

Vol. XXX No. 10

ONE SHILLING AND SIXPENCE

October, 1954

MOTOR SPORT

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31st YEAR OF PUBLICATION



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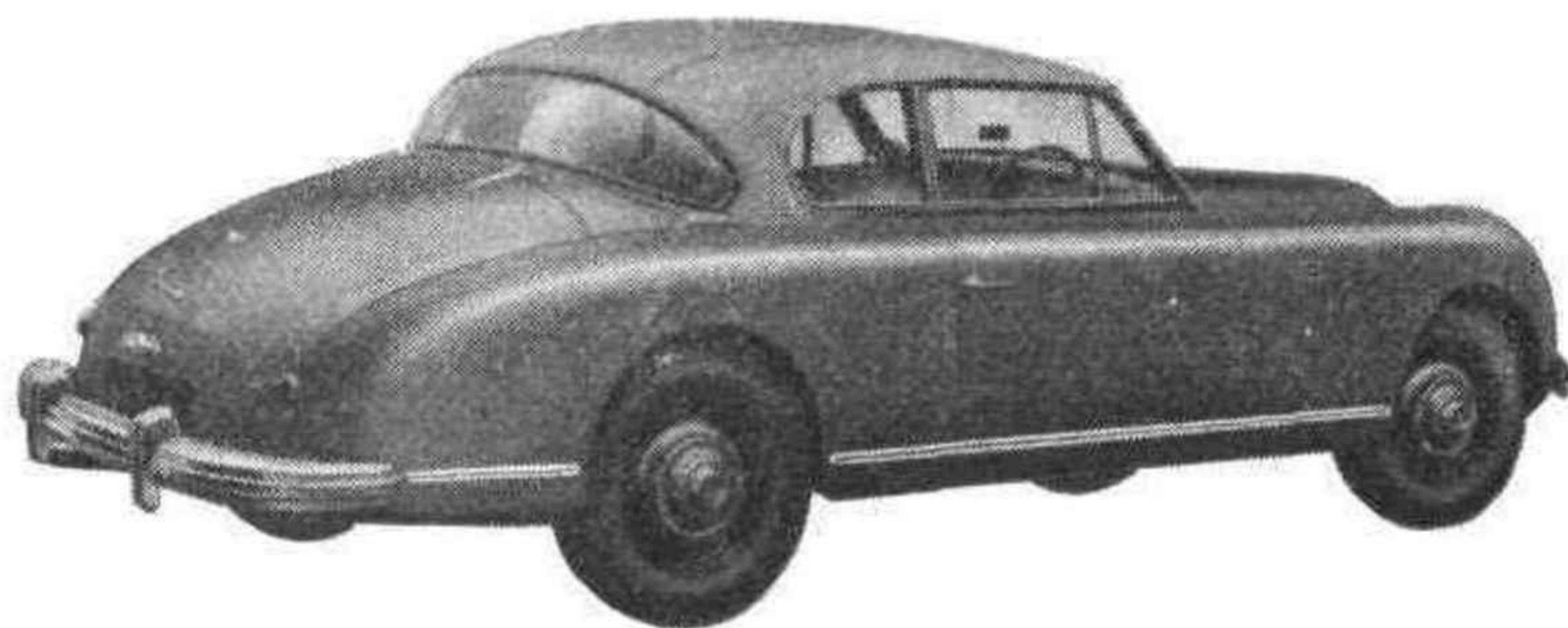
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Mark V : 1st—Silverstone, September 11th, 1,172-c.c. Formula Race (W. Marriott) 64.3 m.p.h.
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JAGUAR XK120, 1951 (Feb.). Ivory, with red hide. An unmodified unraced Jaguar with large rear window. In perfect condition in every way ...	£865
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At the time of going to press we are negotiating the purchase of a 1949 Bentley Mk. VI town and country brake by Messrs. Harold Radford, with a full servicing history, which has completed only 29,000 miles from delivery.

