gear ratios according to sprocket in use. Based on 1.0, 1.21, 1.77 and 2.97 to 1. Renold all-chain drive, Burman or Norton gearbox.

Suspension: Transverse leaf and wishbones (independent to all wheels). Newton-Bennett telescopic hydraulic dampers.

General: 4.00 x 15 ins. tyres (front), 5.00 x 15 ins. (rear). Cooper alloy wheels. Weight (dry), 520 lbs. Length, 9 ft. 11 ins.; height, 37 ins. Track (front), 4 ft. 1 in.; (rear), 3 ft. 11 ins. Turning circle, 30 ft. Wheelbase, 7 ft. 1 in. Estimated maximum speed, 100 m.p.h. Top gear speed at 1,000 r.p.m. (19 sprocket), 14.8 m.p.h. Fuel capacity, 10 galls. Lockheed hydraulic brakes (2LS all round).

Special Features: Engine and gearbox behind driver. Fuel pump cam driven on rear axle. Rack and pinion steering. "Elektron" wheels. Fuel from side tanks to small gravity tank behind headrest.

Price: £666 10s. P.T., £371 15s. 6d.

Type: Racing Mark V "1,100". Specification as above but for:—

Engine: 2-cyl. (J.A.P. Vee), push-rod, o.h.v., 84 x 99 mm. (1,097 c.c.), 95 b.h.p. at 6,000 r.p.m. Twin Amal T.10 carburetters, dual magnetos.

Transmission: Norton gearbox; ratios according to sprocket, basic ratios, 1, 1.4, 1.77 and 2.97 to 1. ZF differential extra.

General: Weight (dry), 600 lbs. Length, 10 ft.; height, 39 ins. Turning circle, 32 ft. Wheelbase, 7 ft. 2 ins. Track (front), 4 ft. 1 in.; (rear), 3 ft. 10 ins. Estimated maximum speed, 130 m.p.h. Top gear speed at 1,000 r.p.m. (24 sprocket), 18.8 m.p.h. Fuel tank capacity, 12 galls.

Special Features: Additional fuel pump on engine; dry sump lubrication. No gravity tank.

Price: £892 5s. 0d. P.T., £497 3s. 10d.

Makers: The Cooper Car Co. Ltd., Ewell Road, Surbiton, Surrey.

DAIMLER

166

THE new 3-litre "Regency" saloon will be the major draw of the Daimler exhibits, and this model, together with the 2½-litre "Special Sports" coupé are beautiful examples of the high class British body designers art, looking distinctly modern yet retaining classic Daimler features. Providing an excellent turn of speed with maximum luxury, the "Special Sports" comes clearly into the "High Performance" class of vehicle. The o.h.v. six-cylinder engine, with aluminium head, gives 85 b.h.p. at 4,200 r.p.m., and the fluid transmission and typical Daimler "ride" make this an outstanding car.



Type: 2½-litre "Special Sports" coupé.

Engine: 6-cyl., o.h.v., 69.6 x 110.49 mm. (2,522 c.c.), 85 b.h.p. at 4,200 r.p.m. Twin S.U. carburetters, Lucas 12-volt ignition, 7.1 compression ratio, 35.4 sq. in. piston area.

Transmission: Daimler Fluid flywheel, Epicyclic gearbox, ratios, 3.55 (overdrive), 4.85, 7.97, 14.57 to 1. Reverse, 15.38 to 1. Hardy Spicer propeller shaft, underslung worm final drive.

Suspension: Helical spring independent front, semi-elliptic rear. Hydraulic piston type shock absorbers.

General: 6.00 x 16 ins. tyres. Girling hydro-mechanical brakes. Wheelbase, 9 ft. 6 ins. Track, 4 ft. 4 ins. front and rear. Overall length, 15 ft. 7½ ins.; width, 5 ft. 2 ins.; height, 5 ft. 4½ ins. 6 ins. ground clearance. Weight (dry), 33½ cwt.

Price (Basic): £1,775.

Other Models: 2½-litre saloon, 3-litre Regency saloon, 5½-litre 8-cyl. limousine.

Makers: The Daimler Company Ltd., Coventry.

DELAGE

117

BEARING a classic name amongst French sports-car constructors, the current Delage, the D63L, is of sound but conventional design with 3-litre, pushrod o.h.v. 6-cylinder engine, Cotal gearbox, transverse leaf i.f.s., and generally sturdy construction. Performance, while not electrifying, is good, but clearly the constructors, now allied with Delahaye, are "soft pedalling" so far as their car activities go, and must eventually produce a newer design to retain their long-established reputation in high performance spheres.

Type: D63L.

Engine: 6-cyl., o.h.v., 83.7 x 90.5 mm. (2,997 c.c.), 100 b.h.p. at 3,800 r.p.m. Solex d/d carburettor. Coil ignition.

Transmission: Cotal gearbox; ratios, 3.9, 5.8, 9.1, 12.3 to 1. Dry single plate clutch. Open propeller shaft. Spiral bevel final drive, 3.91 to 1.

Suspension: Front, transverse leaf independent. Rear, semi-elliptic.

General: 6.00 x 17 tyres. Lockheed hydraulic brakes. Weight (dry), 32 cwt. Wheelbase, 10 ft. 4 ins. Track (front), 4 ft. 6 ins.; (rear), 4 ft. 10 ins. Overall length, 16 ft. 2 ins. Height, 5 ft. 2 ins. Turning circle, 42 ft. Estimated maximum speed, 85-90 m.p.h. Estimated fuel consumption (50 m.p.h.), 18 m.p.g. Fuel tank capacity, 22 galls.

Price: (Basic) £2,250.

British Concessionaires: Selborne (Mayfair), Ltd., 82 Park St., Grosvenor Square, London, W.1.

DELAHAYE 119

SUDDENLY appearing as formidable contestants in Continental sports-car racing in 1936, the French Delahaye has retained a prominent position amongst high performance vehicles. The 6-cylinder, 3½-litre pushrod o.h.v. engine, giving out 135 b.h.p. urges the sturdily-built chassis along at over 100 m.p.h., whilst a Cotal electric gearbox gives effortless gear changing and ease of control.

The Delahaye chassis forms a popular basis for the more individualist Continental coachbuilders to practise their art, often with superbly graceful results. Three coupés on the type 135M chassis are to be seen on Stand 119 at Earls Court, a 2-door saloon by Henri Chapron, and also the higher performance type 235 Delahaye with revised, lower and lightened chassis, all these being the exhibits of the British concessionaires, Selborne (Mayfair) Ltd.

Type: 135.

Engine: 6-cyl., o.h.v., 84 x 107 mm. (3,557 c.c.), 135 b.h.p. at 3,500 r.p.m. 3 Solex d/d carburetters. Coil ignition.

Transmission: Cotal electrically operated epicyclic gearbox. Ratios, 3.42, 5.6, 7.6, 11.82 to 1. Open propeller shaft, dry single plate clutch. Gleason spiral bevel final drive; 3.42 to 1.

Suspension: Front, transverse leaf independent. Rear, semi-elliptic.

General: Wire wheels, 600 x 17 tyres. Bendix Servo brakes. Weight (dry), 32 cwt. Wheelbase, 9 ft. 7 ins. Track (front), 4 ft. 6 ins.; (rear), 4 ft. 10 ins. Overall length, 16 ft. Height, 5 ft. 2 ins. Turning circle, 41-42 ft. Estimated maximum speed, 105 m.p.h. Estimated fuel consumption (50 m.p.h.), 18 m.p.g. Fuel tank capacity, 24 galls.

Price: (Basic) £2,250.

British Concessionaires: Selborne (Mayfair), Ltd., 82 Park St., Grosvenor Square, London, W.1.

DELLOW Not Showing

THE Ford-powered Dellow, is a popular buy with trials- and competition-minded people. Supplied both with or without supercharger, this sturdy little car has a fine record of successes in all types of club events.

Type: Mk. II.

Engine: 4-cyl., S.V., 63.5 x 92.5 mm. (1,172 c.c.), 26.8 b.h.p. at 3,000 r.p.m.

Transmission: Gear ratios, 5.5, 9.7 and 16.9 to 1. Ford single plate clutch. Spiral bevel rear axle.

Suspension: Transverse leaf (front), ¼-elliptic (rear). Later models may have helical springs at rear.

General: 4.50 x 17 ins. tyres. Weight (dry), 11½ cwt. Wheelbase, 6 ft. 11 ins. Length, 11 ft. 6 ins. Track, 3 ft. 9 ins. Turning circle, 21 ft. Girling brakes. Fuel tank capacity, 15 galls.

Special Features: Tubular chassis frame.

Price: (Basic) £497.

Makers: Dellow Motors Ltd., Alvechurch, B'ham.

FERRARI 147a

RACING enthusiasts at Earls Court will make a beeline for Stand 147a, where Brooklands of Bond St. Ltd., concessionaires for Ferrari in this country, will be showing three examples of this comparatively new Italian marque, already world-famed for its victories in Grand Prix and sports car racing. Exhibits will comprise a Type 212 2-seater, a Type 212 chassis, which will assuredly prove a great attraction to the technically



minded, and a Type 342 "America" Ferrari, a new model specifically designed to take a full 4/5-seater saloon bodywork with adequate luggage space. Engine is a modified edition of the famous 4.1-litre V12 competition power unit, and maximum speed is 120 m.p.h. Transverse leaf independent front suspension, and double semi-elliptic leaf-springs at the back are employed. Bodywork is by Ghia of Turin. Just in case you felt like ordering a couple, the retail price here for this saloon is £9,897 5s. 10d.

Type: 342 "America".

Engine: 12-cyl., single o.h.c., 68 x 80 mm. (4,101.66 c.c.), 200 b.h.p. at 4,800 r.p.m. 3 Weber carburetters. Marelli twin coil ignition. Single dry plate clutch. Spiral bevel drive rear axle.

Transmission: Single dry plate clutch, spiral bevel drive rear axle.

Suspension: Front, transverse leaf independent. Rear, double semi-elliptic.

General: 5.90 x 16 tyres. Lockheed hydraulic brakes. Weight (dry), 25 cwt. Estimated maximum speed, 120 m.p.h. Estimated fuel consumption (50 m.p.h.), 15 m.p.g. Fuel tank capacity, 24 galls. Ghia coachwork.

Price: Retail, £9,897 5s. 10d.

Type: 212 two-seater.

Engine: 12-cyl., single o.h.c., 68 x 58.8 mm. (2,562 c.c.), 150 b.h.p. at 6,500 r.p.m. 1 Weber carburetter, Marelli twin coil ignition.

Transmission: 5-speed gearbox incorporating overdrive. Gear ratios, 4.3, 4.7, 5.9, 8.0, 11.2 to 1. Single dry plate clutch, spiral bevel drive, 4.66 to 1.

Suspension: Front, transverse leaf independent. Rear, semi-elliptic. Houdaille hydraulic dampers.

General: 5.90 x 16 tyres. Lockheed hydraulic brakes. Wheelbase, 7 ft. 5 ins. Track, 4 ft. 2 ins. Overall length, 12 ft. 7½ ins. Width, 4 ft. 9 ins. Weight (dry), 23 cwt. Estimated maximum speed, 125 m.p.h. Estimated fuel consumption (50 m.p.h.), 18 m.p.g. (70-80 m.p.h. on overdrive), 18-20 m.p.g.

Price: Retail, £7,692 1s. 10d.

Makers: Automobili Ferrari, Modena, Italy. British Concessionaires: Brooklands of Bond Street, Ltd., 103 New Bond St., London, W.1.

FORD 153

BENEATH the squarish, American-styled bodywork of the Ford Consul and Zephyr models beat stout hearts in the shape of the new, large bore, short stroke, o.h.v. engines produced last year by Dagenham. The Consul unit is a 1½-litre 4-cylinder, while that of the Zephyr is a 2.2-litre "six" which gives that compact but eminently comfortable vehicle an extremely zestful performance.

Both models incorporate independent front suspension, the helical springs being mounted high above the wheel centre line, with top support incorporated in the front wing. The Zephyr radiator grille, incidentally, bears some resemblance to that of the DB2 Aston Martin, a higher performance vehicle in a somewhat different price class.

The Zephyr Convertible de Ville with power-actuated head is an attractive new body style which should prove very popular.

Type: Consul saloon.

Engine: 4-cyl. o.h.v., 79.37 mm. bore by 76.2 mm. stroke (1,508 c.c.). Compression ratio, 6.8 to 1. 47 b.h.p. at 4,400 r.p.m. 1 Zenith d/d carburetter. Coil ignition.

Transmission: 3-speed gearbox, synchro-mesh on top and second. Ratios, 4.62, 7.6, 13.15 to 1. Reverse, 17.8 to 1. Dry single plate clutch, hydraulically operated. ¼ floating, hypoid bevel drive, 4.62 to 1. Hardy Spicer propeller shaft.

Suspension: Front, helical spring independent. Rear, semi-elliptic leaf springs. Hydraulic double-acting shock absorbers.

General: 5.90 x 13 tyres. Hydraulic brakes. Weight (dry), 20½ cwt. Wheelbase, 8 ft. 4 ins. Track (front), 4 ft. 2 ins.; (rear) 4 ft. 1 in. Overall height, 5 ft. 0½ in. Length, 13 ft. 8.7 ins. Width, 5 ft. 4 ins. Turning circle (left), 40 ft. 6 ins.; (right), 41 ft. Estimated maximum speed, 73 m.p.h. Top gear speed at 1,000 r.p.m., 14.5 m.p.h. Fuel tank capacity, 9 galls.

Price: (Basic) £460.



Type: Zephyr Six Saloon and Convertible de Ville.

Engine: 6-cyl., o.h.v., 79.37 mm. bore x 76.2 mm. stroke (2,262 c.c.). Compression ratio, 6.8 to 1. 68 b.h.p. at 4,000 r.p.m. 1 Zenith d/d carburetter. coil ignition.

Suspension: Front, helical spring independent. Rear, semi-elliptic leaf springs. Hydraulic double-acting shock absorbers.

Transmission: Gear ratios, 4.37, 7.18, 12.43 to 1. Reverse, 16.87 to 1. ¼ floating hypoid final drive, 4.375 to 1.

General: 6.40 x 13 tyres. Wheelbase, 8 ft. 8 ins. Track (front), 4 ft. 2 ins.; (rear), 4 ft. 1 in. Weight (dry), 21½ cwt. Overall length, 14 ft. 3½ ins. Width, 5 ft. 4 ins. Height, 5 ft. 0½ ins. Estimated maximum speed, 80 m.p.h. Top gear speed at 1,000 r.p.m., 16.3 m.p.h. Fuel tank capacity, 9 galls.

Price: £524. P.T., £292 12s. 3d.

Other Models: "Anglia" 8-h.p. saloon. "Prefect" 10-h.p. saloon.

Makers: The Ford Motor Co., Ltd., Dagenham, Essex.

FIAT 150

ONCE a great name in Grand Prix racing, and still taking an interest in smaller capacity sports-car racing today, Fiat of Turin are Italy's largest manufacturers of normal passenger cars. Whilst offering everything that could be desired for creature comfort, the lightweight construction and modern design



of the production Fiats gives them a remarkably lively performance.

Models on exhibition at Earls Court include the newest edition of the popular little "Topolino"—the "500C", the "1,100E" saloon and the "1,400" saloon. Power unit of the latter is a 4-cylinder with push-rod o.h.v., and has an aluminium alloy cylinder head with wet cylinder liners. Italian specialist coach-builders have produced many fine bodies for Fiat chassis, and a Pinin Farina saloon will be seen at Earls Court; a cabriolet is also on show.

Type: "1,400".

Engine: 4-cyl., o.h.v. (push-rod), 82 x 66 mm. (1,395 c.c.), 44 b.h.p. at 4,400 r.p.m. Weber d/d carburetter. Marelli coil ignition.

Transmission: Gear ratios, 4.44, 6.97, 10.57 and 17.4 to 1. Reverse, 17.14 to 1. Dry plate clutch. Hypoid final drive.

Suspension: Cantilever type i.f.s. with open helical springs and stabilizing bar. Vertical helical with laminated, flexible radius arms (rear)—non-independent. Houdaille telescopic hydraulic dampers.

General: 5.90 x 14 ins. tyres. Weight (dry), 22½ cwt. Length, 13 ft. 11 ins.; height, 4 ft. 11½ ins. Track (front), 4 ft. 3½ ins.; (rear), 4 ft. 4½ ins. Turning circle, 36 ft. 1 in. (right), 37 ft. 0 ins. (left). Wheelbase, 8 ft. 8½ ins. Estimated maximum speed, 75 m.p.h. Estimated fuel consumption (50 m.p.h.), 27 m.p.g. Fiat-Baldwin hydraulic brakes. Fuel tank capacity, 10½ galls.

Special Features: Integral steel construction of body. Facia-controlled fan-type heater. Worm and roller steering. Aluminium alloy cylinder head; wet cylinder liners. Also Pinin Farina saloon with sliding roof and Fiat cabriolet (fitted with radio as standard).

Price: Not quoted in U.K.

Makers: Fiat, Turin. Concessionaires, Fiat (England) Ltd.

FRAZER-NASH

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THE highly successful 2-litre Le Mans Replica 2-seater Frazer-Nash is a familiar competitor in speed events of all kinds. Its major successes include the British Empire Trophy in the I.O.M., the Targo Florio in Sicily, the Silverstone Production Car race, and class wins in the Circuit of Sicily, the T.T., etc. Specification include 125 b.h.p., 6-cylinder, o.h.v. engine in strong but light tubular frame, and low drag two-seater body to F.I.A. regulations. Other Frazer-Nash models are the Mille Miglia, with beautiful full-width aerodynamic bodywork, and the new drop-head coupé, both moulded on the 8 ft. Le Mans-type chassis.

Type: Le Mans Replica competition 2-str.

Engine: 6-cyl., o.h.v., 66 x 96 mm. (1,971 c.c.), 125 b.h.p. at 5,500 r.p.m.. 3 Solex carburetters. Coil ignition.

Transmission: Gear ratios, 3.5, 4.6, 6.5, 10.3 to 1. Reverse, 10.23 to 1. Single dry plate clutch. Open 2-jointed propeller shaft, spiral bevel final drive, 3.54 to 1 (alternative gear and rear axle ratios available).

Suspension: Front, transverse leaf and wishbones independent. Rear, torsion bar non-independent. Hydraulic shock absorbers.

General: 5.25 x 16 tyres. Hydraulic brakes. Weight (dry), 13½ cwt. Wheelbase, 8 ft. Track, 4 ft. Overall length, 12 ft. 6 ins. Turning circle, 41 ft. Estimated maximum speed, 110-120 m.p.h. according to gear and axle ratios. Estimated fuel consumption, 20 m.p.g. Fuel tank capacity, 17 galls.

Price: £1,975. P.T., £1,098 14s. 5d.

Type: Mille Miglia.

Engine and Chassis: As on Le Mans Replica. Light alloy aerodynamic body. Overall length, 12 ft. 6 ins. Height, 2 ft. 11½ ins. Weight (dry), 15½ cwt.

Price: £2,250. P.T., £1,251 10s. 0d.

Type: Drophead Coupé.

Engine: As above, but lower compression ratio, 85 b.h.p. at 4,500 r.p.m.

Transmission: Gear ratios, 3.6, 4.65, 7.85, 15.5. Reverse, 12.5 to 1. Rear axle ratio, 3.6 to 1.

General: Convertible coachwork. Track, 4 ft. 2 ins. front and rear. Overall length, 12 ft. 8 ins. Height, 4 ft. 5 ins. Weight, 17½ cwt.

Price: £2,100. P.T., £1,168 3s. 4d.

Makers: A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex.

HEALEY

114

THE 2.4-litre, Riley-engined Healey range, is now supplemented by the attractive 3-seater Sports Convertible, fitted with the 6-cylinder o.h.v., 3-litre Alvis engine, and Alvis gearbox. This model follows the lines of the Nash-Healey which has been prominent in sports-car racing, but body lines are cleaner. The chassis follows Healey practice, but with modified trailing link, helical spring suspension (independent at front), weight has been substantially reduced. A dry weight of 22 cwt. and 106 b.h.p. from the Alvis engine give a claimed maximum speed of over 100 m.p.h.

The Riley-powered Healeys bear Tickford saloon and Abbott drophead coupé bodywork, and are little changed from last season's models. The 6-cylinder, 3,848 c.c., Nash-engined Healey is for export only.

Type: 3-litre Sports Convertible.

Engine: 6-cyl., o.h.v., 84 x 90 mm. (2,993 c.c.), 106 b.h.p. at 4,200 r.p.m. 2 S.U. H4 carburetters. Coil ignition. Compression ratio, 7 to 1.

Transmission: 4-speed gearbox, synchromesh 2nd, 3rd and top. Ratios, 1, 1.33, 1.93 and 2.97 to 1. Reverse, 2.97 to 1. Borg and Beck clutch. Salisbury hypoid rear axle (3.77 to 1). Hardy Spicer propeller shaft.

Suspension: (Front) Trailing links with helical springs, independent Girling PV7 shock absorbers, anti-roll bar. (Rear) Trailing links with helical springs, non-independent. Girling DAS7 shock absorbers. Sideways location by trackbar.

General: 6.40 x 15 ins. tyres. Girling brakes (2LS front). Wheelbase, 8 ft. 6 ins. Track, front, 4 ft. 6 ins.; rear, 4 ft. 7 ins. Overall length, 14 ft. 6 ins. Width, 5 ft. 6 ins. Height, 4 ft. 6 ins. (hood folded). Turning circle, 34 ft. Weight (dry), 22 cwt. Ground clearance, 7 ins. Fuel tank capacity, 15 galls.

Price: Not known.

Type: 2½-litre, Tickford saloon, Abbott d.h. coupé.



Engine: 4-cyl., o.h.v., 80 x 120 mm. (2,443 c.c.), 104 b.h.p. at 4,500 r.p.m. 2 S.U. carburetters. Coil ignition. Compression ratio, 6.9 to 1.

Transmission: Gear ratios, 3.5, 4.96, 7.54 and 12.76 to 1. Reverse, 12.76 to 1. Borg and Beck clutch. Spiral bevel final drive, 3.5 to 1.

Suspension: Front, independent trailing link with helical springs. Rear, helical, non-independent.

General: 6.40 x 15 ins. tyres. Lockheed 2LS brakes. Wheelbase, 8 ft. 6 ins. Track (front), 4 ft. 6 ins.; (rear), 4 ft. 5 ins. Overall length, 14 ft. Height, 4 ft. 10 ins. Width 5 ft. 5½ ins. Turning circle, 34 ft. Ground clearance, 7 ins. Fuel tank capacity, 14 galls.

Price (Basic): £1,600.

Makers: Donald Healey Motor Co. Ltd., The Cape, Warwick.

HOTCHKISS

116

FAMOUS for its Monte Carlo Rally successes, the 3½-litre Hotchkiss has a fine reputation for toughness. Two examples will be seen at Earls Court, one with Cotal gearbox.

Type: 3½-litre.

Engine: 6-cyl., o.h.v., 86 x 100 mm. (3,485 c.c.), 100 b.h.p. at 4,000 r.p.m. Coil ignition.

Transmission: Gear ratios, 3.6, 5.1, 7.2, 11.1 to 1. Spiral bevel final drive, 3.6 to 1.

Suspension: Front, helical spring, independent. Rear, semi-elliptic. Hydraulic dampers.

General: 6.50 x 16 tyres. Brakes, Lockheed hydraulic. Weight (dry), 3,190 lbs. Wheelbase, 10 ft. 6 ins. Track, 4 ft. 9½ ins. Overall length, 16 ft. 1 in. Width, 5 ft. 2 ins. Turning circle, 31½ ft. Estimated maximum speed, 90 m.p.h. Fuel tank capacity, 18 gals.

British Concessionaires: Harold Radford & Co., Ltd., Melton Court, South Kensington, London, S.W.7.

H.R.G.

Not Showing



THE H.R.G. has a fine record of competition successes, and is one of the few modern cars without independent front suspension. It is a hand-built motor-car and has a reputation for "staying put" that can be confirmed by the many enthusiastic "Hurg" owners. For people who like to mix rallying, racing and speed hill-climbing with their everyday motoring, the 1½-litre H.R.G. is almost an ideal choice.

Type: "1500" Open 2-str.

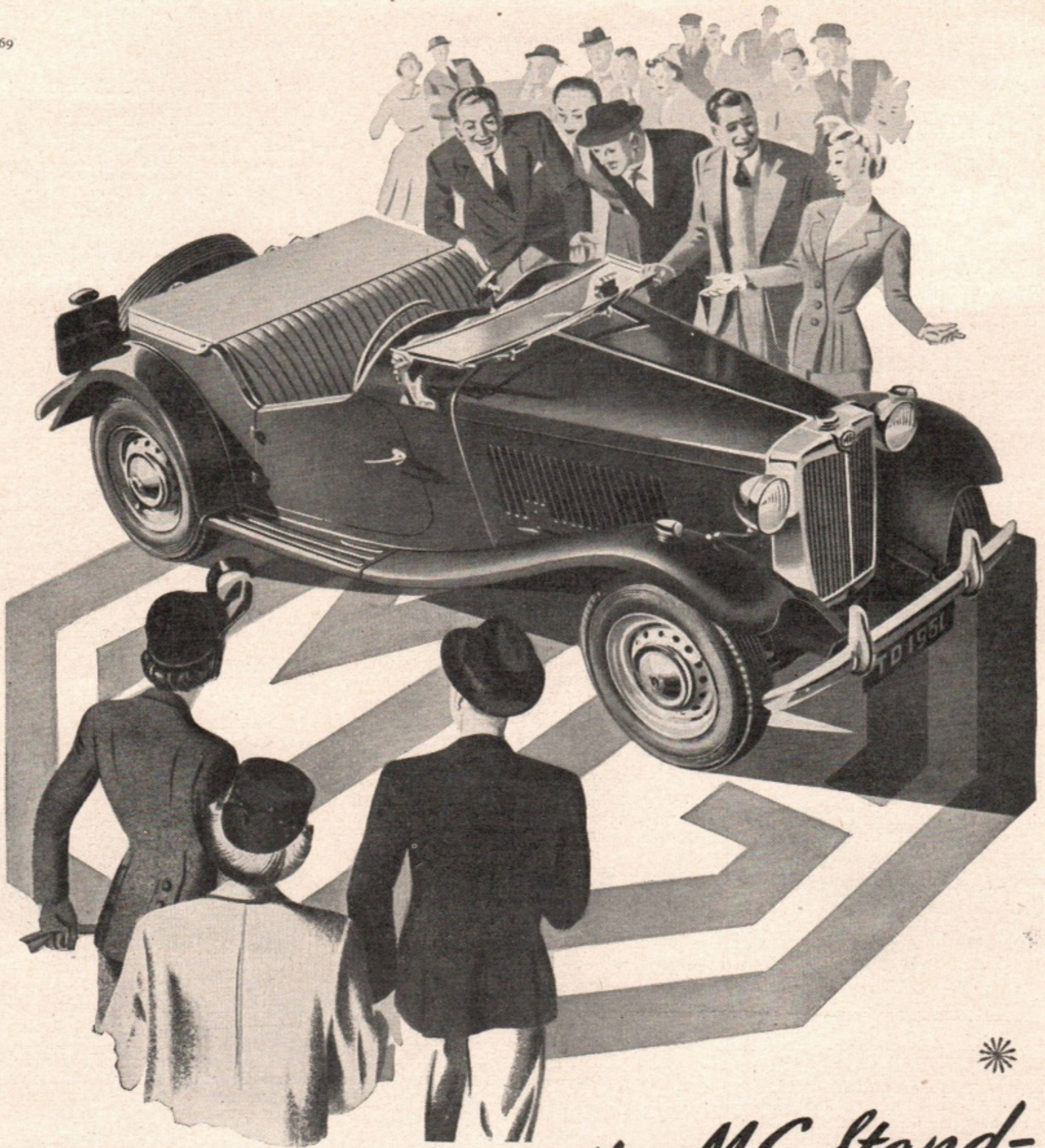
Engine: 4-cyl., o.h.c., 68 x 103 mm. (1,496 c.c.), 60 b.h.p. at 4,500 r.p.m. Twin S.U. carburetters. Lucas coil ignition.

Transmission: Gear ratios, 4, 5.86, 9.06 and 14.37 to 1. Reverse, 14.37 to 1. Borg and Beck clutch. E.N.V. spiral-bevel rear axle. Hardy Spicer propeller shaft.

Suspension: ½-elliptic (front), ¼-elliptic (rear). H.R.G. friction dampers (front), Luvax hydraulic and H.R.G. friction (rear).

General: 5.50 x 16 ins. tyres. Weight (dry), 14 cwt. Length, 12 ft.; height, 4 ft. 2 ins. Track (front), 4 ft. (rear), 3 ft. 9 ins. Turning circle, 32 ft. Wheelbase, 8 ft. 7 ins. Estimated maximum speed, 90 m.p.h. Estimated fuel consumption 50 m.p.h. (cruising), 30-35 m.p.g. Full tank capacity, 9 galls. Top gear speed at 1,000 r.p.m., 20 m.p.h. H.R.G. mechanical brakes.

Price: £895. P.T., £498 13s. 6d.





"I'll meet you on the M.G. Stand-

If you are a really keen, dyed-in-the-wool sporting motorist, you'll want to know where your brethren foregather: the M.G. stand is the spot! It's there that those two fine examples of British motor engineering, the TD series M.G. Midget and the One and a Quarter Litre M.G. Saloon, flaunt themselves — the confident centre of the show's most enthusiastic buzz of motoring talk. We'll be seeing you — on the M.G. Stand.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
 London Showrooms: University Motors Ltd., Stratton House, 80 Piccadilly, W.1
 Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1

Safety  *fast!*

 **STAND NUMBER**
145 

Type: "1100". Similar to above except for.
Engine: 60 x 95 m.m. (1,074 c.c.).
Gear Ratios: 4.55, 6.67, 10.32, and 16.34 to 1. Reverse, 16.34 to 1.
General: Weight (dry), 13½ cwt. Length, 11 ft. 10½ ins. Wheelbase, 8 ft. 3½ ins. Turning circle, 30 ft. Estimated maximum speed, 80 m.p.h. Estimated fuel consumption (50 m.p.h.), 35-40 m.p.g. Top gear speed at 1,000 r.p.m., 17.5 m.p.h.
Price: £820. P.T., £547 1s. 2d.
Makers: H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston By-Pass, Tolworth, Surrey.

HUMBER 128

ALTHOUGH manifestly no sports car, the Super Snipe Mark III saloon is outstanding in the Humber range for its effortless performance. Despite its dry weight of some 34 cwts. the 100 b.h.p. 4-litre engine gives this dignified vehicle a smooth 80 m.p.h. maximum, while the car is decidedly spritely in handling for one so large. Other Humber models are the 2.2-litre Hawk saloon, and the lordly Pullman and Imperial limousines with Super Snipe engine.

Type: Super Snipe Mark III Saloon.
Engine: 6-cyl., s.v., 85 x 120 mm. (4,086 c.c.), 100 b.h.p. at 3,400 r.p.m., 1 Stromberg DBVA42 carburetter. Coil ignition.
Transmission: All-synchromesh gearbox. Gear ratios, 4.09, 5.89, 9.56, 15.95 to 1. Reverse, 16.91 to 1. Borg and Beck single dry plate clutch. Hardy Spicer propeller shaft. Semi-floating rear axle, spiral bevel drive, 4.09 to 1.
Suspension: Front, independent transverse leaf, rear, semi elliptic. Armstrong double-acting lever arm shock absorbers.
General: 6.50 x 16 tyres. Lockheed hydraulic brakes (2LS front). Weight (dry), 34 cwts. Wheelbase, 9 ft. 9½ ins. Track (front), 4 ft. 10 ins. (rear), 5 ft. 1 in. Overall length, 15 ft. 10½ ins. Height, 5 ft. 5½ ins. Turning circle, 45 ft. 6 ins. Estimated maximum speed, 80 m.p.h. Estimated fuel consumption (50 m.p.h.), 19 m.p.g. Top gear speed at 1,000 r.p.m., 20.2 m.p.h. Fuel tank capacity, 15 galls.
Price: £995. P.T., £554 5s. 7d.
Other Models: Hawk Saloon, Pullman and Imperial limousines.
Makers: Humber Ltd., Ryton-on-Dunsmore, Coventry.

IOTA Not Showing

THE Bristol-built Iota 500 c.c. racing-car is a familiar sight in British events, and it is of considerable interest that the makers have now developed a sporting 2-seater road car from this design. The new model, provisionally type-named the P2, consists of a frameless envelope hull, mounting two seats and an air-cooled engine at the rear, driving the axle by chain. Detachable pressed steel wheels and hydraulic brakes are fitted, and this new Iota is intended as an ultra economical sporting car for everyday use.

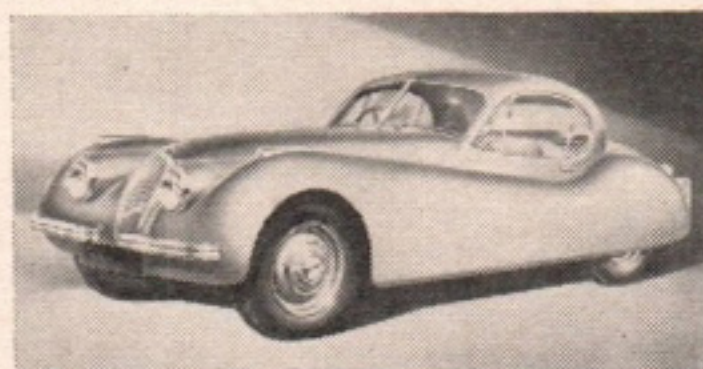
Type: P2 2-str. road car.
Engine: Not specified (probably motor-cycle type, air-cooled).
Transmission: 3-speed gearbox with reverse. Rear chain drive.
Suspension: Front, sliding pillar and helical springs independent. Rear, swinging half-axles and transverse leaf independent. Hydraulic dampers.
General: 4.50 x 15 tyres. Hydraulic brakes. Weight (dry), 6½ cwt. Overall length, 11 ft. Height, 3 ft. 4 ins. Wheelbase, 7 ft. 1 in. Track, 42 ins. Turning circle, 25 ft. Estimated maximum speed, 70-75 m.p.h. Top gear speed at 1,000 r.p.m., 12 m.p.h. Estimated fuel consumption, 65-70 m.p.g. Fuel tank capacity, 5 galls.
Price: Not known.
Type: P1 500 c.c. racing-car (conforming to F3).
Engine: Normally supplied with J.A.P. speedway unit. Other types can be installed by arrangement.

Transmission: 4-speed m/c gearbox, 1, 1.26, 1.57 and 2.67 to 1. Multi-plate clutch. Chain drive.
Suspension: Front, sliding pillars and helical spring independent. Rear, swinging half-axles and rubber torsion units. Armstrong hydraulic dampers.
General: 4.00 x 15 tyres. Girling hydraulic brakes. Weight (dry), 530 lbs. Wheelbase, 83½ ins. Track, 42 ins. Fuel tank capacity, 7 galls.
Price: £525 complete. P.T., £291 13s. 4d. (returnable). £440, less engine. P.T., £245 2s. 2d. (returnable).
Makers: Iota Racing Cars, 3 Alma Vale Road, Clifton, Bristol, 8.

JAGUAR 157



As the most successful British sports-car of the year, winner at Le Mans and in the T.T., and with innumerable private-owner successes in rallies, hill-climbs, races, etc., the Jaguar needs no introduction to motor sporting enthusiasts. Three models will be exhibited at Earls Court, all employing the now world-famous XK 120 6-cylinder, twin o.h.c. power unit. The Mark VII saloon, which stole the 1950 Show, will again be there, together with the XK 120 open sports 2-seater and the fixed-head coupé. Even in the absence of the competition XK 120C, there are enough m.p.h. in the three exhibits to satisfy the most rabid speed fan. Despite their advanced specifications, Jaguars are far from expensive, and with 100 m.p.h. effortlessly exceeded in full comfort and safety, it is easy to understand their world wide success.



Type: XK 120 Open 2-str. and Fixed-head coupé
Engine: 6-cyl., twin o.h.c., 83 x 106 mm. (3,442 c.c.), 160 b.h.p. at 5,200 r.p.m. Twin S.U. H6 carburetters. Coil ignition. Compression ratio, 6 or 8 to 1.
Transmission: 4-speed gearbox, synchromesh on 2nd, 3rd and top. Gear ratios (standard), 3.64, 4.98, 7.22 and 12.29 to 1. Reverse, 12.29 to 1. (High) 3.27, 4.47, 6.48 and 11.04 to 1. Reverse, 11.04 to 1. Hypoid rear axle, Standard, 3.64 to 1; High, 3.27 to 1. Hardy Spicer propeller shaft. Borg and Beck clutch.
Suspension: Front, independent, torsion bars. Rear, semi-elliptic. Newton Direct Telescopic front shock absorbers. Girling piston-type rear shock absorbers.
General: 6.00 x 16 ins. tyres. Weight (dry), Open 2-seater, 24½ cwt.; Coupé, 25½ cwt. Wheelbase, 8 ft. 6 ins. Track, front, 4 ft. 3 ins.; rear, 4 ft. 2 ins. Overall height, Open 2-seater, 4 ft. 4½ ins. (hood erected); Coupé, 4 ft. 6 ins. Length, 14 ft. 5½ ins. Turning circle, 31 ft. Lockheed hydraulic brakes (2LS front). Estimated maximum speed (8 to 1 c.r.), 125 m.p.h. Estimated fuel consumption (50 m.p.h.), 24 m.p.g. Top gear speed at 1,000 r.p.m., 22 m.p.h. with 3.64 axle, 24.5 with 3.27 axle. Fuel tank capacity, 15 galls. (standard) or 24 galls. (optional).

Price: XK 120 Open 2-seater, £1,078. P.T., £600 7s. 9d.
 XK 120 Fixed Head Coupé, £1,088. P.T., £605 18s. 11d.
Type: Mark VII Saloon.
Engine and Suspension: As XK 120 models.
Transmission: Gear ratios, 4.27, 5.84, 8.46, 14.41 to 1. Reverse 14.41 to 1. Rear axle ratio, 4.27 to 1. Hardy Spicer divided propeller shaft.
General: 6.70 x 16 ins. tyres. Wheelbase, 10 ft. Track, front, 4 ft. 8 ins.; rear, 4 ft. 9½ ins. Overall length, 16 ft. 4½ ins. Height, 5 ft. 3 ins. Weight (dry), 33 cwt. Top gear speed at 1,000 r.p.m., 19.35 m.p.h. Fuel tank capacity, 17 galls.
Price: £1,088. P.T., £605 18s. 11d.
Makers: Jaguar Cars Ltd., Coventry.

JENSEN 142

HIGH cruising speed with minimum mechanical stress is offered in the Jensen Interceptor, a 4-litre 6-cylinder car with luxuriously equipped 3-seater convertible body of admirably clean lines. With good road-holding and a 100 m.p.h. maximum the Jensen is a fine car for fast and comfortable long-distance touring.

Type: Interceptor.
Engine: 6-cyl., o.h.v., 87.3 x 111.1 mm. (3,993 c.c.), 130 b.h.p. at 3,700 r.p.m. Coil ignition.
Transmission: Gear ratios, 3.3, 4.7, 7.6, 11.1 to 1. Hypoid rear drive, 328 to 1.
Suspension: Front, helical spring, independent. Rear, semi-elliptic. Hydraulic dampers.
General: 5.75 x 16 tyres. Girling 2LS brakes. Weight (dry), 29 cwt. Wheelbase, 9 ft. 4½ ins. Track (front), 4 ft. 6 ins. (rear), 4 ft. 9½ ins. Overall length, 15 ft. 8 ins. Width, 5 ft. 6 ins. Height, 4 ft. 10 ins. Turning circle, 38 ft. Estimated maximum speed, 100 m.p.h. Fuel tank capacity, 12½ galls.
Price (Basic): £1,450.
Makers: Jensen Motors Ltd., West Bromwich, Staffs.

JOWETT 154

A FIRM which has specialized in horizontally opposed engines since their foundation 50 years ago, Jowett's Jubilee year programme comprises the Javelin saloon and the sports Jupiter convertible, both powered by the successful 1½-litre "flat-four" unit with pushrod-operated o.h.v. The Javelin has a roomy five-seater body of modern contours, whilst the Jupiter has a light tubular frame, higher compression ratio, modified camshaft, twin carburetters and special oil cooler. Both models have torsion bar suspension on all four wheels. The Jupiter has a fine competition record, with class wins in the Monte Carlo Rally, Le Mans and the T.T. to its credit.

Type: Jupiter.
Engine: 4-cyl. horizontally opposed, o.h.v., 72.5 x 90 mm. (1,486 c.c.), 60 b.h.p. at 4,500 r.p.m. 2 Zenith 30 V.I.G.5 carburetters. Coil ignition.
Transmission: Gear ratios, 4.56, 6.25, 9.9, 16.25 to 1. Reverse, 16.25 to 1. Borg and Beck single dry plate clutch. 7½ ins. dia. Open propeller shaft. Hypoid bevel rear axle, 4.56 to 1.
Suspension: Front, torsion bar independent. Rear, torsion bar. Woodhead Monroe dampers.
General: 5.50 x 16 tyres. Girling hydraulic brakes. Weight (dry), approx. 1,792 lbs. Wheelbase, 93 ins. Track, (front) 52 ins., (rear) 50½ ins. Overall length, 168 ins. Height, 56 ins. Turning circle, 31 ft. Estimated maximum speed, over 90 m.p.h. Top gear speed at 1,000 r.p.m., 17.1 m.p.h. Estimated fuel consumption (50 m.p.h.), 32 m.p.g. Fuel tank capacity, 10 galls.
Price: £895. P.T., £498 14s. 0d.
Makers: Jowett Cars Ltd., Idle, Bradford, Yorks.



J.P. Not Showing

SCOTLAND, home of Albion commercial vehicles and once strongly represented in the private car industry by Arrol Johnston and Galloway, had never marketed a racing-car until the J.P., manufactured by Joseph Potts Ltd., appeared on the scene this season. In 500 c.c. form the newcomer has done well, whilst Ron Flockhart's 998 c.c. Vincent-engined J.P. scored a fine success in the 1,300 c.c. scratch race at the Ulster Trophy meeting last June. With a light but sturdy frame of tubular construction, transverse leaf and wishbone suspension front and rear and means of adapting J.A.P., Norton or other units, the J.P. follows conventional practice for the type of vehicle, and the success of its debut gives fine promise for the future.

Type: 500 c.c. Racing-car.

Engine: J.A.P. push-rod o.h.v., or Norton o.h.c., as available.

Transmission: Chain drive through 4-speed m/c gearbox. 5-plate clutch.

Suspension: Front and rear, transverse leaf spring and wishbones. Girling dampers.

General: Lockheed 8 in. brakes. Wheelbase 7 ft. 1 in. Track, 3 ft. 11½ ins. Fuel tank capacity, 8½ gals.

Price (basic): £525.

Makers: Joseph Potts Ltd., Bellshill, Lanarkshire.

LAGONDA

131



A COMFORTABLE 90 m.p.h. in complete luxury, coupled with superb road holding is Lagonda, Ltd's offering at Earls Court. Two models of the 2½-litre "six" will be on show, the four-door, four-light saloon and the drophead coupé, both mounted on a chassis of true cruciform construction, with all round independent suspension; the front by helical springs and wishbones, the rear by torsion bars. The twin o.h.c. engine, similar to that of the DB2 Aston Martin, is of proved high performance and reliability. Inboard rear brakes are another advanced feature of this fine design.

Type: 2½-litre.

Engine: 6-cyl., twin-o.h.c., 78 x 90 mm. (2,580 c.c.), 105 b.h.p. at 5,000 r.p.m. Twin S.U. carburettors, Lucas coil ignition.

Transmission: Gear ratios, 4.56, 6.06, 9.02 and 13.30 to 1. Reverse, 13.30 to 1. Borg and Beck clutch. Hypoid rear axle. Hardy-Spicer open propeller shaft.

Suspension: Helical springs and wishbones (front), torsion bars (rear)—independent to all wheels. Armstrong hydraulic dampers.

General: 6.00 x 16 ins. tyres. Weight (dry), 29 cwt. Length, 15 ft. 8 ins.; height, 5 ft. 4 ins. Track (front), 4 ft. 8½ ins.; (rear), 4 ft. 8½ ins. Turning circle, 38 ft. Wheelbase, 9 ft. 5½ ins. Estimated maximum speed, 92 m.p.h. Estimated fuel consumption (50 m.p.h.), 22 m.p.g. Fuel tank capacity, 19 gals. Top gear speed at 1,000 r.p.m., 17.7 m.p.h.

Special Features: True cruciform frame. Luxury coachwork and interior fittings.

Price: £2,250 (saloon). P.T., £1,251 10s. 0d.

£2,325 (d/h coupé). P.T., £1,293 3s. 4d.

Makers: Lagonda Ltd., Feltham, Middlesex.