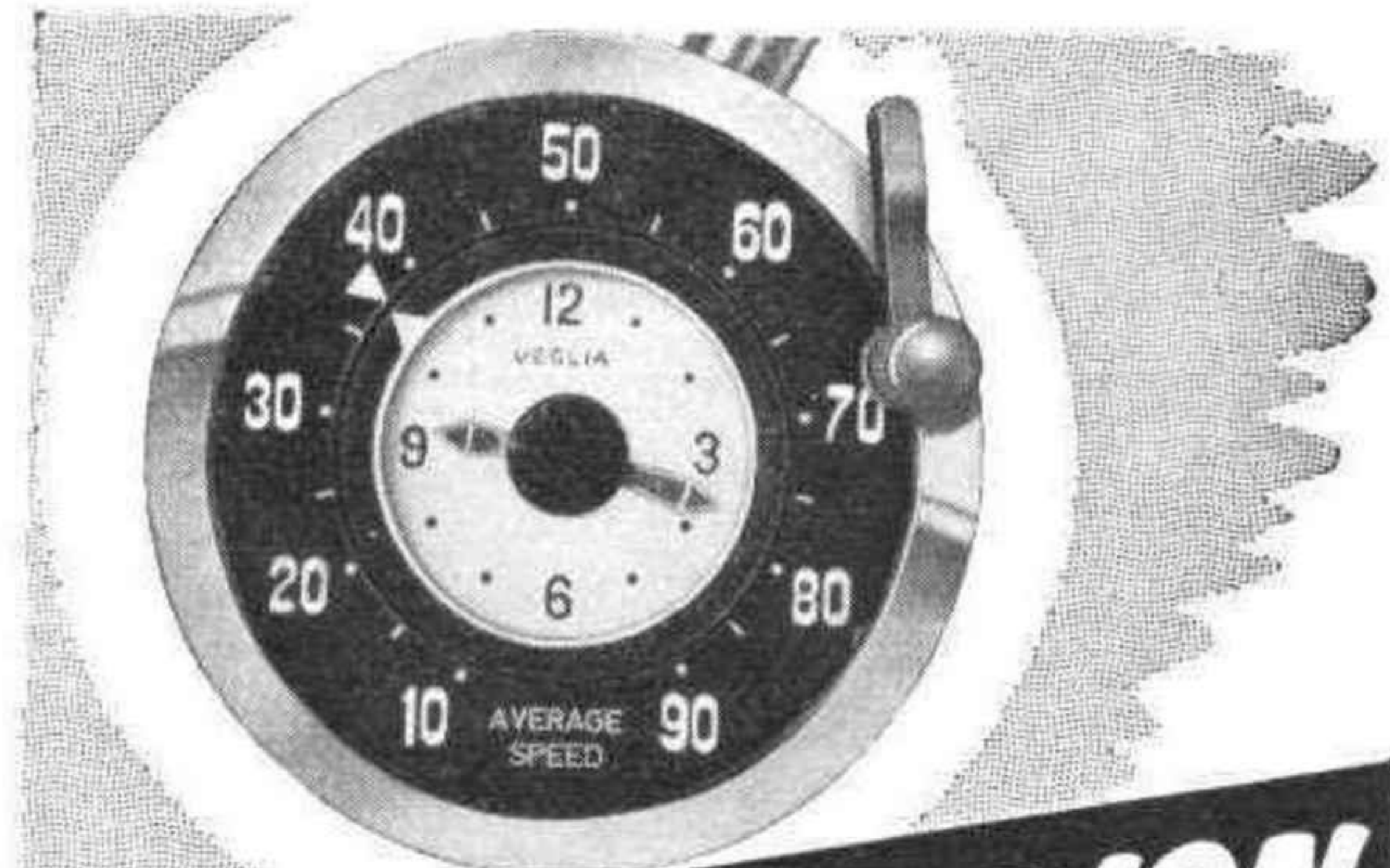
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We would respectfully draw readers' attention to the fact that the firm will be taking its annual holiday from the 1st to the 7th October and that the office and showroom will be closed for this period.