LANCIA

124

HERE is a car with all the agility and tenacity of a mountain gazelle, and with typically unconventional but competition-proved design. Lancia cars have always been notable for their originality and the tradition is maintained in the brilliant 2-litre Aurelia, the standard saloon version of which achieves a cool 90 m.p.h., whilst the Gran Turismo closed sports model with low drag bodywork is good for 100 m.p.h. or more. Three cars are to be seen at Earls Court, one, the B50 cabriolet, with 1,754 c.c. engine, the other two with 1,991 c.c. units, all basically similar "sixes" of typical Lancia narrow-vee formation, with overhead valves. All-round independent suspension of classic Lancia type is fitted, embodying helical springs and sliding pillars at the front and wishbones at the rear. The gearbox is in unit with the rear axle, and rear brakes are mounted inboard, giving low unsprung weight.

Type: Aurelia B50 Cabriolet.

Engine: 6-cyl., o.h.v., 70 x 76 mm. (1,754 c.c.), 56 b.h.p. at 4,000 r.p.m. 7 to 1 compression ratio. Solex d/d carburetter. Coil ignition.

Transmission: Gear ratios, 4.2, 6, 8.9, 13.9 to 1. Hypoid bevel final drive. Single dry plate clutch, divided propeller shaft.

Suspension: Front, independent, helical springs, vertical sliding pillars. Rear, independent, helical springs and wishbone links. Hydraulic dampers.

General: 5.50 x 16 tyres. Hydraulic brakes on front wheels and rear driving shafts. Weight (dry), 23½ cwt. Wheelbase, 9 ft. 6½ ins. Track (front and rear), 4 ft. 3½ ins. Overall length, 15 ft. 7 ins. Width, 5 ft. 5 ins. Ground clearance, 6 ins. Turning circle, 35½ ins. Fuel tank capacity, 13½ gals.

Price: Not known.

Type: Aurelia B21 Standard Saloon. As above, except for—

Engine: 6-cyl., o.h.v., 72 x 81.5 mm. (1,991 c.c.), 70 b.h.p. at 4,500 r.p.m. 2 Solex d/d 30AA1 carburettors. Coil ignition.

Transmission: Gear ratios, 4.05, 5.82, 8.65, 13.44 to 1. Reverse, 17 to 1. Gear change on steering column. Single dry plate clutch, divided propeller shaft with three rubber couplings, hypoid bevel final drive, 10/47.

General: 165 x 400 tyres. Weight (unladen), 21½ cwt. Wheelbase, 9 ft. 4½ ins. Track, 4 ft. 3½ ins. Overall length, 14 ft. 6 ins. Height, 4 ft. 11 ins. Turning circle, 35 ft. Estimated maximum speed, 90 m.p.h. Estimated fuel consumption (overall), 25 m.p.g. Fuel tank capacity, 13½ gals.

Price: Not known.

Type: Aurelia B20 Gran Turismo Sports Saloon.

Engine: As on B21, but 75 b.h.p. at 4,500 r.p.m. Compression ratio, 8.4 to 1. 2 Weber 32DR 7SP carburettors.

Transmission: Gear ratios, 3.76, 5.46, 8.05, 12.51 to 1. Reverse, 15.8 to 1. Hypoid bevel final drive, ratio 8/35.

General: Weight (unladen), 19½ cwt. Wheelbase, 8 ft. 8½ ins. Overall length, 14 ft. 0½ ins. Height, 4 ft. 7 ins. Turning circle, 32 ft. 9 ins. Estimated maximum speed, 100 m.p.h.

Price: Not known.

British Concessionaires: Lancia (England) Ltd., 372 Ealing Road, Alperton, Wembley, Middx.

LEA-FRANCIS

126

BEARERS of an honoured name in British sports-car history—a "Leaf" won the first Ulster T.T. in 1928—the Lea-Francis range for 1952 comprises five models; the 14 h.p. saloon, estate car, 14/70 saloon, "18" saloon and the shapely 2½-litre open sports. All now employ the four-cylinder o.h.v. engine with familiar L.F. patent valve gear, dimensions of the smaller models being 75 x 100 mm., and of the larger 85 x 110 mm.

Type: 14 h.p. and 14/70.

Engine: 4-cyl., o.h.v., 75 x 100 mm. (1,767 c.c.), b.h.p. (14 h.p.), 65 at 4,700 r.p.m., 14/70, 70 at 4,700 r.p.m. S.U. H4 carburetter, Lucas coil ignition.

Transmission: Gear ratios, 4.88, 6.9, 10.4 and 17.2 to 1. Reverse, 14.8 to 1. Hardy Spicer open propeller shaft. Hypoid final drive. Borg and Beck clutch.

Suspension: Torsion bar independent front, semi-elliptic rear. Girling PVA7 dampers.

General: Tyres (14 h.p.), 5.50 x 17 ins., (14/70), 6.00 x 16 ins. Unladen weight (kerb), 26 cwt. Girling brakes. Turning circle, 35 ft. Overall length, 15 ft. 1 in. Width, 5 ft. 4 ins. Height, 5 ft. 0½ in. Ground clearance, 7 ins. Fuel tank capacity, 11 gals. Top gear speed at 1,000 r.p.m., 16.9 m.p.h. Maximum speed, 75 m.p.h.

Price: (Basic) £1,130.



Type: 18 h.p. saloon, 2½-litre sports.

Engine: 4-cyl., o.h.v., 85 x 110 mm. (2,496 c.c.), b.h.p., 18 h.p., 95 at 4,000 r.p.m., 2½-litre, 100-105 at 4,000 r.p.m.; with high lift cams, 120-125 at 5,200 r.p.m. Single S.U. H6 carburetter (18 h.p.), twin S.U. H3 carburetter (2½-litre). Lucas coil ignition. Compression ratio (18 h.p.) 6 to 1, (2½-litre) 7 or 7.63 to 1.

Transmission: Gear ratios, 18 h.p., 3.91, 5.55, 8.36, 13.86 to 1. Reverse, 11.78 to 1. 2½-litre, 3.64, 5.16, 7.77, 12.89 to 1. Reverse, 10.95 to 1. Borg and Beck clutch. Hardy Spicer propeller shaft, hypoid final drive.

Suspension: Front, torsion bar independent; rear, semi-elliptic. Girling PVA7 dampers.

General: 6.00 x 16 ins. tyres. Unladen weight (kerb), 18 h.p., 27 cwt.; 2½-litre, 23 cwt. Girling brakes. Turning circle, 18 h.p., 35 ft.; 2½-litre, 32 ft. Overall length, 18 h.p., 15 ft. 1 in.; 2½-litre, 13 ft. 9 ins. Width, 18 h.p., 5 ft. 4 ins.; 2½-litre, 5 ft. 3 ins. Height, 18 h.p., 5 ft. 0½ in.; 2½-litre, 4 ft. 6 ins. Ground clearance, 7 ins. Fuel tank capacity, 15 gals. Top gear speed at 1,000 r.p.m., 18 h.p., 19.6 m.p.h.; 2½-litre, 23 m.p.h. Maximum speed, 18 h.p., 90 m.p.h.; 2½-litre, 100 m.p.h.

Price: (Basic) 18 h.p. saloon, £1,380. 2½-litre sports, £1,140.

Makers: Lea-Francis Cars Ltd., Coventry.

MARAUDER

Not Showing

BUILT by Wilks, Mackie & Co., Ltd., around the 6-cylinder Rover "75" engine with overhead inlet valves, the Marauder 3-seater tourer is a compact and graceful sports vehicle with a 90 m.p.h. maximum and excellent acceleration figures. Overdrive is an optional extra at £35 plus fitting costs, and is intended primarily to provide alternative sets of ratios for town and country use, rather than as a means of varying the top gear ratio whilst the car is in motion.



Type: 3-seater Tourer.

Engine: 6-cyl., o.h.v., 65.2 x 105 mm. (2,103 c.c.), 80 b.h.p. at 4,200 r.p.m. 2 S.U.-type H4 carburettors. Coil ignition.

Transmission: Gear ratios, 4.3, 5.92, 8.77, 14.5 to 1. Hardy Spicer propeller shaft, Borg and Beck 9 in. dia. clutch. Spiral bevel final drive, 4.3 to 1. Overdrive optional extra, giving ratios, 3, 4.11, 6.09, 10.07 to 1.

Suspension: Front, helical spring, independent. Rear, semi-elliptic. Woodhead Monroe dampers.

General: 6.00 x 15 tyres. Girling hydraulic brakes (2LS front). Weight (dry), 25 cwt. Wheelbase, 8 ft. 8 ins. Track (front), 4 ft. 4 ins., (rear), 4 ft. 3 ins. Overall length, 166 ins. Height, 52 ins. Turning circle, 37 ft. Estimated maximum speed, 90 m.p.h. Top gear speed at 1,000 r.p.m., 18 m.p.h. Estimated fuel consumption (50 m.p.h.), 24 m.p.g. Fuel tank capacity, 11½ galls.

Price: £1,250. P.T., £751 10s. 0d.

Makers: Wilks, Mackie and Co. Ltd., Poplar Road, Dorridge, Birmingham.

MEYNELL-PARAMOUNT

Not Showing

NOTED for its pretty bodywork, the 1,172 c.c. Meynell-Paramount is one of the few examples of the open sports 4-seater on the market. Production has been taken over by the Meynell concern, and the car has gained a useful reputation for reliability, coupled with economy.

Type: Sports 4-str.

Engine: 4-cyl., S.U., 63.5 x 92.5 mm. (1,172 c.c.), Ford origin.

Transmission: 3-speed gearbox, ratios, 4.9, 8.5 and 14.9 to 1.

Suspension: Transverse leaf front (independent); semi-elliptic rear. Hydraulic dampers.

General: 5.25 x 16 ins. tyres. Weight, 1,094 lbs. Length, 13 ft. 10 ins. Track, 4 ft. 3 ins. Girling hydraulic brakes. Estimated maximum speed, 70 m.p.h.

Price: Not known.

Makers: Meynell Motor Co. Ltd., Melbourne, Derby.

M.G.

145

THE TD open 2-seater Midget and the series Y saloon are continued without change in the 1952 M.G. programme. The TD provides smooth, comfortable travel while retaining traditional "Midget" performance, as its 83 m.p.h. maximum testifies, and these pleasing little cars are consistent performers in competitions at home and overseas. The availability of stage 2 tuning, with its resultant enhanced acceleration and speed, make the TD one of the most popular of dual-purpose-everyday and competition-vehicles available.

The Y series model is a snappy saloon with every mod. con., yet with that extra zest in performance which lifts it from the ruck of normal everyday vehicles.

Type: TD Midget.

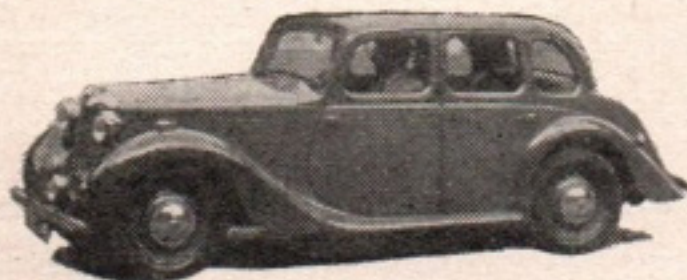
Engine: 4-cyl., o.h.v., 66.5 x 90 mm. (1,250 c.c.), 54.4 b.h.p. at 5,200 r.p.m. 2 S.U. carburetters. Coil ignition.

Transmission: Gear ratios, 5.125, 7.098, 10.609, 17.938 to 1. Hypoid rear axle, 8/41. Borg and Beck single plate clutch, Hardy Spicer propeller shaft.

Suspension: Front, helical spring independent. Rear, semi-elliptic. Girling-Luvax shock absorbers.

General: 5.50 x 15 tyres. Lockheed hydraulic brakes. Weight (dry), 1,904 lbs. Wheelbase, 7 ft. 10 ins. Track (front), 3 ft. 11½ ins.; (rear), 4 ft. 2 ins. Overall length, 12 ft. 1 in. Height, 4 ft. 5 ins. Turning circle, 31 ft. 3 ins. Estimated maximum speed 83 m.p.h. Top gear speed at 1,000 r.p.m., 14.4 m.p.h. Estimated fuel consumption (50 m.p.h.), 30 m.p.g. Fuel tank capacity, 12½ galls.

Price: £470. P.T., £262 12s. 3d.



Type: Series Y saloon.

Engine: 4-cyl., o.h.v., 66.5 x 90 mm. (1,250 c.c.), 46 b.h.p. at 4,800 r.p.m. 1 S.U. carburetter. Coil ignition.

Transmission: Gear ratios, 5.143, 7.121, 10.646, 18 to 1. Spiral bevel final drive, 7/36 Borg and Beck single plate clutch, Hardy Spicer propeller shaft.

Suspension: Front, helical spring independent. Rear, semi-elliptic. Girling-Luvax shock absorbers.

General: 5.25 x 16 tyres. Lockheed hydraulic brakes. Weight (dry), 19 cwt. 2 qrs. Wheelbase, 8 ft. 3 ins. Track (front), 3 ft. 11½ ins.; (rear), 4 ft. 2 ins. Overall length, 13 ft. 5 ins. Height, 4 ft. 9 ins. Turning circle, 35 ft. Estimated maximum speed, 72 m.p.h. Top gear speed at 1,000 r.p.m., 14.6 m.p.h. Estimated fuel consumption (50 m.p.h.), 29 m.p.g. Fuel tank capacity, 8 galls.

Price: £565. P.T., £315 7s. 9d.

Makers: The M.G. Car Co. Ltd., Abingdon-on-Thames.

MORGAN

113



A 2-LITRE o.h.v. engine in a car weighing only 15 cwt., with 8 ft. wheelbase, spells performance, and the little Morgan "Plus-Four", with Standard "Vanguard" power unit, certainly has this. Maximum speed is 85 m.p.h., and the four-speed gearbox ensures a brisk performance at all ranges. Three body types are available, the sporting open 2-seater, the neat coupé and the new 4-seater open tourer.

Type: "Plus-Four".

Engine: 4-cyl., o.h.v., 85 x 92 mm. (2,088 c.c.), 68 b.h.p. at 4,300 r.p.m. Coil ignition.

Transmission: 4-speed gearbox. Ratios, 4.1, 5.6, 8.1, 13.8 to 1. Hardy Spicer propeller shaft, hypoid rear axle, 4.1 to 1.

Suspension: Front, vertical slides and helical spring independent. Rear, semi-elliptic. Girling hydraulic shock absorbers.

General: 5.25 x 16 tyres. Girling 2LS hydraulic brakes. Weight (dry), 15½ cwt. (2-seater), 15½ cwt. (coupé and 4-seater). Wheelbase, 8 ft. Track, 3 ft. 11 ins. Overall length, 11 ft. 8 ins. Width, 4 ft. 8 ins. Height, 3 ft. 10½ ins. Turning circle, 33 ft. Estimated maximum speed, 85 m.p.h.

Price: 2-seater, £535. P.T., £298 14s. 6d. Coupé, £590. P.T., £329 5s. 6d.

Makers: The Morgan Motor Co. Ltd., Malvern Link, Worcs.

PANHARD

118

THE front-drive, twin-cylinder, air-cooled Panhard-Dyna is immensely popular on the Continent, and competitions successes have resulted in the introduction of many derivatives such as D.-B., and Callista. Panhards have recently marketed a Junior Sports (not



on view at Earls Court) and the 750 c.c. competition engine is available on certain chassis.

Type: 120 Cabriolet.

Engine: 2-cyl., air-cooled., o.h.v. (push-rod), 79.5 x 75 mm. (745 c.c.), 32 b.h.p. at 5,000 r.p.m.

Transmission: Front-drive, spiral bevel. Gear ratios, 4.9, 6.9, 11.3 and 18.2 to 1.

Suspension: Transverse leaf front (independent); torsion bar rear. Hydraulic dampers.

General: 400 x 135 mm. tyres. Weight (dry), 1,320 lbs. Length, 12 ft. 6 ins. Track, 4 ft. Turning circle, 28 ft. Bendix hydraulic brakes. Estimated maximum speed, 70 m.p.h. Estimated fuel consumption (50 m.p.h.), 35 m.p.g. Fuel tank capacity, 6½ galls.

Price: Not quoted in U.K.

Makers: Panhard-Levassor, Concessionaires, D. Salem Ltd., 15 Cross Street, Manchester.

PORSCHE

117a

MAKING history with a wonderful series of long-distance records and a class win at Le Mans this year, the rear-engined Porsche appears at Earls Court for the first time. It was, of course, originally based on the Volkswagen, but is now an extremely fast sports-car with remarkably efficient anti-drag bodywork.

Type: P356, 4-cyl., horizontally-opposed, o.h.v. (push-rod), 80 x 64 mm. (1,286 c.c.), 44 b.h.p. at 4,000 r.p.m.

Transmission: Gear ratios, 3.5, 5.5, 9.2 and 15.9 to 1. Spiral bevel rear axle.

Suspension: Independent all-round by torsion bars. Hydraulic dampers.

General: 5.00 x 16 ins. tyres. Weight (dry), 1,640 lbs. Length, 12 ft. 0½ in. Track, 4 ft. 2½ ins. Turning circle, 29 ft. Estimated maximum speed, 90 m.p.h. Estimated fuel consumption (50 m.p.h.), over 30 m.p.g. Duo servo 2LS brakes. Fuel tank capacity, 4½ galls. The 1,100 c.c. model is similar except for 73.5 x 64 mm. (1,086 c.c.) engine; 40 b.h.p. at 4,000 r.p.m.

Price: Not known.

Makers: Concessionaires, Connaught Engineering, Send, Surrey.

RENAULT

144

FRANCE'S rear-engined Renault remains as one of the Continent's most popular cars, and despite a high export priority for the British-produced machines, quite a number are to be seen on the roads. For the present, the special "sports" engine is not supplied on the U.K.-made cars.

Type: 750.

Engine: 4-cyl., o.h.v., 54.5 x 80 mm. (748 c.c.), 21 b.h.p. at 4,000 r.p.m.

Transmission: Gear ratios, 5.1, 8.7 and 17.4 to 1. Spiral bevel rear axle.

Suspension: Helical, independent all round. Hydraulic dampers.

General: 5.20 x 15 ins. tyres. Weight (dry), 1,291 lbs. Length, 11 ft. 10 ins. Track, 3 ft. 11 ins. Turning circle, 27 ft. Lockheed hydraulic brakes. Estimated maximum speed, 60 m.p.h. Estimated fuel consumption (50 m.p.h.), 48 m.p.g. Fuel tank capacity, 6 galls.

Price: (Basic) £430.

Makers: Renault Ltd., Western Avenue, London, W.1.

RILEY

125



"THE mixture as before" is the Riley Co.'s policy for the coming year, and a very good mixture of performance with comfort their well-established 1½- and 2½-litre models provide. The 4-cylinder engines embody the classic Riley valve gear, with twin-camshafts, set high each side of the crank-case, and push rods to operate the o.h.v. The 1½-litre car attains 80 m.p.h. while the 2½-litre attains 96 m.p.h., despite roomy closed coachwork and respective dry weights of 24 cwt. and 28 cwt.

Type: 1½-litre saloon.

Engine: 4-cyl. o.h.v., 69 x 100 mm. (1,496 c.c.), 55 b.h.p. at 4,500 r.p.m. 1 S.U. carburetter. Coil ignition.

Transmission: Gear ratios, 4.89, 7.23, 11.2 and 19.42 to 1. Borg and Beck single plate clutch. Torque tube drive, spiral bevel final drive.

Suspension: Front, independent torsion bar. Rear, semi-elliptic. Telescopic dampers front and rear.

General: 5.75 x 16 tyres. Girling Hydro-mechanical brakes. Weight (dry), 24 cwt. Wheelbase, 9 ft. 4½ ins. Track (front), 4 ft. 4½ ins.; (rear), 4 ft. 4½ ins. Overall length, 14 ft. 11 ins. Height, 4 ft. 11½ ins. Turning circle, 30 ft. Estimated maximum speed, 82 m.p.h. Top gear speed at 1,000 r.p.m., 16.1 m.p.h. Estimated fuel consumption (50 m.p.h.), 30 m.p.g. Fuel tank capacity, 12½ galls.

Price: £750. P.T., £418 3s. 4d.

Type: 2½-litre.

Engine: 4-cyl., o.h.v., 80.5 x 120 mm. (2,443 c.c.), 100 b.h.p. at 4,500 r.p.m. 2 S.U. carburetters. Coil ignition.

Transmission: Gear ratios, 4.11, 5.83, 8.86, 15 to 1. Borg and Beck single plate clutch, torque tube drive, spiral bevel final drive.

Suspension: Front, independent torsion bar. Rear, semi-elliptic. Telescopic dampers front and rear.

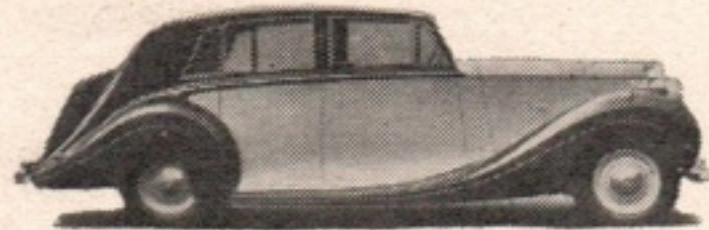
General: 6.00 x 16 tyres. Girling Hydro-mechanical brakes. Weight (dry), 28 cwt. Wheelbase, 9 ft. 11 ins. Track (front), 4 ft. 4½ ins.; (rear), 4 ft. 4½ ins. Overall length, 15 ft. 6 ins. Height, 4 ft. 11½ ins. Turning circle, 36 ft. Estimated maximum speed, 96 m.p.h. Top gear speed at 1,000 r.p.m., 19.6 m.p.h. Estimated fuel consumption (50 m.p.h.), 24 m.p.g. Fuel tank capacity, 12½ galls.

Price: £958. P.T., £533 14s. 5d.

Makers: Riley Motors, Ltd., Abingdon-on-Thames.

ROLLS-ROYCE

156



THE "best car in the world", like its sporting stablemate the Bentley, now has the enlarged engine which gives the Rolls a remarkably fine performance. Complete mechanical silence and exceptional smoothness characterizes these matchless motor-cars.

Type: Silver Dawn (Export only).

Engine: 6-cyl., o.h.i.v., s.e., 92 x 114 mm. (4,566 c.c.). Rolls-Royce carburetter. Dual ignition.

Transmission: Gear ratios, 3.7, 5, 7.5 and 11 to 1. Hypoid axle.

Suspension: Helical (independent) front; semi-elliptic rear. R.-R. hydraulic dampers.

General: 6.50 x 16 ins. tyres. Weight (dry), 4,088 lbs. Length, 10 ft. Track, 4 ft. 10½ ins. Turning circle, 42½ ft. R.-R. servo-assisted brakes. Estimated maximum speed, 95 m.p.h. Fuel tank capacity, 18 galls. Silver Wraith similar except for 6.50 x 17 ins. tyres. Length, 10 ft. 10 ins. Track, 5 ft. Turning circle, 46½ ft.

Price: Wraith (chassis only), basic, £2,195.

Makers: Rolls-Royce Ltd., 14-15 Conduit Street, London, W.1.

ROVER

158

A STURDILY-BUILT saloon with no pretensions of a sporting nature, the Rover 75 has won many friends for its all-round liveliness, comfort and dependability. The design is unchanged for 1952, and incorporates the well-known Rover 6-cylinder engine with overhead inlet valves, mounted in a strongly-built chassis, independently suspended at the front. Transmission includes a free-wheel as standard, and the gear change is mounted on the steering column.

Type: "75" Saloon.

Engine: 6-cyl., o.h.i.v., 65.2 x 105 mm. (2,103 c.c.), 75 b.h.p. at 4,200 r.p.m. 2 S.U.-type H4 carburetters. Coil ignition.

Transmission: Gear ratios, 4.3, 5.921, 8.772, 14.5 to 1. Reverse, 12.771 to 1. Free wheel. Borg and Beck clutch. Hardy Spicer divided propeller shaft. Semi-floating rear axle, spiral bevel final drive, 4.3 to 1.

Suspension: Front, helical spring, independent, with anti-sway bar. Rear, semi-elliptic with transverse stabilizer bar. Monroe hydraulic dampers.

General: 6.00 x 15 tyres. Girling hydraulic brakes. Weight (dry), 3,166 lbs. Wheelbase, 111 ins. Track (front), 52 ins., (rear), 51½ ins. Overall length, 178½ ins. Height, 63½ ins. Turning circle, 37 ft. Estimated maximum speed, 80 m.p.h. Top gear speed at 1,000 r.p.m., 18 m.p.h. Estimated fuel consumption (30 m.p.h.), 24-28 m.p.g. Fuel tank capacity, 11½ galls.

Price: £955. P.T., £532 1s. 2d.

Makers: The Rover Co., Ltd., Solihull, Birmingham.

SALMSON

117a

FAMOUS in the '20s for their voitures, the French Salmson concern have recently introduced a completely revised edition of their 2.2-litre twin o.h.c. 4-cylinder model designated the Randonnée. This car, which will be shown at Earls Court by the Connaught concern on Stand 117a, has roomy saloon coachwork in modern style, mounted on a box section chassis with torsion bar i.f.s. and cantilever rear springs, an interesting survival of traditional Salmson practice. Major engine components are cast in Alpac aluminium alloy, and a 4-speed Cotal electric gearbox is fitted.

Type: Randonnée.

Engine: 4-cyl. twin o.h.c., 82 x 105 mm. (2,248 c.c.), 71 b.h.p. at 4,000 r.p.m. Single d/d carburetter. Coil ignition.

Transmission: Cotal-Maag electrically-operated epicyclic gearbox. Ratios, 4.08, 6.0, 8.87, 13.08 to 1. Open propeller shaft, torque tube rear end. Spiral bevel final drive, 4.08 to 1, or 4.45 to 1.

Suspension: Front, torsion bar and wishbones, independent. Rear, cantilever with anti-roll bar. Telescopic dampers (front), piston-type dampers (rear).

General: 600 x 16 tyres. Bendix-Lockheed hydraulic brakes. Wheelbase, 9 ft. 10½ ins. Track (front), 4 ft. 6 ins., (rear), 4 ft. 7 ins. Overall length, 16 ft. 1 in. Height, 5 ft. Estimated maximum speed, 85 m.p.h. Top gear speed at 1,000 r.p.m., 19.8 m.p.h. Estimated fuel consumption (50 m.p.h.), 22 m.p.g.

Price: Not known.

British Concessionaires: Continental Cars Ltd., Portsmouth Road, Send, Surrey.

SIMCA

135



STARTING in the '30s with French-built versions of the Fiat 500 and 1,100 models, the Simca Company has since the war established itself as one of France's foremost car manufacturers. Consistently pursuing a policy of racing, first with their highly potent sports-car Fiat derivatives, the marque now vies with Talbot as the most consistent upholder of the *tricolore* in racing, gaining numerous Formula 2 successes in recent years.

That Simca are equally *au fait* with present-day passenger car requirements can be seen from the new "Aronde" saloon at Earls Court. This is a thoroughly up-to-date vehicle with 4-cylinder o.h.v. "square" engine, helical spring i.f.s., and integral body construction.

Type: Aronde.

Engine: 4-cyl. o.h.v. (push-rod), 72 x 75 mm. (1,221 c.c.), 45 b.h.p. at 4,400 r.p.m. Solex 32 PBIC d/d carburetter. Coil ignition.

Transmission: Gear ratios, 4.77, 7.01, 11.2 and 17.6 to 1. Reverse, 22.53 to 1. Simca single-plate clutch. Hypoid final drive. Hardy-Spicer propeller shaft.

Suspension: Helical and wishbones i.f.s., enclosing telescopic dampers, with transverse stabilizing bar. Semi-elliptical (rear). Houdaille telescopic hydraulic dampers.

General: 5.50 x 15 ins. tyres. Weight (dry), 18½ cwt. Length, 13 ft. 4 ins.; height, 4 ft. 9½ ins. Track (front), 4 ft. 0½ in.; (rear), 4 ft. 0½ in. Turning circle, 34 ft. 5 ins. Wheelbase, 8 ft. 0½ in. Estimated maximum speed, 75 m.p.h. Estimated fuel consumption (50 m.p.h.), 28-30 m.p.g. Hydraulic brakes. Fuel tank capacity, 8½ galls.

Special Features: Integral steel construction of body. Anti-theft locking device on gear lever. Worm and sector steering.

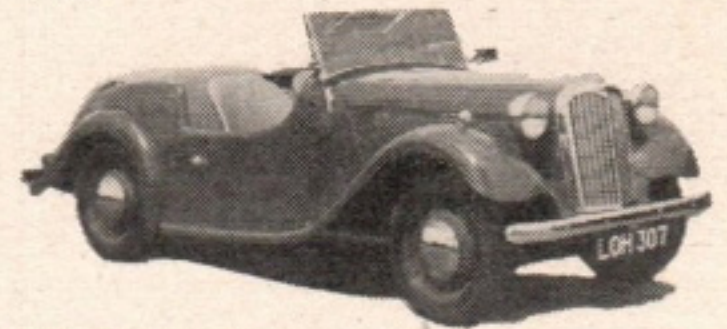
Price: Not quoted in U.K.

Makers: Simca, Paris. Concessionaires, Fiat (England) Ltd.

SINGER

123

"FOR export only" is the unwelcome ticket on the Singer SM Roadster, with occasional 4-seater open body and, since last year, i.f.s. and 1,497 c.c. engine. This unit, which also powers the SM1,500 saloon, has chain driven single o.h.c.



Type: SM Roadster.

Engine: 4-cyl., o.h.c., 73 x 89.4 mm. (1,497 c.c.), 48 b.h.p. at 4,200 r.p.m. 1 Solex FA.1. d/d carburetter. Coil ignition.

Transmission: Gear ratios, 4.87, 6.12, 9.45, 14.55 to 1. Reverse, 14.55 to 1. Hardy Spicer propeller shaft, Borg and Beck clutch, spiral bevel final drive.

Suspension: Front, independent helical spring. Rear, semi-elliptic. Hydraulic dampers.

General: 5.00 x 16 tyres. Girling Hydro-mechanical brakes. Weight (dry), 16½ cwt. Wheelbase, 7 ft. 7 ins. Track (front and rear), 3 ft. 10½ ins. Overall length, 14 ft. 7 ins. Height, 4 ft. 10½ ins. Turning circle, 33 ft. Estimated maximum speed, 75 m.p.h. Top gear speed at 1,000 r.p.m., 15.52 m.p.h. Estimated fuel consumption (50 m.p.h.), 30 m.p.g. Fuel tank capacity, 7 gals.

Price: Export only.

Makers: Singer Motors Ltd., Coventry Road Works, Birmingham, 10.

SUNBEAM-TALBOT

127



A POPULAR sporting saloon, the Sunbeam-Talbot "90" with 2.2-litre 4-cylinder overhead valve engine is a brisk performer of distinctive appearance, and has done well in many rally competitions, including the "Alpine".

Type: "90" Mk. H.

Engine: 4-cyl., o.h.v., 81 x 110 mm. (2,267 c.c.), 70 b.h.p. at 4,000 r.p.m. 1 Stromberg DBA36 carburetter. Coil ignition.

Transmission: Gear ratios, 3.9, 5.81, 9.63, 13.9 to 1. Reverse, 18.56 to 1. Borg and Beck single dry plate clutch. Hardy Spicer propeller shaft. Semi-floating rear axle, hypoid bevel drive, 3.9 to 1.

Suspension: Front, independent helical spring, rear, semi-elliptic. Armstrong double-acting lever arm shock absorbers.

General: 5.50 x 16 tyres. Lockheed hydraulic brakes (2LS front). Weight (dry) 2,856 lbs. Wheelbase, 8 ft. 1½ ins. Track (front), 3 ft. 11½ ins., (rear), 4 ft. 2½ ins. Overall length, 13 ft. 11½ ins. Height, 5 ft. 0½ in. (saloon), 4 ft. 11 ins. (coupé). Turning circle, 36 ft. 6 ins. Estimated maximum speed, 85 m.p.h. Top gear speed at 1,000 r.p.m., 19.7 m.p.h. Estimated fuel consumption (50 m.p.h.), 31.5 m.p.g. Fuel tank capacity, 10 gals.

Prices: Saloon, £845. P.T., £470 18s. 11d. Convertible coupé, £895. P.T., £498 14s. 5d.

Makers: Sunbeam-Talbot Ltd., Ryton-on-Dunsmore, Coventry.



THE NEW AUSTIN SEVEN

BUILT to cater for a world-wide demand for small - capacity, economical motor-cars, the Austin Seven will be coveted by thousands of families in this country. With the tradition of many years of successful small cars behind it, the 1952 version of the immortal, pre-war Seven can be certain of a big market.

The engine size (800 c.c.) may prevent its participation in International sporting events, where the 750 c.c. class is dominated by Renault, Panhard and various Fiat-based machines. It would appear these days that Continental manu-

facturers place great importance on competitions. For instance, Renault deliberately produced a 750 c.c. version of the 4CV, for out-and-out competition work, a policy which has paid dividends. Few will ever forget the performance of these little saloons in the "Monte", and the Le Mans 24-Hours Race.

However, that is a quibble, due probably to a sense of disappointment that the "Seven" is not a "750", like its legendary predecessor. Technically, the new Austin is a thoroughly up-to-date vehicle. The engine, virtually a scaled-down A40

The 800 c.c. Austin Seven—an important newcomer to the economy-cum-performance light car market.

Summary of Specification, Austin "7"

Engine: 4-cyl., o.h.v. (push-rod), 58 x 76 mm. (800 c.c.), 30 b.h.p. at 4,800 r.p.m. 7.2 to 1 compression ratio. Zenith J2 d/d carburettor (double venturi). Coil ignition.

Transmission: Gear ratios, 5.14, 8.64, 13.32 (synchronesh) and 21.03 to 1. Reverse, 26.63 to 1.

Suspension: Independent front by helical springs and wishbones; semi-elliptic rear with anti-roll bar. Piston-type hydraulic dampers.

General: 5.20 x 13 in. tyres; 12-volt electrical equipment; Lockheed hydraulic brakes (2LS at front). Length, 11 ft. 4½ ins.; height, 4 ft. 10 ins.; width, 4 ft. 7½ ins.; wheelbase, 6 ft. 7½ ins.; track (front), 3 ft. 9½ ins., (rear), 3 ft. 8½ ins. Weight, (unladen, including oil and water but no fuel), 13½ cwt.

Price: Complete with P.T., £507.

unit, has, of course, overhead valves, a bore and stroke of 50 mm. and 76 mm. (800 c.c.) and develops 30 b.h.p. at 4,800 r.p.m.

Independent front suspension is by wishbones and helical springs. Semi-elliptics (under-slung) are used at the rear. An all-steel, fully stressed skin, body - cum - chassis method of construction has been adopted, with built-in provision for heater and radio. The body is a full four-seater, with four doors.

Performance should be brisk as the unladen weight is 13½ cwt., giving the satisfactory power-weight ratio of over 45 b.h.p. per ton. Maximum speed is said to be about 60 m.p.h.

PLYMOUTH "200" AND "MANCUNIAN" TRIALS COMBINED

THE Plymouth M.C.'s postponed "200" trial will be combined with the "Mancunian", and will take place on 4th November. The start will be at Marley Head filling station, near Buckfastleigh (A38), at 10.30 a.m. Intending competitors should apply for entry forms to C. Maratt, Esq., 11 Hyde Park Road, Plymouth. Closing date for entries is 20th October and entry fee is 15s.

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THE "DAILY EXPRESS" NATIONAL RALLY

As the routes of the *Daily Express* Rally, to be organized by the M.C.C., on 7th to 10th November, all total over 1,200 miles the title 1,000 miles Rally becomes somewhat of a misnomer. It has been decided, therefore, that a more appropriate title for the event is the *Daily Express* National Motor Rally, and as such it will be referred to in future.

* * *

CHILTERN CLUB FILMSHOW

INSTEAD of the usual monthly "get-together" of the Chiltern C.C. at the George Hotel, Beaconsfield, on the last Wednesday in the month, it is proposed to hold a Filmshow at The Crown Hotel, Amersham, on the 31st October.

GOODWOOD "RECORDS DAY" OFF

THE B.A.R.C. and Goodwood circuit officials have announced that the Goodwood Records Day, proposed for 20th October, will not now take place.

This is due to the incidence of the Motor Show and the General Election, which will prevent many competitors and officials from attending.

An announcement regarding a future Records Day will be made later in connection with the 1952 Goodwood Programme.

WEEK-END RESULTS

M.G. (S.W. CENTRE) WESTON RALLY

Outright Winner: Jack Readings (1½ M.G. saloon).
1,500 c.c. (Open): A. G. B. Wood (XK 120)
1,500 c.c. (Closed): C. Hughes Davies (1½ M.G.).
Over 1,500 c.c. (Open): A. G. B. Wood (XK 120 Jaguar).

Over 1,500 c.c. (Closed): C. Whitehall (4½ Bentley).
Unlimited Specials (S): A. Mayne (Fanifold).

Best Open Car: J. J. H. Murray (TC M.G.). **Best Closed Car:** C. J. Toomer (Allard). **Best Morris:** Mrs. M. Fowler. **Best Riley:** R. Furseland. **Best M.G., Triumph or Standard:** C. M. Seward (M.G.).

Special Awards: M. J. W. Ward (Vanguard), G. Lindsay (Hillman), W. M. G. Marshall (M.G.), M. Mayall (M.G.), R. J. Sanders (Austin).

* * *

TAUNTON M.C. ALLEN TROPHY TRIAL

Allen Trophy: C. E. Crump (1,172 Marden), 7 marks lost.

Runner-up: Ron Faulkner (1,072 Paul Spl.), 10.
Club Cup: Wally Waring (1,196 W.H.W.-Dellow S.), 11.

Hare Trophy: J. Deeley (1,512 Cranford), 11.

Alan Small Cup: L. J. Tolman (1,172 Betsy), 11.

Chas. Allen Cup: Ken Burgess (1,540 Burgess S.), 13.

First Class Awards: E. G. Spence (1,172 Spence V), 13. H. Sinclair-Sweeney (1,542 Jezabel), 14. Godfrey Imhof (1,250 Imhof S.), 15.

Second Class: Len Parker (1,100 Parker S.), J. J. Whitfield (1,172 Ford), J. T. Spare (1,172 Whiteford). **Third Class:** H. F. Roberts (999 Robros), R. Orchard (1,172 Dellow), Dave Price (1,175 Price).

Team Prize "Southern Lights" (Waring, Faulkner and Crump).

* * *

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

Production Car Trial (14th October)

Best Performance (Class A): G. Lewis (H.R.G.).
(Class B): S. Loxton (1½ M.G.).

Novices Awards: R. Sellman, G. Sharp (M.G.s).

First Class Awards: A. Brown, R. Hughes (M.G.s), J. Seccombe (Vanguard).

Second Class: D. Sidebotham, P. Johnson, J. Sanders (M.G.s).

* * *

M.G.C.C. (IRISH CENTRE)

Trial (14th October)

Premier Award: M. O'Neil (Dellow S.), 200 marks.

Open (Experts): 1. N. R. Young (Ford Spl.), 188.

2. H. Irwin (TD M.G.), 173. 3. C. K. Flynn (TD M.G.), 167.

Open (Non-experts): 1. C. Ryan (TC M.G. S.), 154.

2. Mrs. J. J. Flynn (TD M.G.), 153. 3. S. McIvor (M.G.), 139.

Closed (Experts): 1. Dr. N. Jackson (1½ M.G.), 156.

2. H. Beckett (Hillman Minx), 148.

Closed (Non-experts): 1. D. Faulkner (Morris Minor), 124.

2. Mrs. J. Milland (1½ M.G.), 110.

3. R. Wallace (Fiat 500), 107.

RUSSELL LOWRY'S

Northern Lights

ONE of these days perhaps I'll admit in public how the Editorial blue pencil saved me (and probably some readers as well) from rushing up to Westmorland in search of Brough Aerodrome. Truly, a Homeric nod. Anyhow, the trip across industrial England from the Mersey to the Humber was well worth while, and revealed to me for the first time what must be one of the best racing circuits in the country, run by an organization, the Blackburn Welfare Motor Club, which has nothing to learn from anybody, and a good deal to teach to many, in spite of the unambitious protestations of Secretary and Treasurer Barker. Brough has missed the motoring limelight because meetings there are basically motor-cycle affairs, with an added garnish of choice Formula 3 racing. There are a number of leading 500 racers who "wouldn't miss a Brough for all the tea in China". The goodness of the wine needs no bush as far as the two-wheeled fraternity is concerned. For instance, I gather that a party of some 50 machines went across from one club on the Cheshire side for the recent meeting. The four-wheeled enthusiast naturally wonders whether we shall ever see a car meeting there. Possibly not, but it is an alluring thought.

And I hope here to be allowed, as a northerner, to pay tribute to Curly Dryden, whose favourite track this was, and who held the lap record through the summer. Curly was probably the most popular of southern visitors, and he leaves with us a shining memory of sportsmanship.

* * *

VARIOUS people have raised cudgels in defence of the B.B.C.'s T.T. broadcast service, as well as The MacDowel of Stroud, so I must have been wrong. But it is a fact that "Northern Lights" combed the dial, sat through a complete sports bulletin and two news sessions without getting anything but the Dundrod winner, and that, only as an unconsidered trifle. So I maintain my plea that motor-racing should be considered as a fully newsworthy sport, of interest to many thousands of people, and not only during the afternoon, when many of us are otherwise engaged, but afterwards when we get home and want to know what's happened. In return, I promise to take a short course on interpreting the *Radio Times*. Generally, I find myself head-scratching over the wrong week.

* * *

THE workaday streets of Liverpool are seldom embellished by the luscious specimens of mechanical transport that can always be seen parked in some regions in London; Brick Street, for example. "Northern Lights", therefore, stopped dead in its tracks

HULL FOR LEATHER — BUT UNBOWED —
GIANT DESPAIR — COMPLETE OVERHAULS
UNDERTAKEN — OFT IN THE STILLY

on encountering a car which, at first sight, seemed to be a cross between a Bugatti Royale and a 100 m.p.h. Invicta, but carried the unmistakable flutings of the Daimler marque on its radiator. When the owner appeared he was bearded on the spot for information, but he admitted that this giant was still something of a mystery, although undoubtedly Daimler. The V12 7-litre sleeve valve engine wasn't giving of its best owing to lack of unanimity between the two banks of cylinders. The trouble was thought to be timing and one side was running very hot. But nobody seemed to know quite what to do about it. Even so, she clocked 95 over those lovely straights up Carlisle way, and did 12 m.p.g., which wasn't so bad for 3½ tons of motor-car. Road holding, steering and braking were impeccable.

Rushing back to the office bookcase, we delved into *British Sports Cars*, and there, sure enough, was the 50 h.p. V12 sports Daimler developed by L. H. Pomeroy and Thompson and Taylor, but if any reader has detailed information about these cars, I'd like to pass it on, specially as this owner will shortly be going soldiering in Korea, where I feel sure he will do a good deal of dreaming about the mighty wagon he has left behind. This particular specimen was said to have been made for an Indian potentate. But then we've heard that one before.

* * *

SPORTSMEN passing through or living in the fringes of Liverpool and feeling the need of a friendly natter across a bar where their views will be understood, will be interested to know that Johnnie Wade has taken over the Hare and Hounds, at Tarbuck, near Prescott. Johnnie is so steeped in motors that he was almost weaned on P.M.S.2, and wheeled out in a pram with Freddie Dixon. During those days, practical motoring with speed, ever-increasing speed, was the daily routine of the Wade household, and more than one device of lasting mechanical significance was worked out on the kitchen table using a rolling-pin as a ruler and plates of varying sizes as compasses.

* * *

AS an example of our tough northern independence, I like the true story of two ladies aged on the far side of 60 and 70 respectively, who were expected for tea at a house separated from their point of departure by a stretch of bleak moorland road. Their car was an honoured model of long ownership, in which they always went about together, and had been known in days gone by to take part in the odd competition.

Polite tea-time came and went. An hour and then another hour ticked itself away. The would-be hosts became anxious, thinking of that desolate upland road which by now was swathed in cloud and falling darkness.

(Continued on page 510)

STAND
157

12 months of Glory

Since the debut of the Mark VII Jaguar at the last Motor

Show, time has shown how well it merited that first sensational acclamation.