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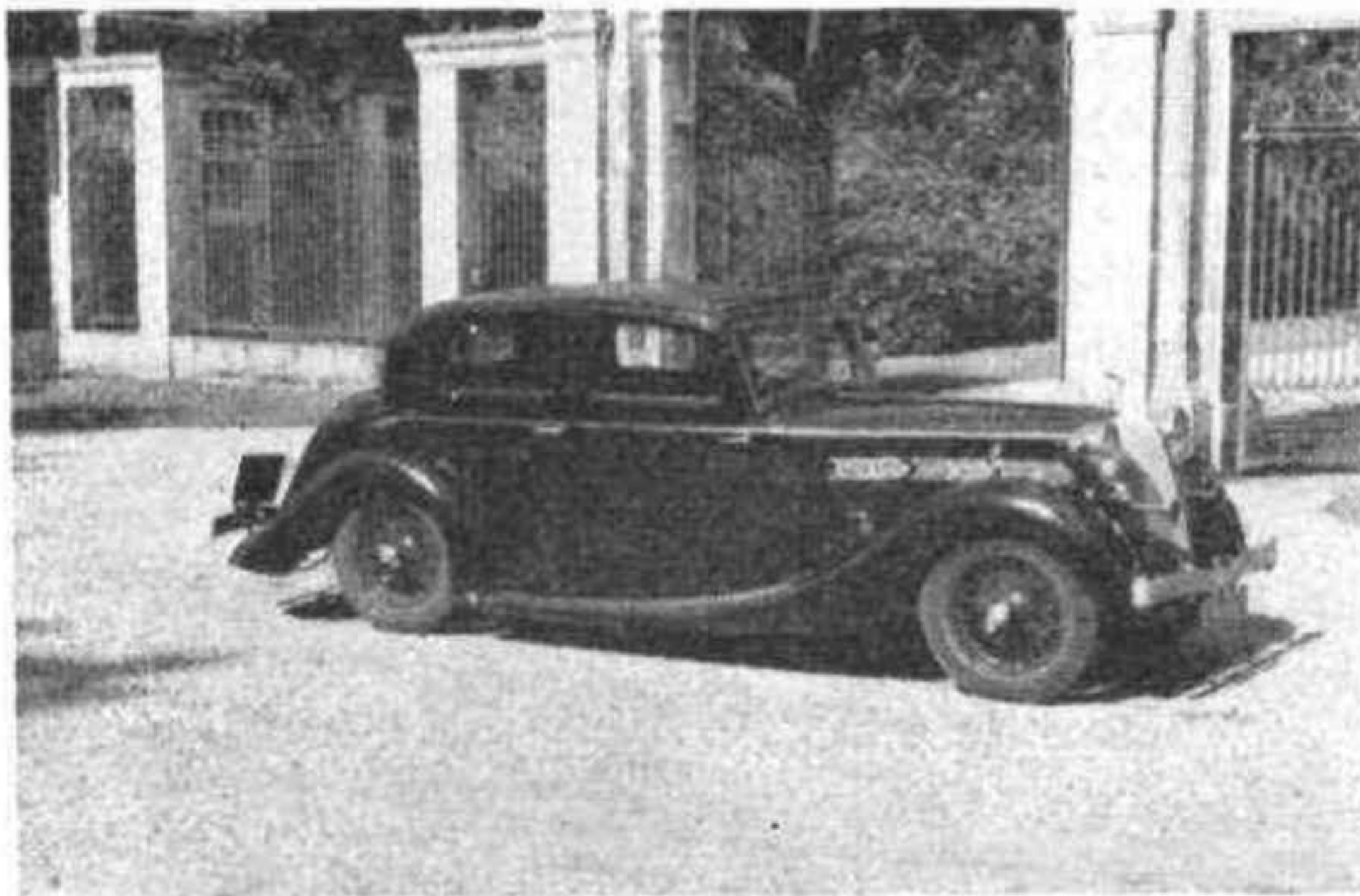
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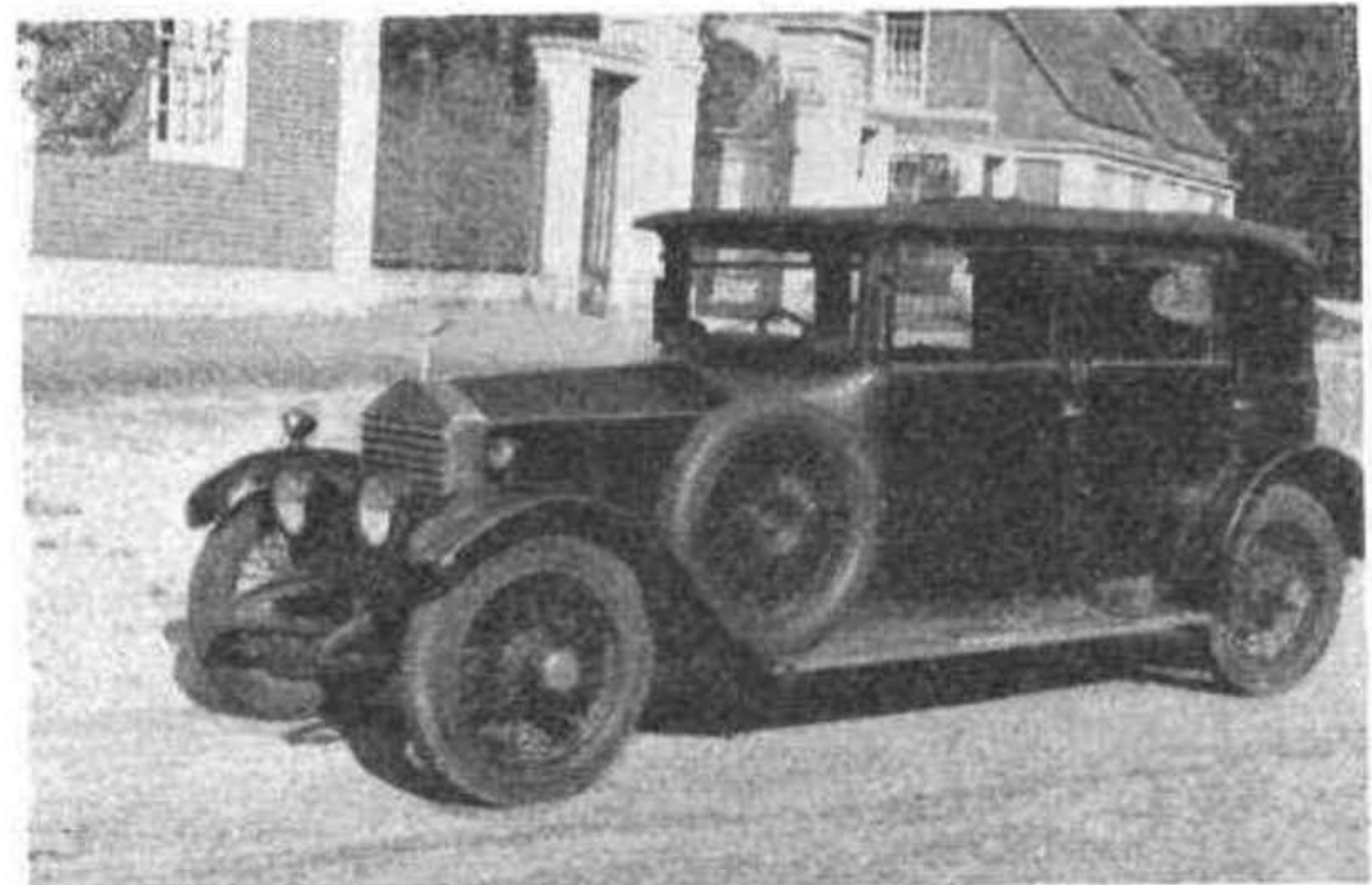
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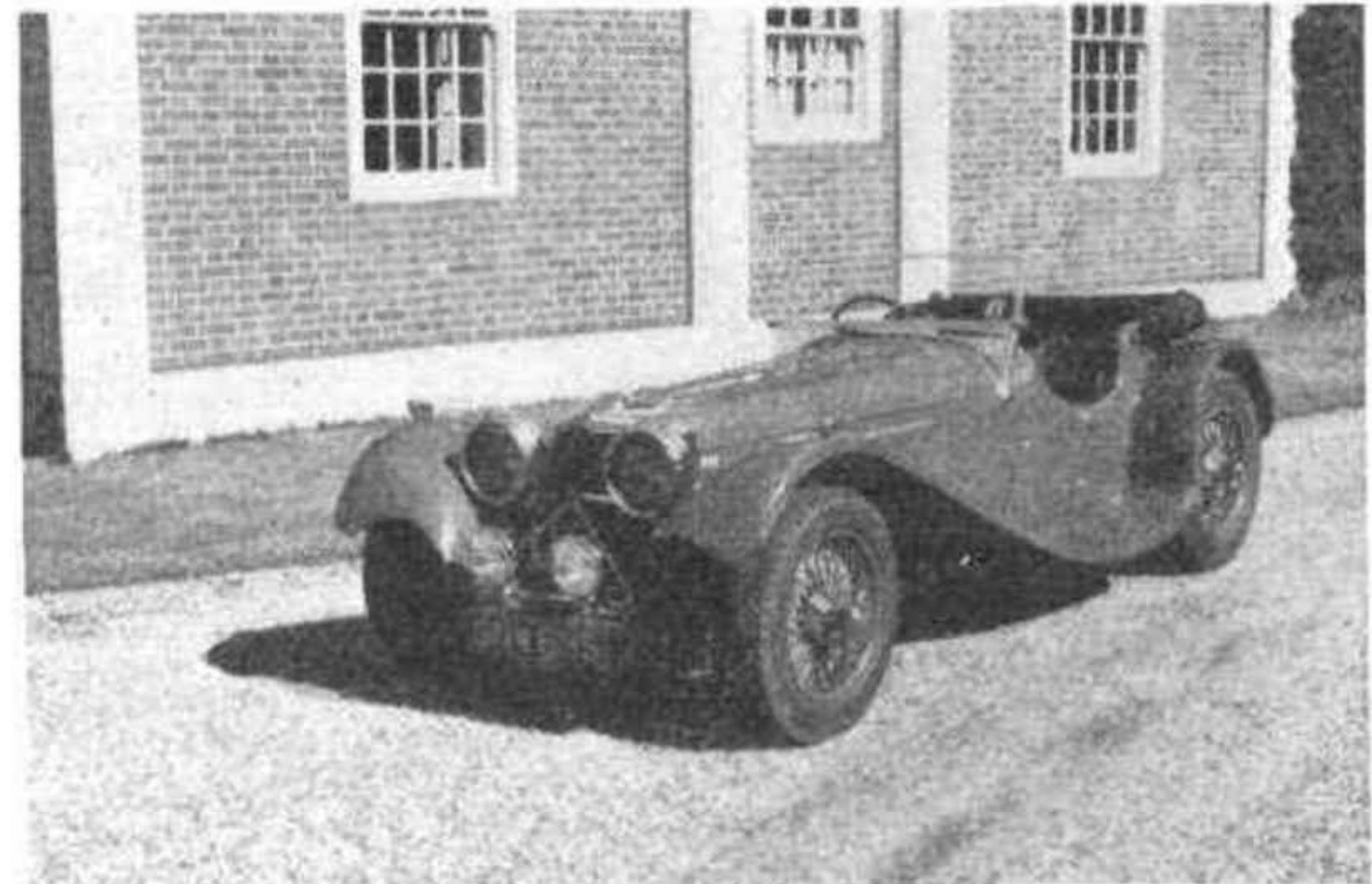
1938 TRIUMPH DOLOMITE 14/60 SPORTS SALOON. In first-rate condition throughout, this model should appeal to the family man requiring performance and economy combined with good looks and pre-war quality, at moderate cost £225



1925 ROLLS-ROYCE TWENTY SALOON. Heads will always turn to look at one of these fine old cars. This example has obviously been well loved, and is in the sort of condition one has come to associate with the name £155



1933 STANDARD AVON 12-H.P. TOURER. This little car has recently been used by a member of our staff for a 1,000-mile tour of the West Country. It is in extremely good order, and has just been fitted with all new weather equipment £135



1938 S.S. JAGUAR 3 1/2-LITRE 100 2-SEATER. Very few pre-war cars could match the performance of the Jaguar 100, and even to-day it can hold its own with most things on the road. Finished in red, with red leather upholstery, the model illustrated is in much-above-average condition £385

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- 1933 ALVIS 12-h.p. Firefly foursome drophead coupe, £145.
- 1931 ALVIS 12/50 TJ saloon, £95.
- 1934 ALVIS Silver Eagle saloon, £55.
- BENTLEY 3-litre Red Label foursome coupe, £235.
- 1939 B.M.W. Type 328 2-seater, £425.
- Type 51 BUGATTI, minus engine, offers.
- 1939 CITROEN Light Fifteen sports saloon, £275.
- J.A.G. V8 special Competition 2-seater, £225.
- M.G. F-type Magna foursome coupe, £85.
- RAILTON 28-h.p. Ranalah tourer, £165.
- 1937 RILEY Nine touring saloon, £105.
- 1938 S.S. JAGUAR 100 2 1/2-litre 2-seater, £335.