In the same 12 months the Jaguar XK has dominated the International

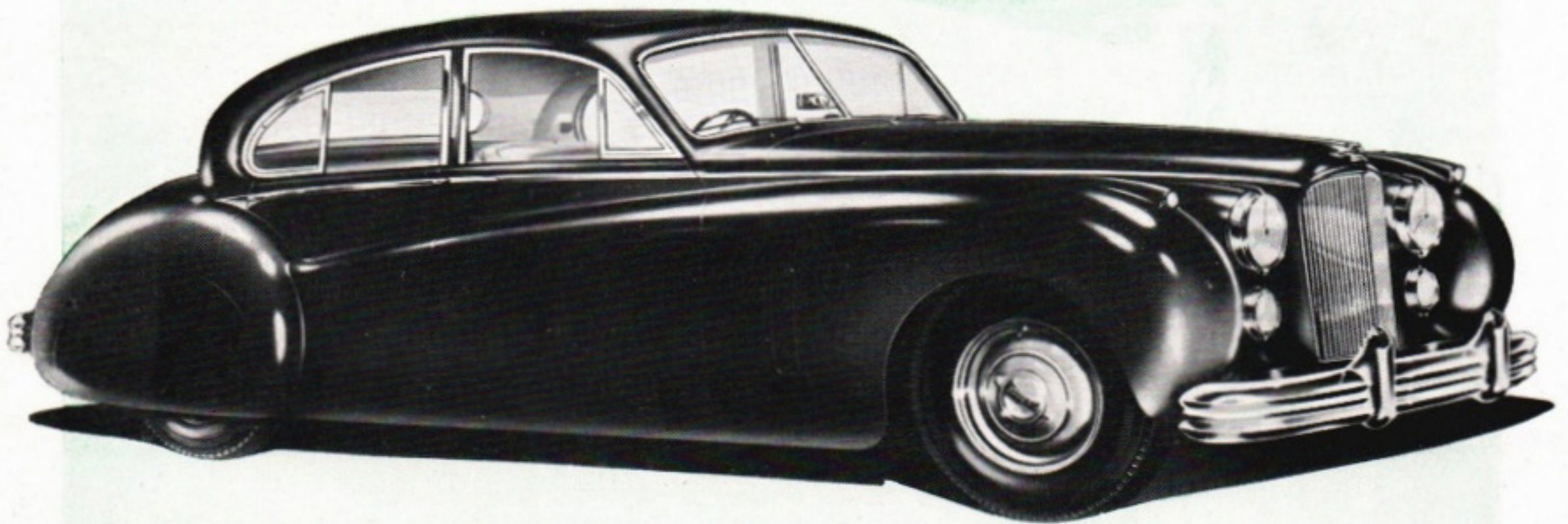
motoring scene, gaining success in no fewer than 12 major

events, including the Le Mans 24 hour race — the first British Car

to do so for 16 years. Jaguar are proud of this year

of great achievement and of the generous tributes paid to

their cars by press and public throughout the world.

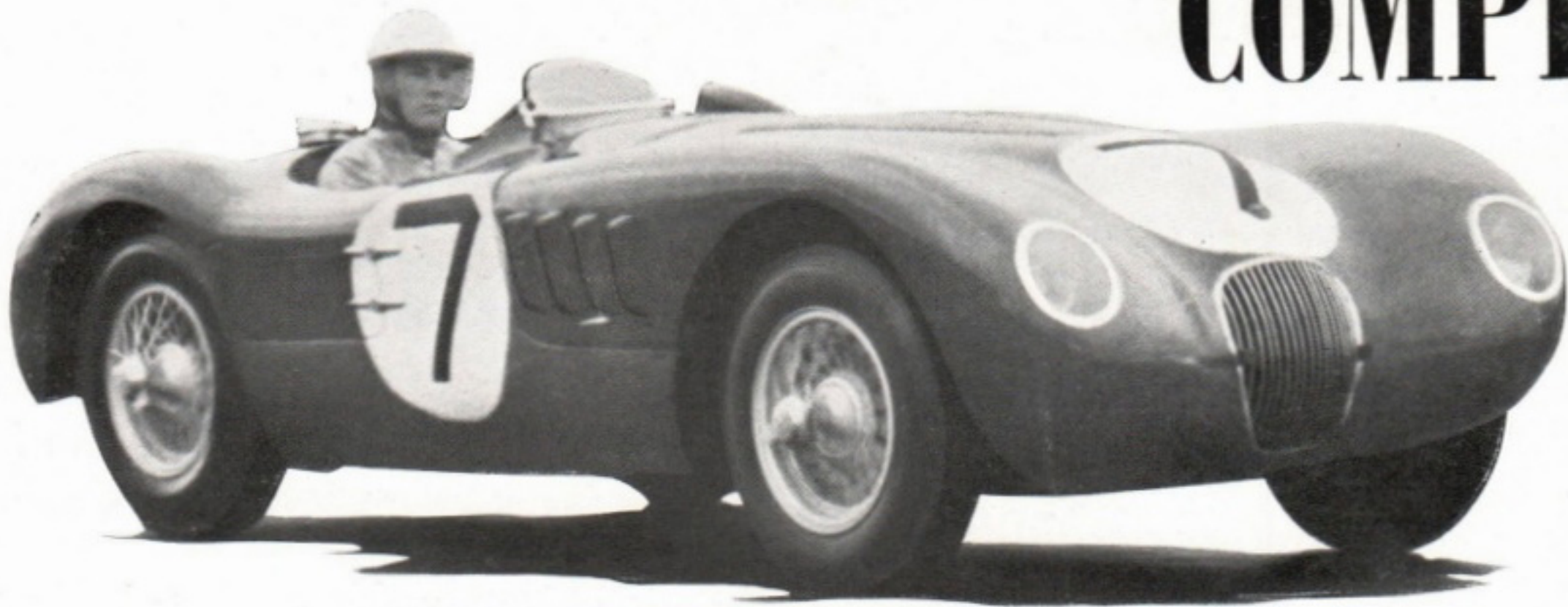


JAGUAR...*Grace..Space..Pace*

COMPETITION

**BRITISH SPORTS
CARS
PLACED THE
PRESTIGE ON THE**

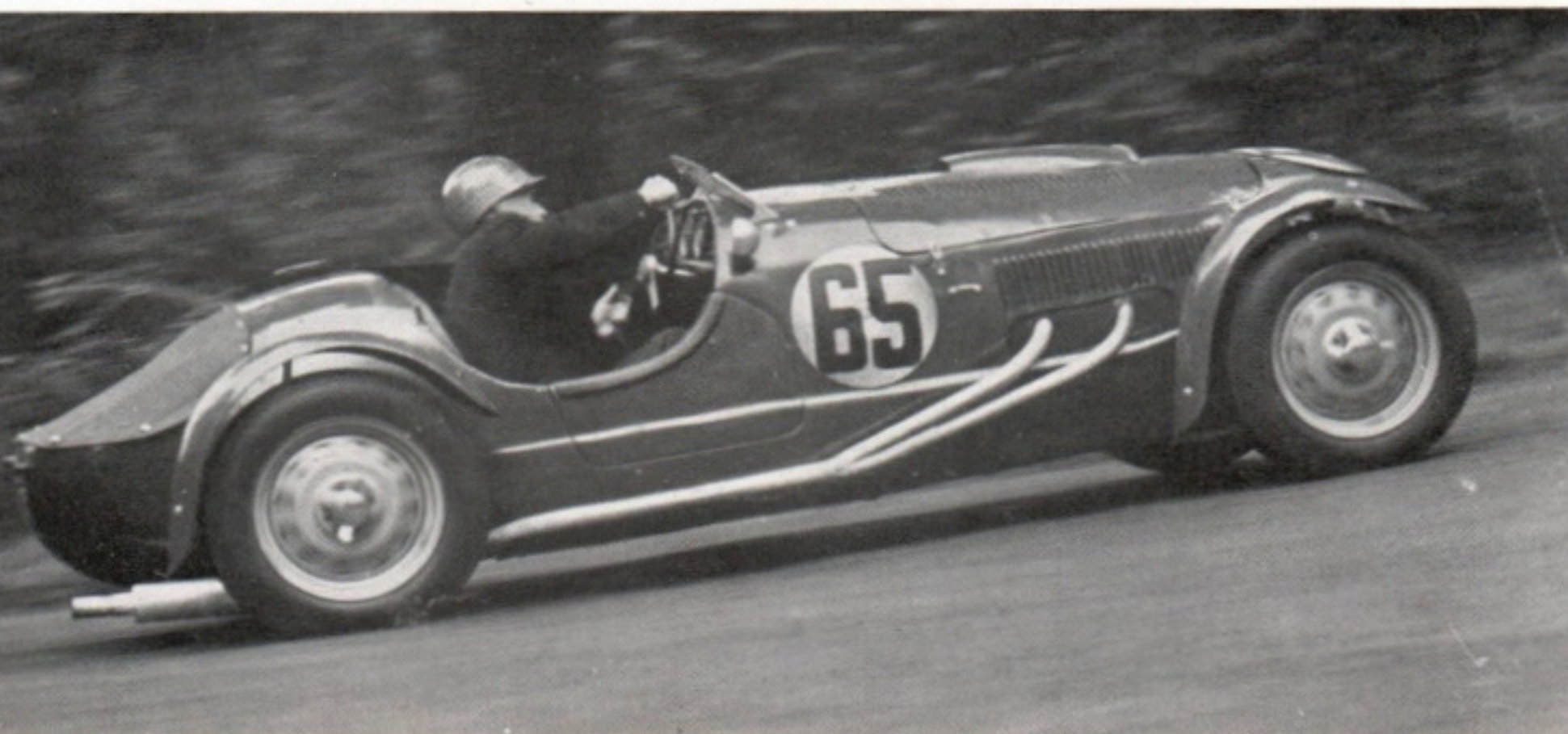
*The XK 120C 3½-litre
Jaguar—Le Mans and
T.T. winner.*



*(Left) A sprightly
newcomer, the
Morgan "Plus-
Four", successful
in trials and rallies.*



*(Above) Latest of a long
line of successful sports-
cars, the TD M.G. with
1,250 c.c. pushrod o.h.v.
engine and i.f.s.*

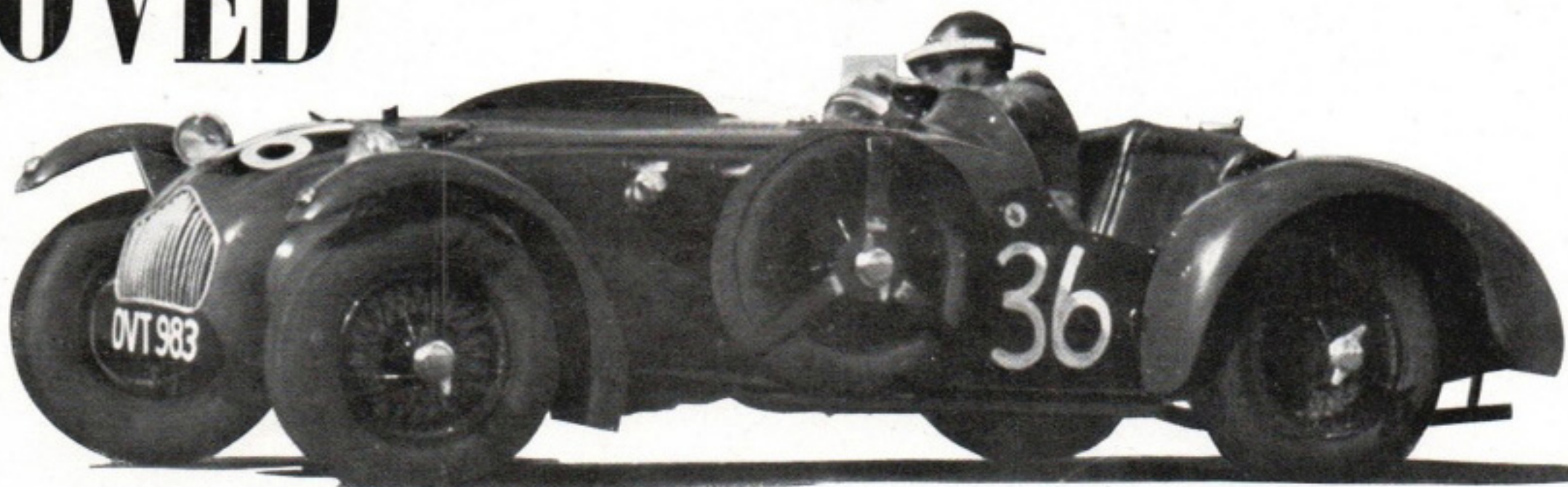


*(Left) Frazer-Nash, the
world's most outstanding
2-litre sports-car, winner
of the British Empire
Trophy in the Isle
of Man, the 2-litre
class of the Dundrod
T.T. and Division I of
the "Daily Express" One
Hour Production Car
Race at Silverstone.*

ON-PROVED

- CARS HAVE
COUNTRY'S
HIGHEST LEVEL

*With choice of three
types of engine, the J2
Allard.*



*(Above) Britain's only car with
horizontally opposed engine, the
Jowett Jupiter, winner of the 1½-
litre class in the T.T.*



*The H.R.G., a Coupe des Alpes winner, is one of
Britain's best all-round sports-cars.*



*A fine reputation for
high speed and reliability
is possessed by the 2.6-
litre DB2 Aston Martin,
which scored an over-
whelming 1-2-3-5-6 class
victory at Le Mans.*

LUCAS

Car Batteries have-

2 YEARS
insured life



SEE STAND
251

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND

THE 4CV RENAULT "SPORT"

By

JOHN BOLSTER



WHEN I was in Paris for the Show, I met my friend, Serge Pozzoli. M. Pozzoli, you will remember, was a racing Delahaye driver, until he had a very bad crash at Chimay, from which he has now fully recovered. He was driving what he called, "the fastest Renault in Paris", and when he offered to lend it to me for a few days, I accepted with great alacrity.

I had already heard tales, from drivers in the Monte Carlo Rally and Le Mans, of perfectly normal-looking baby Renault saloons dashing along at 80 m.p.h. As the standard model has its work cut out to touch "60", this was most intriguing, but the explanation is very simple. The production cars have their breathing deliberately restricted by the makers, in the interest of long life in the hands of inexperienced drivers. By merely ensuring that the gas has a free passage in and out of the engine, one can entirely transform the performance.

The four-cylinder, 54.5 x 80 mm. (748 c.c.) engine can be had in two forms, one giving 18 b.h.p. at 4,000 r.p.m., and the other 21 b.h.p. at 5,000 r.p.m. "My" engine had been tuned to peak at over 6,000 r.p.m., but the "bottom end" was still entirely standard. A larger draught carburettor on a nicely swept manifold and a "bunch of bananas" exhaust system were the most important modifications. Special valves had been fitted and a fractionally higher compression ratio was in use, but no pinking ever occurred on pump fuel.

First of all, M. Pozzoli took the wheel, and showed me how to drive in Paris traffic. His method would appear to be similar to motor racing, only faster, but he drove with such ease and certainty that one could never be really frightened. He then handed me the keys, and let me loose on the unsuspecting citizens.

It was at once apparent that the performance bore no relation whatever to any normal Renault. Unfortunately, I had no road test equipment with me, but I am sure that from a standstill to 50 m.p.h., which is easily attained on second gear, one could "see off" most production sports-cars up to 1½-litres. When a French policeman waves on the traffic, the massed start of a Grand Prix could not be more keenly contested. Yet I never found another vehicle which could touch the 4CV for initial acceleration, and such things as Citroëns,

both four and six cylinders, were disposed of easily enough. Naturally, you can't have something for nothing, and in this tune the engine has no power at all below 3,000 r.p.m.

On the open road I attained 75 m.p.h. several times, and the willing little engine seemed perfectly happy to maintain this gait. It was possible to lap the Montlhéry track at over 70 m.p.h., too, which proves that wind and gradient need not be favourable for such speeds to be achieved.

The suspension and steering have been greatly improved since I first tried this model, and the independent springing of the four wheels gives a remarkably comfortable ride at all speeds. Naturally, one is interested in the effect of a rear-mounted engine on the handling, but under any normal conditions it would be easy to forget where the motor is located. No over-steering tendency was ever apparent during the very vigorous manoeuvres in which M. Pozzoli indulged, but on the Piste d'Essai at Montlhéry I deliberately exaggerated on one corner, and got into a considerable slide. Under that sort of treatment, the weight in the tail is at last noticeable, and one has to correct the skid pretty firmly before proceeding on one's way.

As is to be expected, there is less sound insulation than in the more heavily constructed British bodies, but the healthy note of the little engine is rather pleasant than otherwise. All three gears are indirect, but they are commendably silent. The engine is mounted behind the swing axles, and the primary shaft runs from the clutch over the top of the differential. The gearbox is thus ahead of the axle line, and the pinion, which is on the tail end of the layshaft, meshes with the front of the crown wheel. This layout permits a direct and rigid connection to the short central lever, and the changes go through as quickly as the hand can be moved.

The hydraulic brakes are well up to the speed of the car, and are largely responsible for the excellent performance in traffic. I prefer the plain central hand lever to any pistol-grip device, and it is powerful and definite in action.

Lucky Frenchmen are able to buy this car, in its cheapest form, for less than £400. Consequently, one neither looks for, nor gets, any elaborate trimming or equipment. Nevertheless, everything is entirely functional, and the seats are comfortable. It is rather remarkable that such a small car can accommodate four large people. Actually, the one I drove had a sunshine roof, and that is a standard extra that is very well worth having. With the roof open, there is very little draught, and it does prevent the feeling of claustrophobia that small saloons sometimes produce.

(Continued on page 510)



WINFIELD

Cake-Walk for Reg Parnell (Thin Wall Spl.) in Formule Libre Race—Bob Gerard (Cooper-Norton) Wins Formula 3 Event—Thrilling H.W.M. Battle Between Moss and Abecassis

Photography by George Phillips

THOUSANDS of wildly enthusiastic fans flocked to Winfield last Saturday to watch the most attractive programme of circuit-racing that has ever been presented in Scotland. They saw Reg Parnell (Thin Wall Special Ferrari) score an easy victory in the *Formule Libre* event, and were thrilled by the tremendous battle for places, featuring the trio of H.W.M.s driven by Stirling Moss, George Abecassis and Duncan Hamilton in hot pursuit of the E.R.A.s of Ken Wharton, Graham Whitehead and David Hampshire, and Joe Kelly's fast Alta.

Bob Gerard (Cooper-Norton) won the Formula 3 race after a titanic battle with Don Parker (J.B.S.-J.A.P.) and Jack Reece (Cooper-Norton). Ken Downing (Connaught) came out on top in the opening sports-car event, and Gil Tyrer (BMW) won the second race. Tommy Wise (Jupiter) scored a somewhat easy victory in the saloon-car event, and in the 10-lap, unlimited c.c., sports-car event, that most promising driver, Ian Stewart, in his Wilkinson-tuned XK 120 Jaguar, managed to defeat the formidable Tyrer. Other race winners

MIXED GRID: Start of the combined Formule Libre and Formula 2 50-Mile Races at Winfield. In the front row are seen (L. to R.) Graham Whitehead (E.R.A.), Ken Wharton (E.R.A.), Bob Gerard (E.R.A.) and the eventual winner, Reg Parnell (Thin Wall Special Ferrari).

were A. M. Calder (Riley), C. K. W. Schellenberg (Austin) and W. P. S. Melville (Vauxhall).

* * *

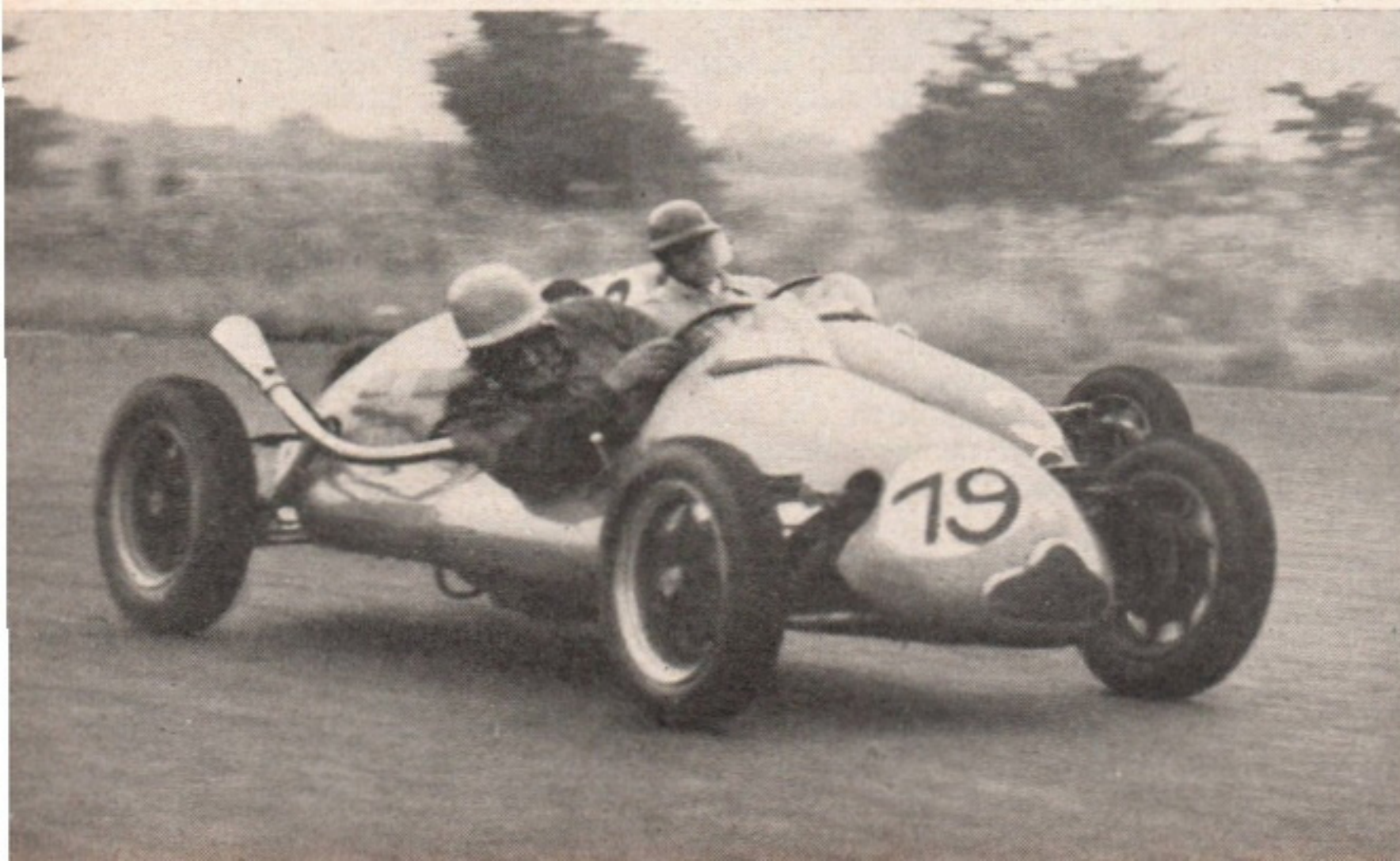
IAN HOPPER (1,496 Hopper Special) had the wretched luck to have his gear-lever snap off in the 1,200 c.c. (S.) and 1,500 c.c. (U/s.) five-lap sports-car race, on the last lap. Even so, it was unlikely that he could have caught Ken Downing's Connaught which got away to a flying start. Jim Gibbon drove his Rover-engined Special determinedly for a well-deserved second place despite the audible presence of a lot of wee men with hammers in the power-plant.

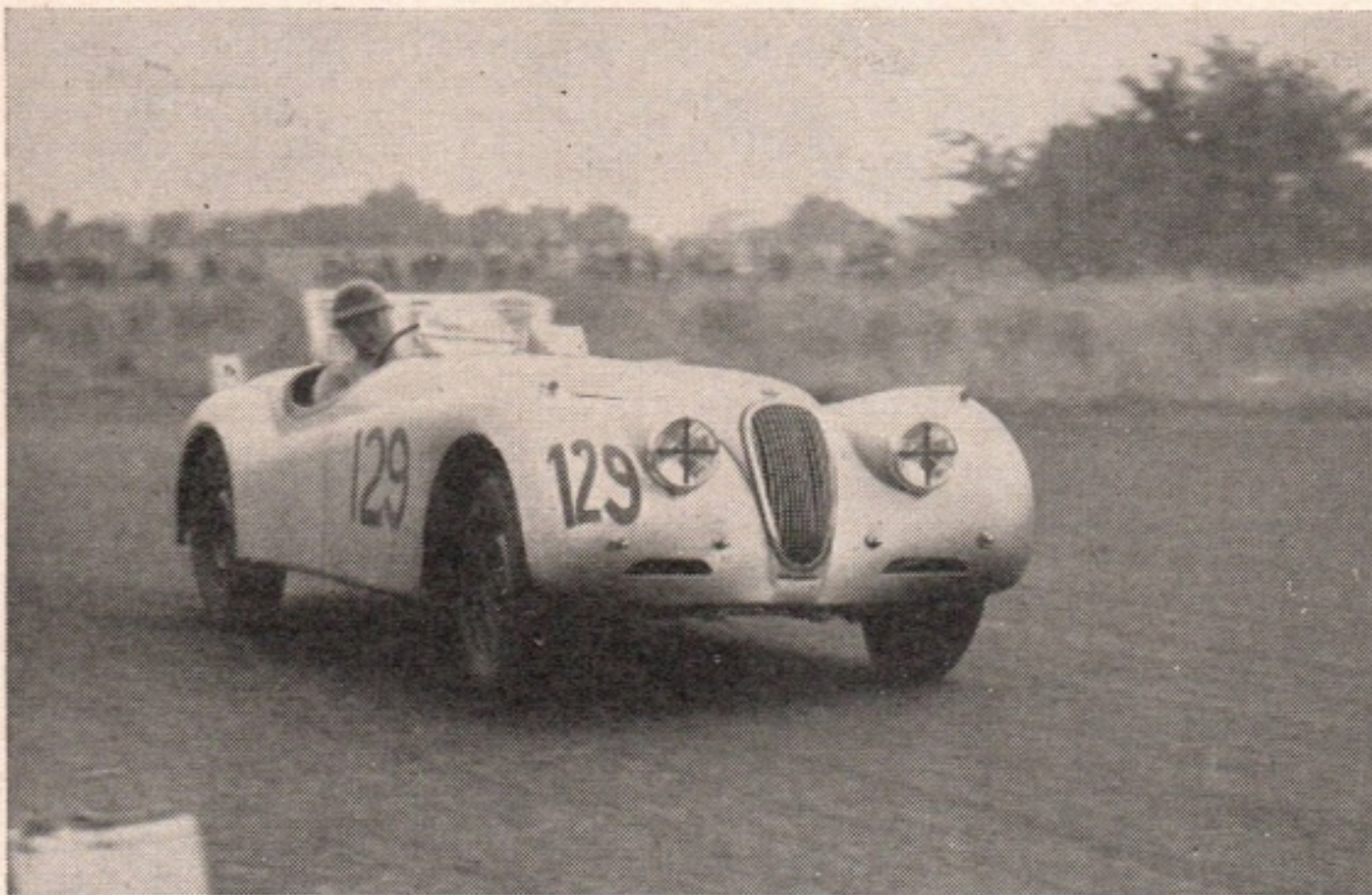
Gil Tyrer's BMW dominated the 1,500 c.c. (S.) and 2,500 (U/s.) event. Jack Walton (Frazer-Nash) offered the strongest challenge, but a slight incursion to the "rough" rather wrecked his hopes of catching that remarkably fleet "Brescia BMW". Bob Dickson (Healey) was his usual "eternal third", ahead of J. R. Stewart's similar car.

Tommy Wise's Jupiter, handily converted to a "saloon" made the running in the saloon-car race after Ben Whitehouse's DB1 Aston Martin lost a cylinder. Wise led for the entire distance. In hot pursuit were Ken Downing (Healey) and Havelock Slack in his "Healeytility" which looked remarkably like the car that Pete Walker used to run. A feature of this race was the excellent performance of Alex McCracken in a veteran V8 Ford, the stopping powers of which were, to say the least, somewhat uncertain.

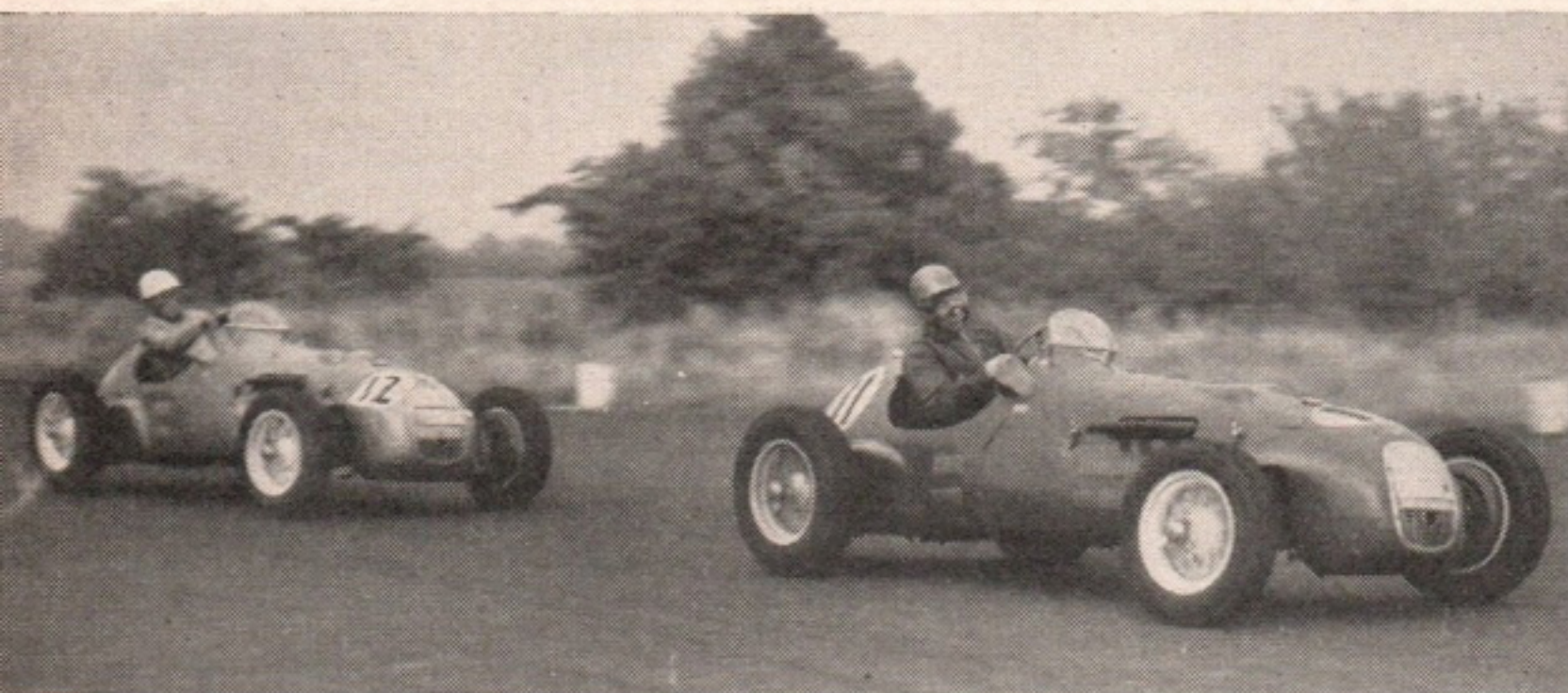
Ian Stewart drove an immaculate race

DUEL: Jack Reece and Bob Gerard (Cooper-Nortons) fighting for the lead on lap 1 of the Formula 3 race.





STYLIST: One of Scotland's most promising racing drivers is Ian Stewart, who won the unlimited c.c. sports-car race with his XK 120 Jaguar from Gil. Tyrer's famous streamlined BMW.



Cooper was behaving in an alarming manner on the bends—it transpired later that his chassis had broken!

Gerard eventually regained the lead on lap nine, and kept it to the end. As the chequered flag went out, Reece made a tremendous last-minute effort to catch Parker but just couldn't match the wonderful acceleration of the light-weight J.B.S. on the rise out of Horndean.

This grim struggle tended to overshadow the efforts of the rest of the field. Charles Headland (Cooper-Norton) lay in an unassailable fourth place for the entire distance, but behind him there was an exciting contest featuring Ninian Sanderson (Cooper-J.A.P.), Alex McGlashan (Cooper-J.A.P.) and Pat Prosser (Cooper-Norton). Prosser dropped back after a carburetter float-chamber came adrift on his newly installed "double-knocker", and the tail of his Cooper started to flap about. Young Sanderson drove superbly, but didn't have the steam to catch the leaders. Best of the J.P. pilots was Davie Swan, and not far behind Comish Hunter (J.P.-J.A.P.) and L. S. Hall (Cooper-J.A.P.) had a wheel-to-wheel duel.

Before this event, there was an impressive 30 seconds' silence in memory of the late Curly Dryden, who raced at the July meeting.

The Formula 2 and *Formule Libre* 25-lap events were run concurrently. Naturally, Reg Parnell (Thin Wall Special) streaked ahead of the very large field, and behind him there was an extraordinary traffic jam at Hilton Hairpin. When the cars were finally sorted out, Bob Gerard (E.R.A.) snatched second

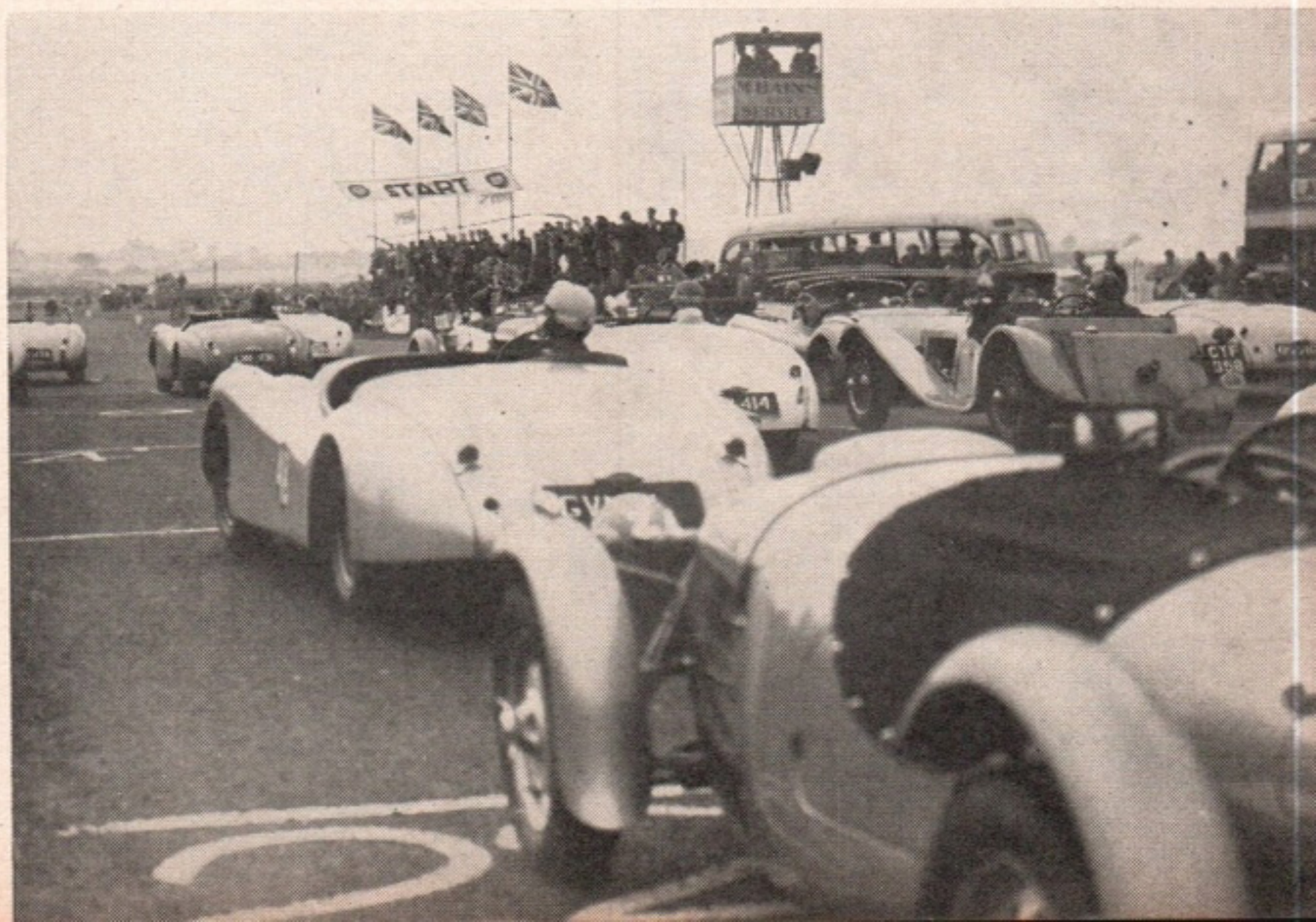
(continued overleaf)

CHASE: (Left) Stirling Moss (H.W.M.) pursuing George Abecassis (H.W.M.). Their race-long duel was a feature of the 50 Miles Formula 2 event.

PITS-VIEW: (Below) Start of the 10-lap race for sports-cars of unlimited c.c.

in the 10-lapper for unlimited c.c. sports-cars. This driver impressed everyone with the handling of his very fast XK 120, and not even the redoubtable Tyrer could get within striking distance of him, although the Liverpool man was credited with a remarkable lap of 1 min. 29 secs. (80.899 m.p.h.). Bob Dickson, this time in an XK 120, scored yet one more "third", and these three were chased home by Jack Walton (Frazer-Nash), P. J. Kenneth (XK 120) and Freddie Mort (XK 120), in that order.

Jack Reece (Cooper-Norton) crackled into the lead in the 15-lap Formula 3 race, followed by Bob Gerard (Cooper-Norton) and the inevitable Don Parker (J.B.S.-J.A.P.). This was a really classic battle. On lap two, Gerard nosed ahead and stayed there by inches till the fourth circuit when Parker streaked ahead with Reece trying desperately to pass both of them. Parker was having his work cut out to stay in his car. The bumps into Hilton Hairpin made him pop up and down like a jack-in-the-box. Bob Gerard kept relentlessly on his tail, but Reece's

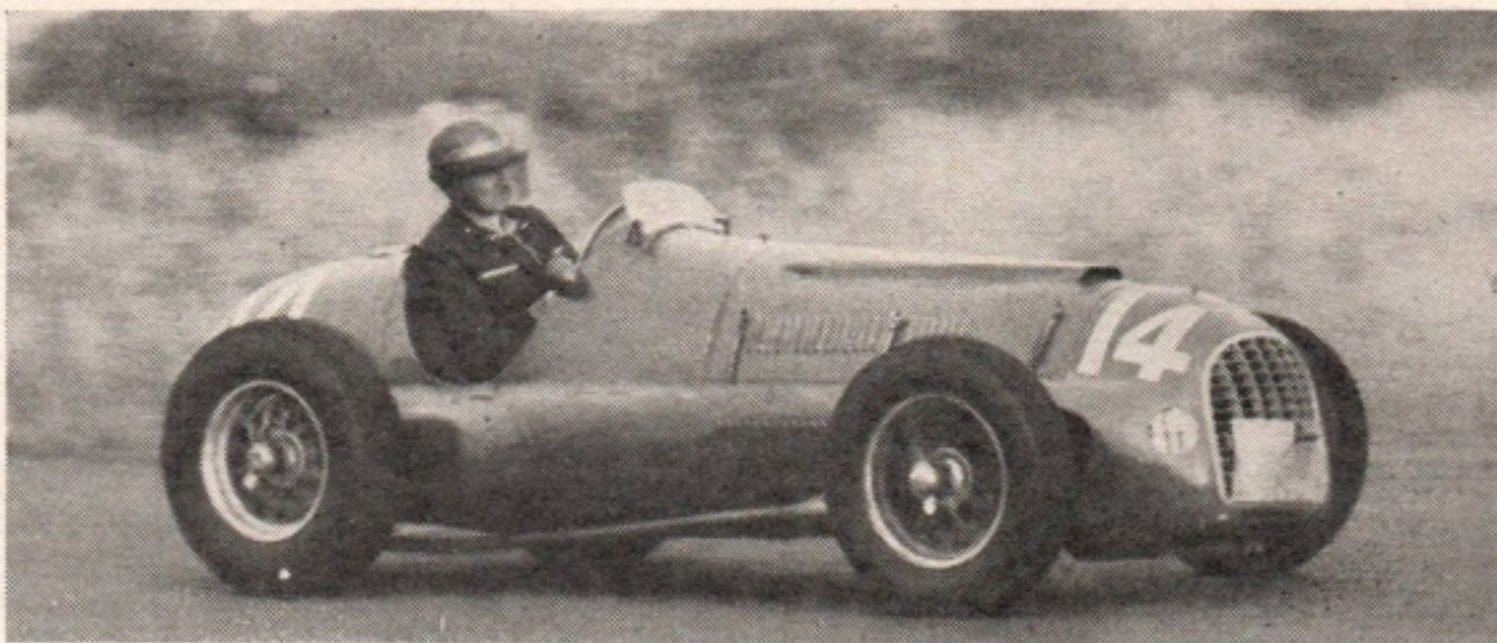




Winfield—continued

place, followed by Ken Wharton (E.R.A.), Graham Whitehead (E.R.A.) and Joe Kelly (Alta). Stirling Moss (H.W.M.) headed the Formula 2 contingent by about a length from George Abecassis (H.W.M.).

Parnell was putting in some useful practice laps and, despite having continually to pass the traffic stream, decisively cracked his own lap record by returning a 1 min. 21 secs. tour (88.888 m.p.h.). Bob Gerard fell out with a broken half-shaft letting Wharton into second place. Joe Kelly had the H.W.M. trio on his tail. Moss and Abecassis were dicing it out to the



delight of the crowd, passing and repassing whenever the traffic thinned. Behind, the eternal Tyrer-Brown duel was being carried out. The BMW led for several laps, then the H.W.M. shot ahead, only to be passed again by the determined Tyrer.

The Formula 2 Altas of Stokes and Whitehead were going well, although Tony Stokes came into brief contact with Tyrer's BMW. W. A. Dobson was making a brave show in David Murray's Ferrari, taking over from the entrant who was feeling far from fit. Mirrlees Chassell's J.P.-Vincent (sans blower) seemed to lack its usual stableful of horses, but Ian Stewart's XK 120 was putting up a surprisingly good show in Formula 1 and 2 company.

Wharton broke a damper bracket which hardly seemed to slow him—he was as fast as anyone on the bends. Parnell spent most of his time dodging

IN DEMAND: (Left) Stirling Moss satisfying some of the many requests for his autograph from the Winfield crowd.

FERRARI: (Below) W. A. Dobson in the Formula 2 race with David Murray's 2-litre car.

stones flung up by cars he was passing. Duncan Hamilton appeared to bulge bigger and bigger out of the H.W.M. as he strove to keep up with the Moss-Abecassis duel.

Almost before spectators realized it, Parnell completed his 25th tour, having lapped the entire field, and some of it several times. Wharton was runner-up, one lap behind, closely followed by Graham Whitehead, who had driven a grand race. Joe Kelly came home complete with huge grin, and Moss managed to keep in front of Abecassis in the Formula 2 section, with Hamilton making it yet another H.W.M. 1-2-3. Tyrer was satisfied to put it across John Brown's H.W.M.

The Vintage race was another triumph for Pat Melville and his famous "30/98", and the under 3-litre section went to

(Continued on page 509)

SCOTTISH STALWARTS: (L. to R.) Alex McGlashan, Pat Prosser, Jimmy McCall and Ian Sutherland, snapped between races at Winfield.



The Jowett Jupiter
at Le Mans, 1950



The Jowett Javelin
at Spa, 1949

**Why
race?**

It takes courage for a car manufacturer to go in for big international competitions.

It's a risk, a costly venture, something he's not called on to do.

And yet . . . we've entered for those strenuous rallies and big races with both the Javelin and the Jupiter.

Four days solid driving over icy winter roads and mountain passes to Monte Carlo—24 hours flat out speed at Spa and Le Mans—the gruelling T.T. Course prove a great deal. Prove these cars can beat the world's best in their class.

Regular racing since the war has given Jowett cars a rare refinement in handling—a subtle responsiveness—an enormous reserve of safety. Competition work has dictated advances in design to chassis, engine, brakes, suspension—everything. You get the benefit when you get a Javelin.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands—real family comfort—30 m.p.g. economy—and performance.

Top speed, electrically timed 80 m.p.h. Acceleration 0-60 m.p.h. in 22.4 seconds ("The Autocar" Road Test, 1951). Horizontally opposed flat-four 50 B.H.P. Engine.

1½ litre
JOWETT JAVELIN

take a good look when it passes you

Jowett Cars Limited

Idle, Bradford, Yorks.



1951 IS JOWETT JUBILEE YEAR

MAJOR JAVELIN & JUPITER SUCCESSES

JAVELIN 1949

- 1st & 3rd—1949 Monte Carlo Rally—1½ Litre Class
- 1st—Austrian Touring Club Winter Trial—2 Litre Class
- 1st—Rheineck/Walzenhausen Hill Climb—1½ Litre Class Touring
- 1st—24 Hour Belgian Grand Prix, Spa—2 Litre Touring Class

1950

- 1st—Rallye des Neiges—(General Classification and 1½ Litre Class)
- 1st—Vues des Alpes Hill Climb—1½ Litre Class Experts

1951

- 1st—Swedish Winter Trial—General Classification

JUPITER 1950

- 1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ Litre Class

1951

- 1st & 2nd—Monte Carlo Rally—1½ Litre Class
- 1st—Lisbon Rally—General Classification and 1½ Litre Class
- 1st—Bremgarten Sports Car Race—1½ Litre Class
- 1st—Rheineck/Walzenhausen Hill Climb—1½ Litre Class
- 1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ Litre Class
- 1st & 2nd—R.A.C. Tourist Trophy Race—1½ Litre Class
- 1st—Watkins Glen Meeting—1½ Litre race

NEWS FROM THE CLUBS

A.M.O.C. NORFOLK SPEED TRIAL

AN invitation speed trial on a new course at Snetterton Airfield, Norfolk, will be staged by the Aston Martin Owners' Club on 27th October. Eligible to compete are members of the Half Litre, Bentley Drivers', Bugatti Owners', Midland Auto, Sunbac, Vintage Sports-Car and West Essex Clubs, in addition to the promoting body.

Snetterton Heath Airfield, situated alongside the main Newmarket road, near Thetford, may prove a notable discovery as a circuit. It is slightly undulating, with several fast right- and left-hand bends, with good road surface, while vast undercover facilities for competitors are available. Overall length is 2.51 miles, and the A.M.O.C. sprints will comprise two-lap timed runs, cars running in threes, whilst individual times will be taken over a flying quarter-mile. B.T.D. will net a Trophy and £100, and fastest sports-car gains £50. As one of the last speed events of the season, the Snetterton sprints should attract a good entry of racing- and sports-cars. Entries close by Friday, 19th October, and the Secretary of the Meeting, to whom they should be sent, is Captain E. C. W. Stapleton, of Bank-sidedown, Chorleywood Road, Rickmansworth, Herts.

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A.C. SODBURY RALLY

FOLLOWING its policy of arranging away-from-London fixtures wherever membership is strong enough to support them, the A.C. Owners' Club organized a rally at "The Cross Hands", Old Sodbury, Glos., on 7th October. Eleven A.C.s and 25 members and friends came along and, after lunch, competed in a sort of mild gymkhana in a nearby field. Four "tests" were held, including two "blind flying" runs—one with passenger aid and one without. An easy win was chalked up by N. D. Buncombe (Buckland A.C.) with three firsts and one sixth place, second being H. W. Brown (1935 two-seater), and third W. D. I. Gunn (post-war saloon). Members came from as far afield as Droitwich, Worcester, Torquay and London.

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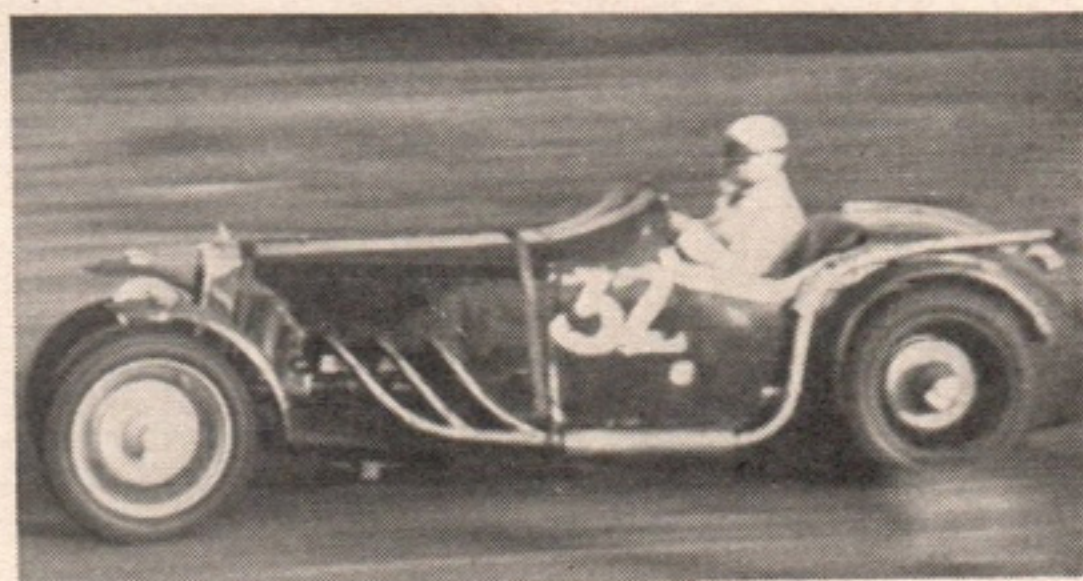
MORGANS AT QUEENSFORD

A FINE gathering of Morgans were present at the Morgan 4/4 Club's Driving Test meeting held at Queensford Aerodrome, Dorchester-on-Thames, on Sunday, 7th October.

Best performance was made by G. J. Stallard of Hallow, Worcs, driving his 1949 Standard-engined Morgan. Second was J. S. Atkins (1937 Coventry Climax model), and S. G. Dyke of Newcastle, Staffs, obtained third place.

Mr. R. G. Pritchard of Derby, the Club's Chairman, assisted by his wife, ably carried out the duties of Chief Marshall and Timekeeper.

HOTON: D. Barratt's 1934 Frazer-Nash on its way to clock 59.6 secs. in the recent Loughborough College M.C.'s Speed Trials.



LISDOONVARNA HILL-CLIMB

Another B.T.D. for Leprechaun

REDMOND GALLAGHER'S 997 c.c. J.A.P.-engined Leprechaun notched up another B.T.D. in the Limerick L.C. and M.C.C.'s hill-climb, staged amidst magnificent scenery overlooking a gap in the mountains to Galway Bay. Corkscrew Hill, the scene of this event, is about a mile long, with several hairpins, and is situated near the Western Irish village of Lisdoonvarna. Rain left the course in a slippery condition, very unpleasant for motor-cycle competitors, and precipitating some alarming slides amongst the four-wheelers. R. Kennedy, D. J. O'Brien and R. J. Nash, all in TD M.G.s, were very spectacular at the Esses near the top, Cecil Vard took things in his stride with the XK 120, Piers Cahill (Iona Spl.) went up in great style, with much wheelspin, and good climbs were made by Irwin Catherwood and Dick Lovell-Butt. Gallagher's Leprechaun must have been the trickiest of all to handle under the conditions, but the driver gave an excellent display, clocking an unbeatable 94 secs. in his final run, when the road had dried.

F. Bigger showed how quickly he is mastering the handling of his XK 120; Cahill, bringing his blower conversion into action on the Iona, cut his time down to 98 secs., while S. V. Baker's Ford Spl. was on good form, winning two handicap classes.

THE "TWO RIDINGS" NIGHT TRIAL

Neville Gray (Singer) the Winner

THE Scarborough & District M.C.'s "Two Ridings" Night Trial was introduced last year as an event in which saloons and sports-cars of all ages and types might compete on equal terms, over well-surfaced roads, without recourse to "secret checks" and similarly dubious devices. This year the event was based on the same principle over a 200-mile route, largely in the Cleveland hills.

All competitors were allocated an average speed, which had to be maintained for the whole of the trial, and which was based on the type, power and age of each vehicle, ranging from 21 m.p.h. for Dorothy Dawson's 1935 Austin Seven to 30 m.p.h. for Arthur Slater's XK 120 Jaguar.

Thirty-seven competitors started from three alternative control points, and followed the route through Ampleforth, Hawnby and Osmotherly to Swainby,

Altogether a good meeting, on perhaps Ireland's best hill-climb venue, both from drivers' and spectators' points of view.

H. A. O'Brien.

RESULTS

Under 1,250 c.c., Handicap: 1, S. V. Baker (Ford Spl.), 119.4 secs.; 2, R. J. Nash (M.G. TD), 113.4 secs.; 3, R. Kennedy (M.G. TD), 115.6 secs.

Over 1,250 c.c., Handicap: 1, J. P. Gale (1,271 M.G.), 116; 2, C. Vard (XK 120), 97.8; 3, R. G. Lovell-Butt (1,287 M.G.), 100.8, and I. Catherwood (Bugatti-Ford), 98.8.

Under 1,500 c.c., Scratch: 1, M. P. Cahill (Iona Spl. U/s.), 106; 2, R. J. Nash (M.G. TD), 113.4; 3, R. Kennedy (M.G. TD), 115.6.

Unlimited, Handicap: 1, S. V. Baker (Ford Spl.), 119.4; 2, C. Vard (XK 120), 97.8; 3, J. P. Gale (1,271 M.G.), 116.

Unlimited, Scratch: 1, R. Gallagher (997 Leprechaun), 94; 2, C. Vard (XK 120), 97.8; 3, A. P. Macarthur (Trifor V-8), 98, and M. P. Cahill (Iona Spl. S.), 98.

Fastest Car: R. Gallagher (Leprechaun), 94 secs.

Fastest Motor-cycle: W. O'Brien (499 Rudge), 101.2 secs.

where a compulsory halt of one hour for refuelling and revictualling was made. Swirling patches of dense fog had caused some anxious moments for most drivers, and only Slater's Jaguar and J. Snowden's very stark Allard arrived without loss of marks.

Restarting from Swainby, competitors faced the long, steep climb up Carlton Bank, one of the highest points in the Cleveland hills.

At Scarborough, Neville Gray arrived in his 1939 Singer saloon, having received only 16 penalty points for the whole of the 200-mile route, over which he had averaged 24 m.p.h. He was very strongly challenged by Chris Moor (Land Rover) with 18 penalty points, average speed 26 m.p.h.

RESULTS

1, N. R. Gray (Singer), 20½; 2, C. Moor (Land Rover), 22½; 3, D. Russell (Javelin), 31½; 4, H. P. B. Young (A40), 35; 5, A. Ensoll (A40), 38½; 6, S. A. Bell (A90), 81.

ATKINSON BEST IN "WORCESTERSHIRE"

PERFECT weather favoured the Hagley Club on Sunday, 7th October, when 27 starters left the "Lyttleton Arms Hotel" for the Worcestershire Trial.

The first hazard was a three-in-one set of hills, Noddens 1, 2 and 3 which reared their way up amongst the trees, but did not prove the halting medium that a damper day would have made them. Lea, in the Austin 7, a very neatly-built vehicle, found that he hadn't sufficient horses under the bonnet to surmount, and Deeley, in the Cranford Special, retrieved some of the grip that his wheels lost at the foot of No. 1 and made a steady climb. K. Rawlings, in the ubiquitous Buttercup, became airborne, and after a four-point landing, romped up.

On No. 3, Sleeman, in his special took a dislike to the set route and pioneered one of his own through the undergrowth.

On to "Stones", a bowl in rough pastureland north of Chaddesley Corbett, Pat Atkinson was the first arrival here and flew up in fine fettle, as also did L. G. Evans in his blown Dellow, and Lew Oliver in his special. J. R. Perks (Dellow) tried it with large quantities of wind in his rear tyres, and got no further than Section 2.

J. D. Hollingsworth could not get his Austin 7 past Section 2, in spite of very energetic gymnastics on the part of driver and passenger.

The pair of driving tests were sited in the car park of the "Marlbrook Hotel", near Bromsgrove, where the lunch check had been arranged.

After lunch came "Davids Dilemma",

and "Blackies Bogey", in the Bromsgrove Lickey End area, both of which sections figured in the recent Evening Trial. Neither of them caused much heartburning, but a different kettle of fish was "Brick", a short but exceptionally steep hill of the "freak" variety, in a brickyard at Blackwell.

Atkinson got as far as Section 11, Oliver to Section 10, and J. R. Perks in the blown Dellow, and J. Threlfall in his blown Ford Special, were among the very few competitors to scale the precipice.

The final section was "Butler's Wood", between Hewell and Brockhill, and consisted of a rather muddy track leading to a short hill.

Later numbers found that the sea of mud at the start had in fact got a bottom, but P. J. Johnson also found that the underneath bits of his H.R.G. wouldn't let his wheels touch it, and was manhandled on to dry land.

R. H. C.

RESULTS

Cutler Trophy (Best Performance), Class "A": P. Atkinson (Aikman Spl.).

F. Harvey Cup (Best, Class "B"): J. Threlfall (1,098 Ford Spl.); J. Rhodes (1,098 Dellow).

Novices Cup, 1st Class Awards: L. Oliver (1,172 Oliver Spl.); J. Sleeman (1,172 Sleeman Spl.).

2nd Class Awards: J. Deeley (1,512 Cranford); E. Smith (1,172 Dellow).

Class B, 1st Class Award: J. Hollingsworth (747 Austin).

2nd Class Award: N. Lawrence (972 Singer).

THE VESEY TRIAL

SUNBAC'S classic Vesey Cup Trial will be held in the Bridgnorth area of Shropshire, over a 40/50 mile course, on Saturday, 3rd November. It is a closed event, beginning at the "Acton Arms", Morville, near Bridgnorth, on A458, first car leaving at 11 a.m. Entries, to the Sunbac Secretary, J. Woodhouse, 106 Jockey Road, Sutton Coldfield, must be in by Saturday, 27th October.

RAMSGATE UNDERCLIFF SPEED TRIALS

Amendments to Provisional Results

Class 1,501 to 2,500 c.c. Sports: 1, O. Finch (1,097 Amilcar S.), 17.76 secs (not S. G. Greene as previously stated).

Class 1,101 to 1,500 c.c. Sports: The car F. C. Davis drove, gaining second place in class, was a Cooper-M.G., not the supercharged 749 c.c. M.G.

NOTTS AUTUMN TRIAL

THE Nottingham S.C.C. will hold their closed Autumn Trial this Sunday, 21st October, over a 70-mile course of second class roads and farm lanes, non-damaging in character and suitable for standard cars. The start, at 2.01 p.m. onwards, will be from the Admiral Rodney, Wollaton Road, Wollaton, Nottingham.

SUSSEX NIGHT NAVIGATION

THE Brighton and Hove M.C. recently held a Night Navigation Trial in Sussex, in which R. Holmes, driving a Jowett, proved the best performer, whilst K. Strudwick's Land Rover won the open class. No fewer than seven competitors completed the special test, but failed to visit all the check points.

RESULTS

1, R. Holmes (Jowett), 148 marks lost.
Best Open Car: K. Strudwick (Land Rover), 197 marks lost.

Best Closed Car: W. Lynn (Morris), 253 marks lost.

LEEDS TREASURE HUNT

THE Leeds University Union Motor Club will be running a "Treasure Hunt" as a closed-to-club event on Sunday, 18th November. The start will be at 2 p.m. from the "Blue Lagoon", Leeds.

P. R. BOLTON'S M.G.

WE learn that P. R. Bolton's 1½-litre M.G. saloon, with which he won the recent Lakeland Rally, was a perfectly standard car with 15,500 miles on the clock and not even the head lifted for decarbonizing. The compression ratio was not raised, nor were the shock absorbers modified in any way.

(continued overleaf)

FRAZER-NASH IN 1951

XXXV TARGA FLORIO, SICILY (375 miles) over open roads. **WINNER** in 7 hours 31 mins. 7.8 secs.; 2nd, 2.6-litre Ferrari; 3rd, 2-litre Maserati. **THE FIRST TIME THIS FAMOUS RACE HAS BEEN WON BY AN ENGLISH CAR.**

XI GIRO DI SICILIA (675 miles) over open roads. **WINNER** of International 2-litre Sports Class (against 12 Ferraris and 4 Maseratis). New class record. 4th in General Classification (of 194 starters). **FIRST ENGLISH CAR**, and special Cup for First foreign car.

XVIII MILLE MIGLIA (1,050 miles) over open roads. **FIRST ENGLISH CAR**, and special Cup for First foreign car. 8th in General Classification (of 309 starters). 2nd in International 2-litre Sports Class (against 12 Ferraris).

PRODUCTION CAR RACE, SILVERSTONE. **WINNER** (Division 1) at 83.63 m.p.h. Frazer-Nashes also 2nd, 3rd, 4th and 5th. Challenge Trophy and Team Prize. **FASTEST LAP OF THE DAY** at 88.13 m.p.h. **SPORTS-CAR RECORD** for Course.

III GRAND PRIX OF ENNA, SICILY (165 miles) over open roads. **WINNER** in 3 hours 2 mins. 32 secs. Fastest Lap in Race.

LE MANS, FRANCE—24-HOUR RACE. 2 Frazer-Nashes started—2 finished, covering 1,962 and 1,950 miles in the 24 hours. **FASTEST LAPS 2-LITRE CLASS** at 93.34 m.p.h. and 92.18 m.p.h.

BRITISH EMPIRE TROPHY, ISLE OF MAN (road circuit). **WINNER** at 67.27 m.p.h. (another Frazer-Nash 2nd). Fastest Laps in Race and in practice. **SPORTS-CAR RECORD** for Course.

INTERNATIONAL SIX-DAYS ALPINE TRIAL. **WINNER 2-LITRE CLASS.** **WINNER COUPE des ALPES** (only 10 awarded of 65 starters—28 finishers). Equal Fastest Time in Final Test.

TOURIST TROPHY, IRELAND. **3RD IN RACE** at 79.16 m.p.h.—first privately-owned and driven car to finish, and in its accepted sense, first production car. **WINNER 2-LITRE CLASS** (Frazer-Nashes also 2nd and 3rd).

SHELSLEY WALSH HILL-CLIMB Winner of Attwood Challenge Trophy for **FASTEST PRODUCTION SPORTS-CAR.** **NEW SPORTS-CAR RECORD** for the Hill. (1,501-3,000 c.c. Class) 1st, 2nd and 3rd.

BO'NESS HILL-CLIMB (Scottish Clubs' Meeting). **FASTEST TIME OF THE DAY**, including racing-cars. **NEW SPORTS-CAR RECORD.**

The Frazer-Nash entry has invariably finished 100 per cent. with privately-owned and driven cars, competing against works-entered teams of other makes of greater engine capacity, and Frazer-Nash owners have achieved numerous successes in Club Meetings.

FRAZER-NASH CARS
ISLEWORTH · MIDDLESEX

FIVE RACES AT FERSFIELD

Good Weather for Eastern Counties M.C. Meeting

THE Eastern Counties M.C.'s closed race meeting at Fersfield airfield, on 7th October, was run off in beautiful weather, without a single organizational hitch. A good crowd of spectators attended and were rewarded with some excellent racing.

The first event was a five-lap Scratch race, run in two classes, up to 1,100 c.c. and 1,100 c.c. to 1,500 c.c. In the former class M. Rash in his 1933 J2 M.G. had an easy win, while in the latter C. M. Sears (Frazer-Nash) led almost from the start and won from L. J. Coe's beautifully rebuilt Riley.

The second event was a one-lap speed trial of the two miles circuit, cars running in twos and threes according to classes. W. B. Black with his XK 120 Jaguar proved the fastest with a lap of 1 min. 40 secs.

Race No. 3 was a five-lap Scratch event in two classes for 1,500—up to 2,500 c.c. and over 2,500 c.c. In the former class H. Kemp Place with his Healey was a good first, and in the unlimited class W. B. Black and S. J. Boshier had a fine duel, the former winning by one second. J. H. Sarginson was third, all in XK 120s.

Race No. 4, a team affair, was greatly enjoyed by both competitors and spectators. Teams consisted of three cars, and were divided into the usual classes.

The final event of the day was a five-lap handicap for sports-cars run in two heats. In the first heat cars of up to 1,500 c.c. were sent off with K. Cotterell (Austin "7") as limit man and A. C. Sears on scratch. J. N. Abbott (Riley Lynx) proved to be the winner with brother C. M. S. Abbott (1,172 Paramount) second. In the second heat H. Kemp Place won from R. E. Pattenden (Connaught) with W. B. Black (XK 120 Jaguar) third.

In the final all classes ran together, but the handicappers were kind to the smaller cars (who would be a handicapper anyway!).

RESULTS

5-lap Scratch Race. Up to 1,100 c.c.: 1, M. Rash (847 M.G.); 2, W. J. Finbow (1,086 M.G.); 3, K. Cotterell (748 Austin).

1,101 to 1,500 c.c.: 1, C. M. Sears (1,496 Frazer-Nash); 2, L. J. Coe (1,496 Riley); 3, R. N. Richards (1,172 RBW).

1-lap Speed Trials. Up to 1,100 c.c.: M. Rash (847 M.G.).

Fastest in each class: 1,100 up to 1,500 c.c.: 1, H. Kemp Place (2,443 Healey); to 2,500 c.c.: H. Kemp Place (2,443 Healey); over 2,500 c.c.: W. B. Black (3,442 Jaguar).

5-lap Scratch Race. 1,500 to 2,500 c.c.: 1, H. Kemp Place (2,443 Healey); 2, R. E. Pattenden (1,767 Connaught); 3, G. N. Hennessey (2,262 Ford).

Over 2,500 c.c.: 1, W. B. Black (3,442 Jaguar); 2, S. J. Boshier (3,442 Jaguar); 3, J. H. Sarginson (3,442 Jaguar).

25-lap Scratch Team Relay Race. Up to 1,100 c.c.: Team No. 1, K. Cotterell (Austin), W. J. Finbow (M.G.), R. Sage (Amilcar).

1,100 to 1,500 c.c.: Team No. 3, A. C. Sears (Frazer-Nash), D. Ryan (M.G.), R. R. Rayner (Ford Spl.).

1,500 to 2,500 c.c.: G. N. Hennessey (Ford), H. Kemp Place (Healey), A. J. Davey (M.G.).

Over 2,500 c.c.: S. J. Boshier (Jaguar), J. H. Sarginson (Jaguar), W. B. Black (Jaguar).

5-lap Handicap Race: 1, C. M. S. Abbott (1,172 Paramount); 2, A. C. Sears (1,496 Frazer-Nash); 3, W. J. Finbow (1,086 M.G.).

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HEREFORD HILL-CLIMB

President Peter Walker Fastest

BEST time of the day at the Herefordshire M.C.'s Hill-Climb, on Saturday, 6th October, was put up by Peter Walker, the Club president, in his Jaguar XK 120. His time was 1 minute 5½ seconds, as compared with that of 1 minute 8 seconds by J. L. McVitie in a Jaguar SS 100, and 1 minute 9 seconds by R. Green in an H.R.G.

The ladies' best time was taken by Mrs. Moon in an Austin Special, 1 minute 22 seconds.

The climb was held at Ballards drive, Colwall, the track originally used by Sunbac and consisted of an opening straight followed by a hairpin and Ess bends.

RESULTS

Class 1 (Up to 1,000 c.c. closed): 1, J. Thomas (Morris 8), 1 min. 37½ secs.; 2, D. Moon (Austin 7 (van)), 1 min. 38 secs.; 3, F. Banes (Morris 8), 1 min. 45 secs.

Class 2 (Up to 1,000 c.c. open): 1, D. Moon (Austin 7 Special), 1 min. 19 secs.; 2, P. Taylor (Austin 7 Special), 1 min. 19½ secs.; 3, R. Bright (Austin 7 Special), 1 min. 21½ secs.

Class 3 (Up to 1,500 c.c. closed): 1, M. Hands (Morgan 4/4), 1 min. 22½ secs.; 2, B. McKean (Jowett-Javelin), 1 min. 22½ secs.; 3, J. Hobby (Austin A40), 1 min. 26½ secs.

Class 4 (Up to 1,500 c.c. open): 1, R. Green (H.R.G.), 1 min. 9 secs.; 2, M. Mayalls (M.G. TD), 1 min. 14½ secs.; 3, P. Taylor (Austin 7 Special), 1 min. 19½ secs.

Class 5 (Unlimited): 1, P. Walker (Jaguar XK 120), 1 min. 5½ secs.; 2, J. McVitie (Jaguar SS 100), 1 min. 8 secs.; 3, R. Green (H.R.G.), 1 min. 9½ secs.

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STUBBERFIELD FASTEST AT HOTON

IN brilliant sunshine, about 2,000 people watched the Loughborough College M.C.'s Sprint Meeting at Hoton Aerodrome on Sunday, 7th October.

The cars were run off singly on a winding course, and P. J. Stubberfield started the meeting by recording the best time of the day in 53.71 seconds in his 2.3-litre-type 35B Bugatti. This time was not approached until F. W. Howorth, in his very fast XK 120 Jaguar with special 9:1 compression ratio and XK 120C camshafts, gave a very polished exhibition recording 54.24 seconds.

RESULTS

Best Time of Day: P. J. Stubberfield (2,261 Bugatti S), 53.71 secs.

Class 1, Open cars up to 1,100 c.c. U/s: 1, J. H. King (1,074 H.R.G.), 63.37; 2, A. R. Welbourne (747 M.G.), 65.69.

Class 2, Open cars 1,101-1,500 c.c. U/s, up to 1,100 c.c. S: 1, T. K. Shippside (1,250 M.G. TD), 56.99; 2, P. Melville Smith (1,496 Riley Sprite), 58.40; 3, Dr. D. P. Harris (1,496 Frazer-Nash), 58.76.

Class 3, Open cars 1,501-2,500 c.c. U/s, 1,101-1,500 c.c. S: 1, J. Venn (2,443 Healey), 58.72; 2, J. G. Armstrong (1,911 Frazer-Nash-BMW), 59.41.

Class 4, Open cars over 2,500 c.c. U/s, over 1,500 c.c. S: 1, F. W. Howorth (3,442 Jaguar), 54.24; 2, Hon. E. G. Greenall (2,272 Bugatti S), 54.49; 3, E. P. Scragg (3,442 Jaguar), 54.97.

Racing-cars, any capacity: 1, P. J. Stubberfield (2,261 Bugatti S), 53.71; 2, Hon. E. G. Greenall (2,272 Bugatti S), 54.43; 3, G. R. Baird (498 Strang), 56.36.

Best Time by Student of Loughborough College: G. Ch. L. Plucker (1,250 TC M.G.), 61.24 secs.

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ALAN ROGERS (COOPER) MAKES B.T.D. AT RHYDYMWYN

AFTER several postponements the Sprint Meeting at Rhydymwyn organized by the Wirral 100 M.C. was held on Saturday, 13th October.

Unlike the usual straight sprints, Rhydymwyn is a twisty half-mile circuit which taxes brakes to the limit. During practice it looked as though Alan Rogers' record of 1 min. 21½ secs. would be broken, because Alan himself did an unofficial two laps in 1 min. 19 secs. However, a fine drizzle set in which ruled out any hope of record times.

RESULTS

Best Time of the Day: A. Rogers (Cooper 500), 1 min. 24½ secs.

Sports-cars up to 1,500 c.c.: 1, P. B. Reece (Cooper-M.G. 1,250), 1 min. 31½ secs.; 2, T. B. Carnson (Riley 1,496), 1 min. 35½ secs.; 3, C. H. Foster (Singer 972), 1 min. 37½ secs.

Sports-cars over 1,500 c.c.: 1, G. Warburton (Allard 4,375), 1 min. 27 secs.; 2, A. Pownall (Rajah Special 3,622), 1 min. 33½ secs.; 3, Hon. E. G. Greenall (Bugatti s/c 2,272), 1 min. 34½ secs.

Racing-cars up to 500 c.c.: 1, A. Rogers (Cooper 500), 1 min. 24½ secs.; 2, T. Leigh (Cooper 500), 1 min. 26½ secs.; 3, D. H. Phillips (Marwyn 500), 1 min. 34½ secs.

Racing-cars, 501 c.c.-1,500 c.c.: 1, C. Heath (Cooper 1,097), 1 min. 28 secs.; 2, P. B. Reece (Cooper-M.G. 1,250), 1 min. 33½ secs.; 3, T. B. Carnson (Riley 1,496), 1 min. 35½ secs.

Racing-cars over 1,500 c.c.: 1, G. Warburton (Allard 4,375), 1 min. 27 secs.; 2, A. Pownall (Rajah Special 3,622), 1 min. 33 secs.; 3, Hon. E. G. Greenall (Bugatti s/c 2,272), 1 min. 33½ secs.

First Pursuit Race: 1, A. Rogers (Cooper 500), 2, G. Warburton (Allard 4,375).

Second Pursuit Race: 1, C. Heath (Cooper 1,097), 2, T. Leigh (Cooper 500).

SCOTTISH 500 c.c. DEVELOPMENTS

THE Directors of the Scottish Motor Racing Club, Ltd., report that at a special meeting held at Bellshill on the 20th September, along with the owners of 500 c.c. racing-cars in Scotland, it was unanimously agreed that the Club should become the organizing body for these drivers.

The Club has been successful in obtaining permission from the Town Council of Kirkcaldy to hold a 500 c.c. race meeting at their Beveridge Park in the spring of 1952. There is a most interesting road circuit of 1.3 miles, situated in beautiful park land, which will provide excellent sport and tax the skill of the most proficient driver. There is also ample accommodation for spectators and an excellent car park.

All persons interested in the development of 500 c.c. motor racing in Scotland are requested to communicate with the Club, at 27 Stirling Road, Edinburgh, 5.

MUNSTER AUTUMN TRIAL

ON 28th October, the Munster M.C. and C.C. will be holding their open Autumn Trial over a course of approximately 60 miles. The course is over first-class and secondary roads, and the trial will consist of a series of driving tests suitable for standard- and sports-cars, and is of non-chassis-breaking variety. The start will be at 11.00 a.m. from Parnell Place, Cork, and there will be a break for lunch at Fermoy.

SOUTH CAERNARVONSHIRE M.C. FIRST BIRTHDAY RALLY RESULTS

Myers Cup (Best performance by S.C.M.C. member): G. T. Greenhalgh (TD M.G.), 804½ marks.

Hibbs Cup (Best performance by an S.C.M.C. member in Special Tests): G. T. Greenhalgh (M.G.).

Red Garage Cup (Best performance by member of an invited Club): S. Kennedy (S.S.100), Rhyl, 712½.

Team Prize: Rhyl No. 6: S. Kennedy, D. Brooks, J. E. Thomas.

First Class Awards: R. D. Wilson (1½ M.G.), 601½; J. H. Ray (XK 120), 453; G. C. Dix (Citroën), 326; H. Jacoby (M.G.), 189.

Second Class Awards: D. Brooks (Minx), 350½; H. D. Pritchard (L.M.B.), 277; H. W. Whitehouse (Austin).

Rally Spoons: A. Evans (Austin); G. A. F. Wilkes (Minx); K. Drinkwater (Minx); R. C. Freeman (M.G.).

NORTH-WEST M.G. LAKELAND TRIAL

A NUMBER of new members made a welcome showing in the North-Western M.G. event held last Sunday over a course of 120 miles, starting at the Bay Horse, Garstang, and finishing at Heaves Hall, outside Kendal, after an interesting run round some of the main passes in the Lake District. There were 11 clean sheets at the finish, and the chief unfortunate seemed to be Colin Mudie who had cracked a half-

COMING ATTRACTIONS

October 19th/20th. *Edinburgh University M.C. Night Rally (closed). Start 11.01 p.m., N. Queensferry.*

October 20th. *M.C.C. Sporting Trial, Buxton, Derbyshire. Start Brierlow Bar Garage, near Buxton, 9 a.m. Ulster A.C. Trial, N. Ireland. Scottish S.C.C. Trial, Aberfoyle.*

October 21st. *Sheffield and Hallamshire M.C. High Peak Trial, Derbyshire. Start 10 a.m., The Rising Sun, Bamford.*

Half-Litre Club Race Meeting, Brands Hatch. Start 2 p.m.

Nottingham S.C.C. Autumn Trial. Start "Admiral Rodney", Wollaton Road, Wollaton, 2 p.m.

Birmingham University M.C. Trial, Clee Hills.

Midlands Motoring Enthusiasts' Club. Minimum Mileage and Route Finding Competition. Start "The Talbot", Hartlebury, Shropshire, 11 a.m.

West Hants and Dorset C.C. and 750 M.C. Combined Speed Trials, Tarrant Rushton Aerodrome, near Blandford, Dorset. Start 12 noon.

shaft but was rescued to reach the finish after dark.

The first three places were taken by A. Williams in a "TC" model, with R. Taylor second, similarly mounted, and A. Hopkinson third in his "TD". The team prize went to the Hardboiled Eggs, consisting of E. T. Gibson, A. Williams and T. R. Blackburn.

SOUTH WALES M.G. GYMKHANA

WITH the friendly rivalry that goes on of "TD" versus "TC", the "TD" brigade will no doubt be heartened that one of their number avenged the defeat of the South Western Sub-Centre's Devon Rally the previous week-end, when on 6th October, at Fairwood Aerodrome, the South Wales Sub-Centre held their Autumn Gymkhana.

The first event, a simple reverse out of a bay and in again in reverse, was taken by all in one fell sweep in reverse and showed what could have been done with front wheel drive and rear wheel steering. Winner was Roger White-Smith (TD) with Colin Davies and Caleb Griffiths (both 1½-litre Saloons) close behind.

The Whips were out for the last event—an acceleration test—with a couple of sharp bends to negotiate. On the first run Somerset set up B.T.D. with 1 min. 15 secs. against White-Smith, 1 min. 16½ secs. and Griffiths, 1 min. 17½ secs. However, on the second run, White-Smith went to town with 1 min. 13½ secs., a time which none could equal. Worthy of mention is Jean White-Smith, driving her husband's car, in her first event, who put up a very creditable performance.

Roger White-Smith won the McKenzie Trophy with several marks in hand. Second came Caleb Griffiths, with his 1½ Saloon, who had driven very consistently throughout the afternoon, closely followed by Geoffrey Somerset (TC) for third place.

Winfield—continued from page 504

Schellenberg's blown Austin Seven. A. M. Calder's fleet Riley Nine dominated the 750 c.c. S. and 1,300 c.c. U/s. sports-car tail-ender, with R. D. S. Smith's Riley runner-up.

Altogether a well organized affair, Clerk of the Course, Malcolm Smith had everything under control; Secretary Martin's efforts on behalf of the entrants did not go unappreciated, whilst John Stenhouse and Rodger Fish did a first-class job on the P.A.

PROVISIONAL RESULTS**Sports-Cars**

1,200 c.c. (S.) and 1,500 c.c. (U/s.): 1, Ken Downing (1,485 Connaught), 8 mins. 28 secs. (70.9 m.p.h.); 2, Jim Gibbon (1,497 Rover Spl.), 8 mins. 35.8 secs.; 3, Tommy Wise (1,486 Jupiter). **Fastest Lap:** Downing, 1 min. 39 secs. (72.727 m.p.h.).

1,500 c.c. (S.) and 2,500 c.c. (U/s.): 1, Gil Tyrer (1,996 BMW), 8 mins. 2 secs. (74.5 m.p.h.); 2, Jack Walton (1,971 Frazer-Nash), 8 mins. 3.5 secs.; 3, Bob Dickson (2,443 Healey). **Fastest Lap:** Tyrer, 1 min. 33.8 secs. (76.7).

750 c.c. (S.) and 1,300 c.c. (U/s.): 1, A. M. Calder (1,089 Riley), 9 mins. 27.2 secs. (63.3 m.p.h.); 2, R. D. G. Smith (1,087 Riley), 9 mins. 48.1 secs.; 3, H. Wilson (746 M.G. S.). **Fastest Lap:** Calder, 1 min. 51.4 secs. (64.4 m.p.h.).

Unlimited (10 laps): 1, Ian Stewart (3,442 Jaguar), 15 mins. 43.3 secs. (76.3 m.p.h.); 2, Gil Tyrer (1,996 BMW), 15 mins. 56.1 secs.; 3, Bob Dickson (3,442 Jaguar); 4, Jack Walton (1,971 Frazer-Nash). **Fastest Lap:** Tyrer, 1 min. 29 secs. (80.899 m.p.h.).

Saloon-Cars (5-laps): 1, Tommy Wise (1,486 Jupiter), 9 mins. 14.9 secs. (64.8 m.p.h.); 2, Ken Downing (1,443 Healey), 9 mins. 22.8 secs.; 3, Bob Dickson (2,443 Healey). **Fastest Lap:** Wise, 1 min. 46 secs. (67.924 m.p.h.).

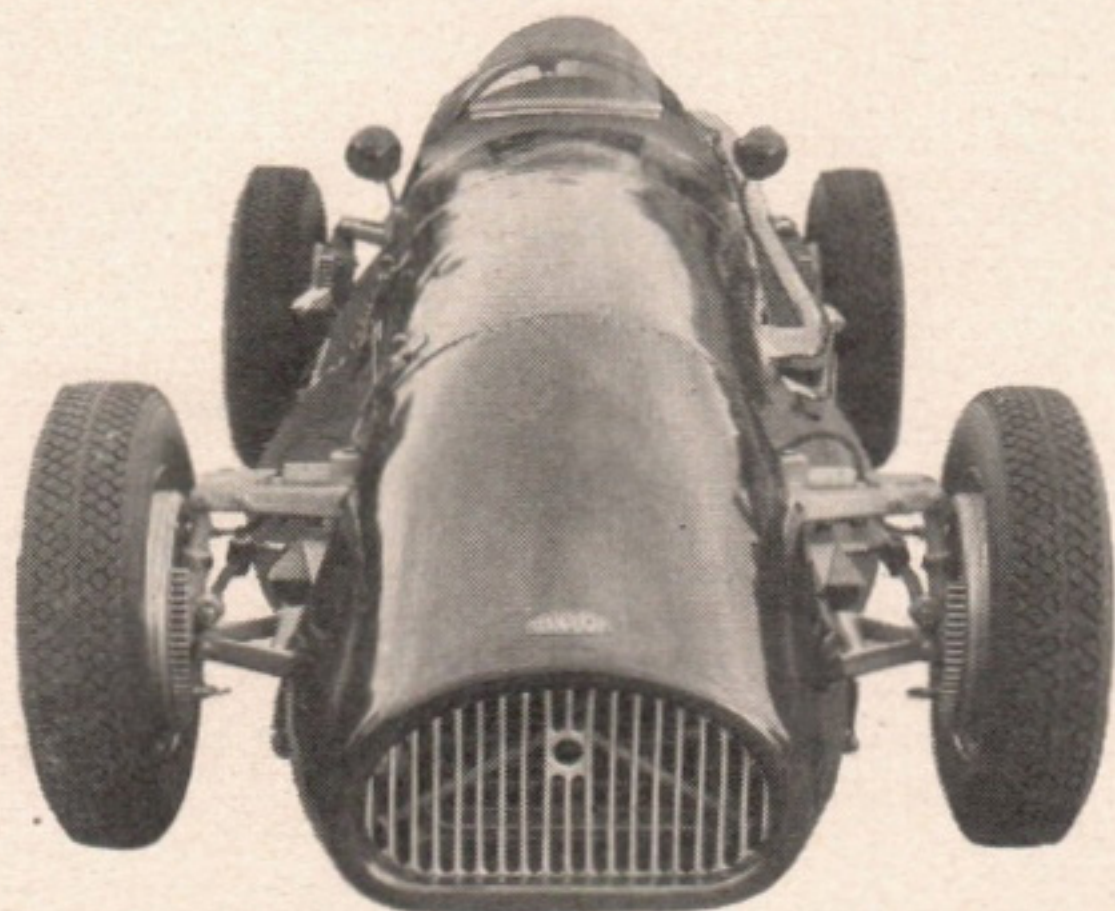
Formula 3 (15 laps): 1, Bob Gerard (Cooper-Norton), 23 mins. 36.7 secs. (77.38 m.p.h.); 2, Don Parker (J.B.S.-J.A.P.), 23 mins. 46.7 secs.; 3, Jack Reece (Cooper-Norton), 23 mins. 46.9 secs.; 4, Charles Headland (Cooper-Norton). **Fastest Lap:** Gerard, 1 min. 31.8 secs. (78.1 m.p.h.).

Formula 2 (25 laps): 1, Stirling Moss (1,960 H.W.M.), 37 mins. 1.7 secs. (80.6 m.p.h.); 2, George Abecassis (1,960 H.W.M.), 37 mins. 8.5 secs.; 3, Duncan Hamilton (1,960 H.W.M.), 37 mins. 37.5 secs. **Fastest Lap:** Moss, 1 min. 27.7 secs. (82.1 m.p.h.).

Formule Libre (25 laps): 1, Reg Parnell (4,500 Thin Wall Spl. Ferrari), 34 mins. 53.4 secs. (86.1 m.p.h.); 2, Ken Wharton (1,488 E.R.A. S.), 24 laps; 3, Graham Whitehead (1,488 E.R.A. S.), 24 laps; 4, Joe Kelly (1,496 Alta S.), 24 laps. **Fastest Lap:** Parnell, 1 min. 21 secs. (88.888 m.p.h.)—Winfield Course Record.

R.A.C. RECOGNITION FOR CITROËN

CITROËN C.C. has now received recognition by the R.A.C. On 27th October, a closed Night Reliability Trial will be held, starting at 10 p.m. from the North Circular Road, Stonebridge Park.



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Northern Lights—continued.

Suddenly, the well-known exhaust note was heard grumbling down the drive. Naturally, there was an exodus from within the house to see what had happened. A pair of figures, slightly dishevelled of hair, and very black of hand, but with the light of battle still twinkling in the eye, came tumbling out of the car.

"So sorry to be late. We had to change a half-shaft. How lucky we always carry a spare and a full kit of tools!"

* * *

WE have our night navigation runs, our sporting trials, rallies of various kinds, and famous events running through the hours of darkness, but a night sporting trial is still something of an innovation. The Mid-Cheshire Car Club have applied for a permit to run such a trial, starting at midnight on 1st December, from Cuddington, near Northwich, and finishing at The Swan, Whitchurch, for breakfast next morning. Although the trial will be restricted to members of the Club, day membership is available for a modest shilling. As an added inducement, there will be cash prizes as well as the usual pots. The chief limiting factor is the accommodation available for breakfast, which will restrict the list to 25 carloads. The convoy system will be used between sections, but route cards will be issued just in case anyone has to drop out temporarily. R. B. Dawson, Hon. Sec. of the Club, will be glad to send along details to people interested.

* * *

JUST a reminder that the Annual General Meeting of the British Trials Drivers' Association will be held at the Palace Hotel, Buxton, on Saturday, 20th October, so members with views to air can start polishing their arguments.

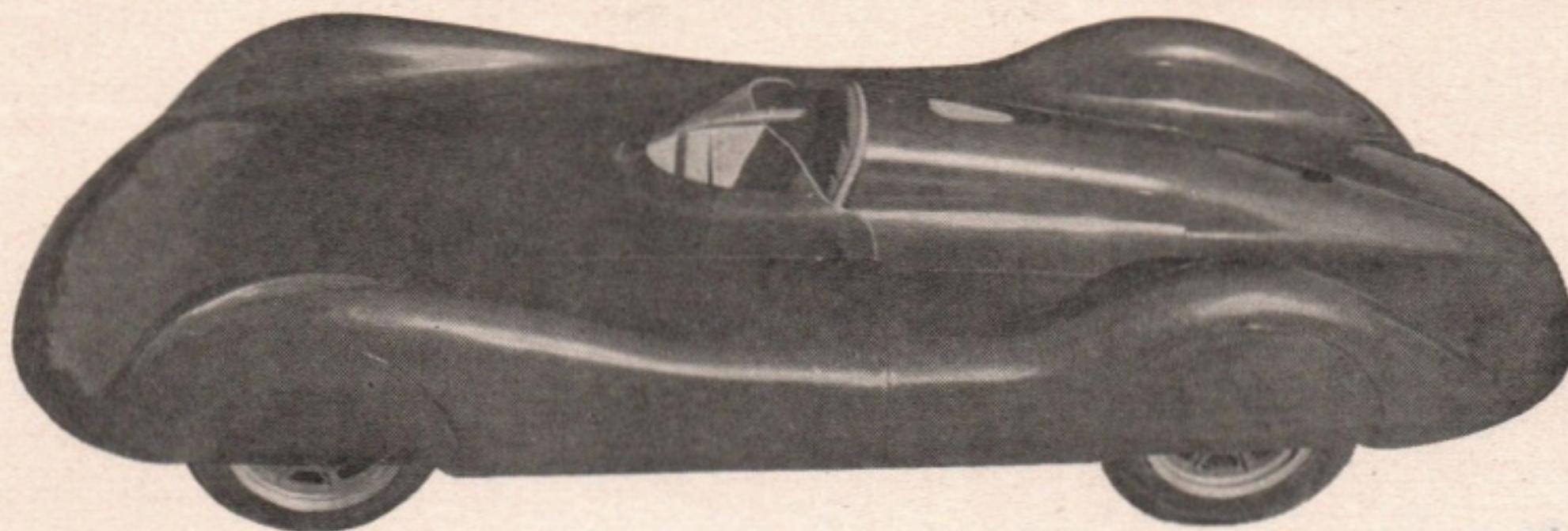
The 4CV Renault "Sports"—continued.

The radiator is between the rear wheels, and gets its air from ducts in the back mudguards. However hard one drives there is no sign of overheating, though the engine sometimes runs on after switching off. The fuel consumption is very moderate, and approaches 50 m.p.g. at cruising speed. Starting was always instantaneous, hot or cold.

While I drove the Renault I enjoyed every moment, and I cannot imagine a better car for dashing about in Paris.

M. Pozzoli also let me have a short ride in the new 2-litre Lancia Aurelia. It would be difficult to imagine better roadholding, and the car corners at great speed without a trace of roll. The high compression engine pinks a good deal on acceleration, but is smoother than any previous Lancia. A steering column gearshift seems totally out of place on a car of this class, and it is not even a good example of its kind. The Aurelia has a delightfully easy stride, and one feels that a long journey in it would be a sheer delight.

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50 miles at 99.56 m.p.h.
100 km. at 99.59 m.p.h.
1 hour at 99.41 m.p.h.
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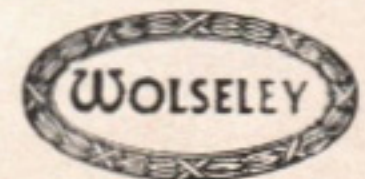
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