- RILEY Sprite 2-seater, crash box, £395.

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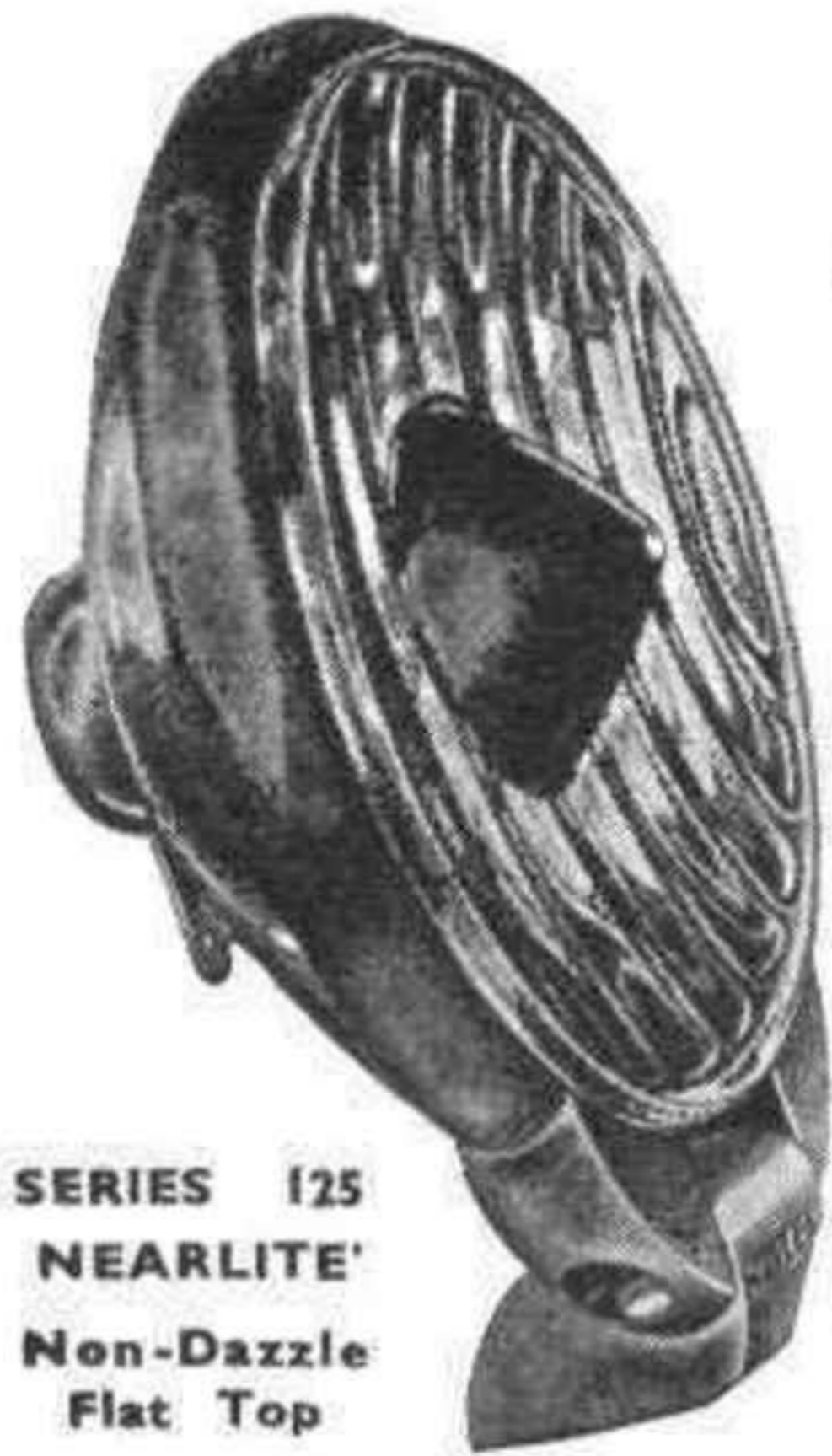
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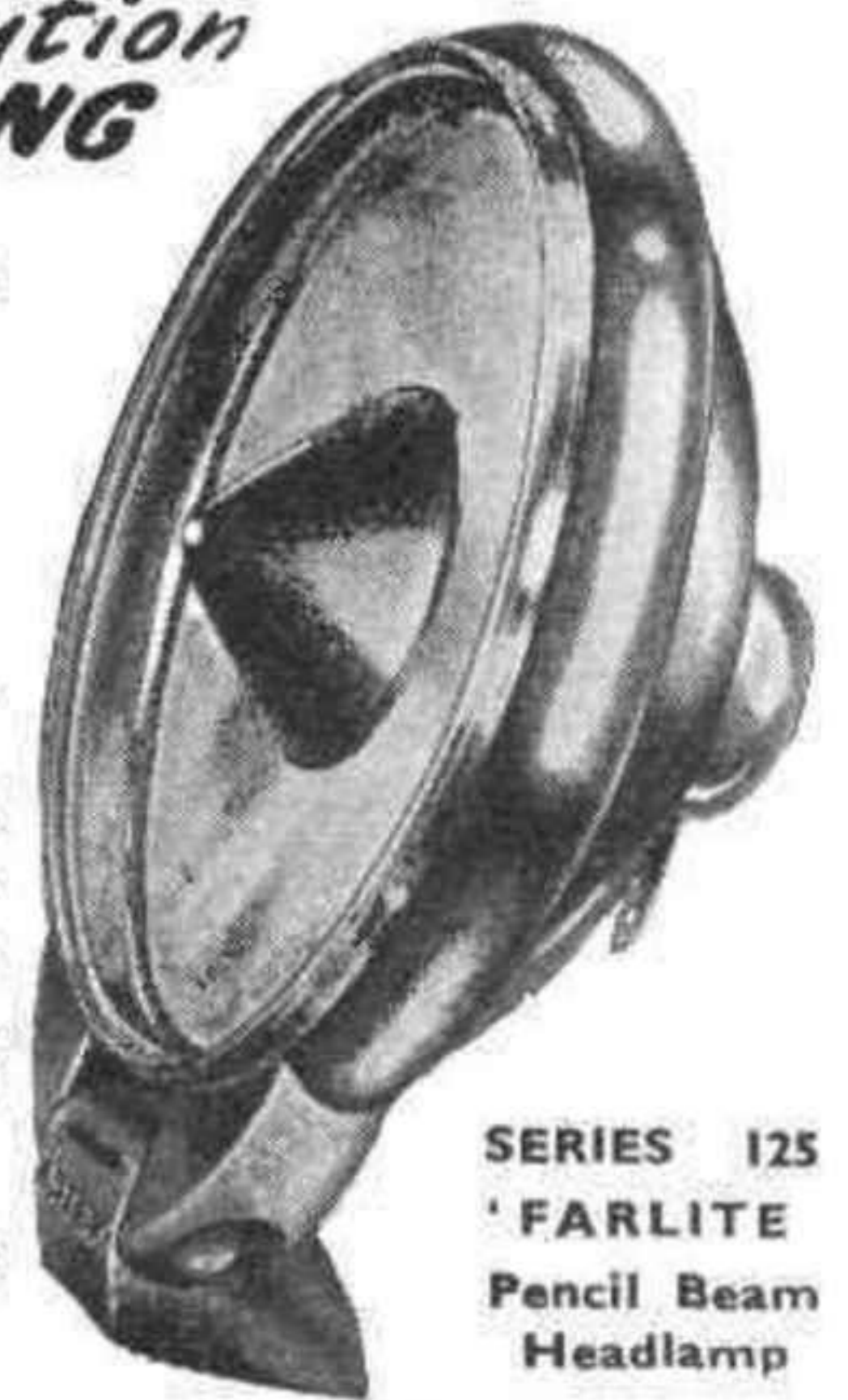


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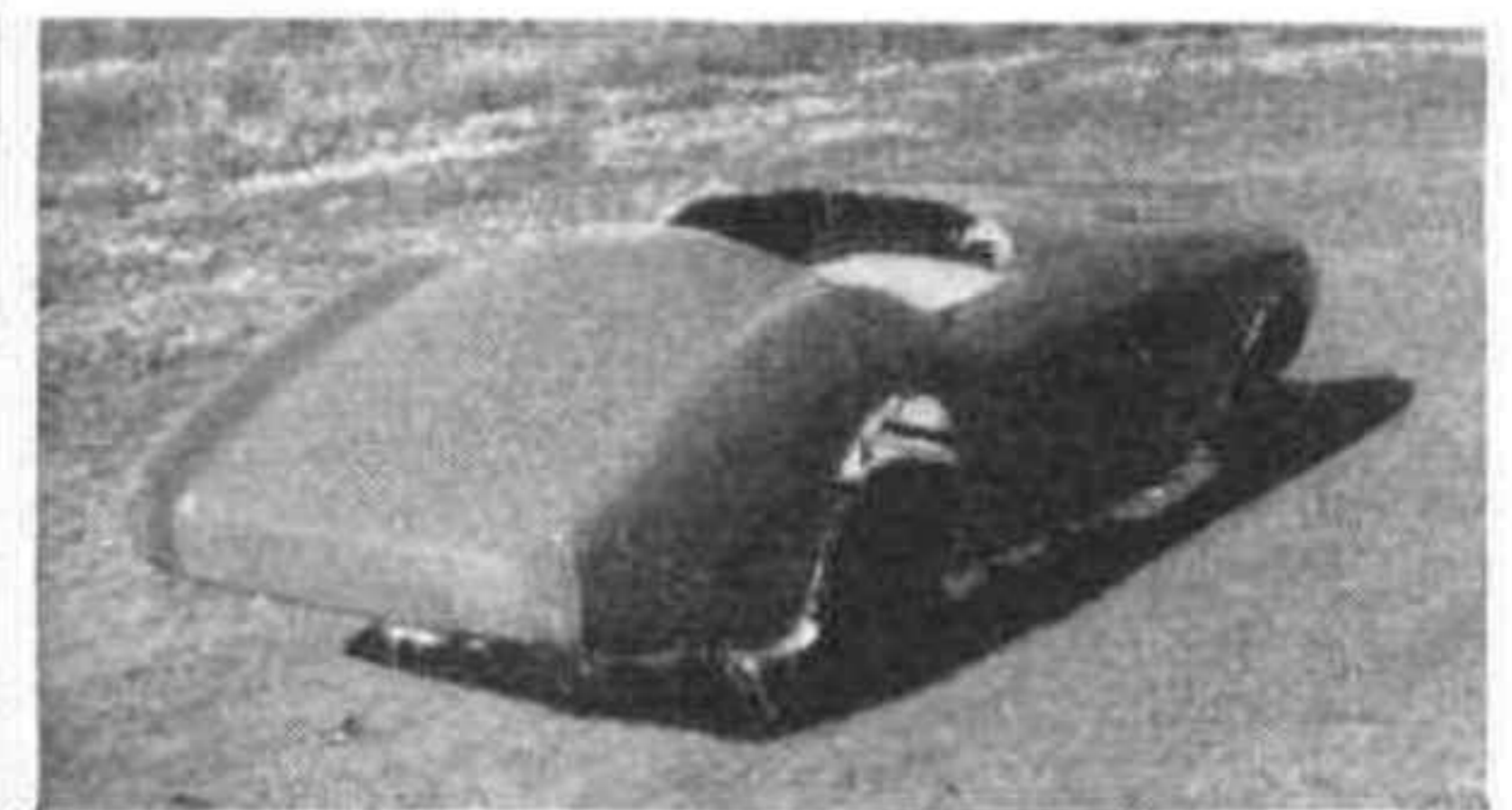
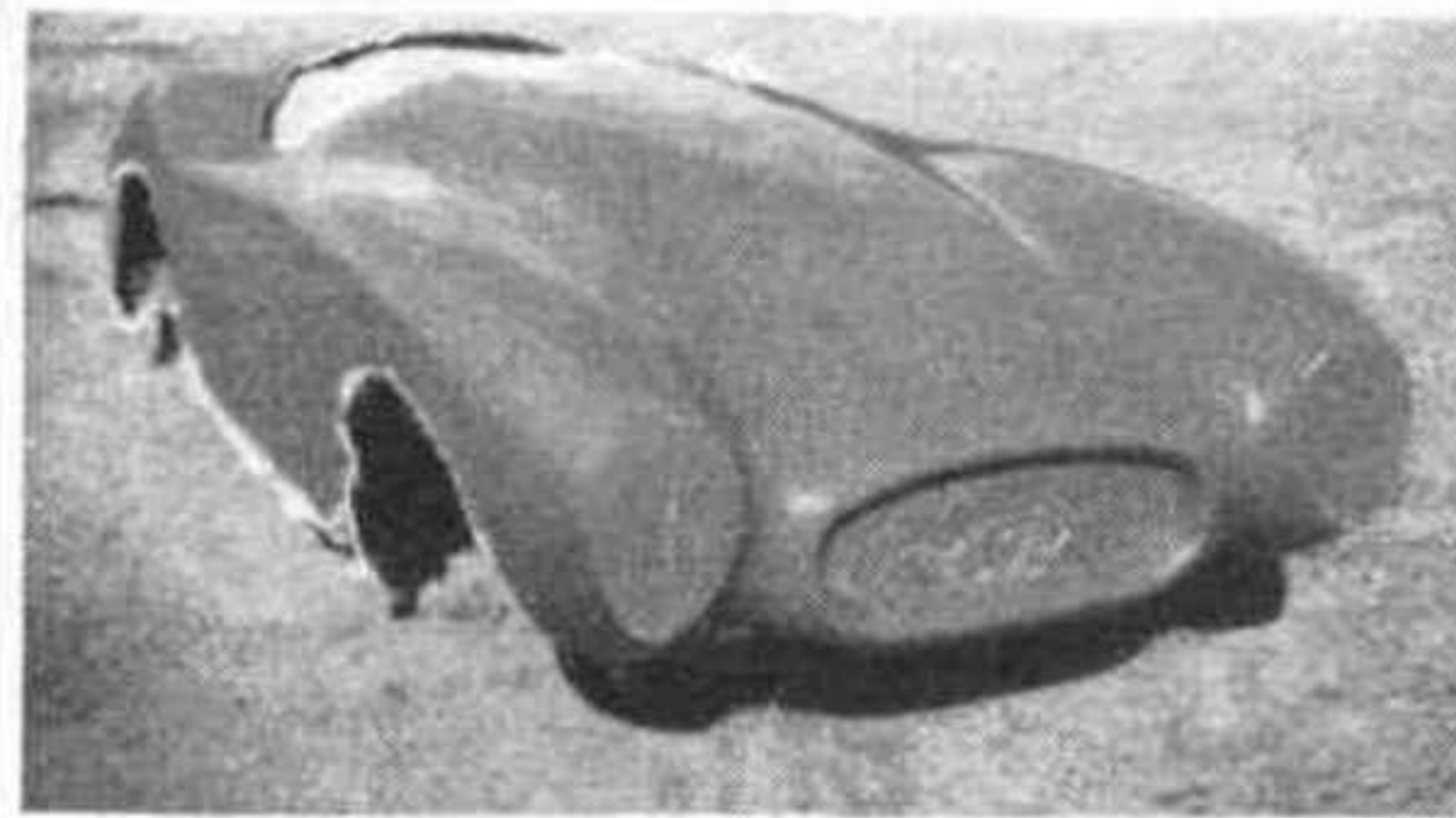
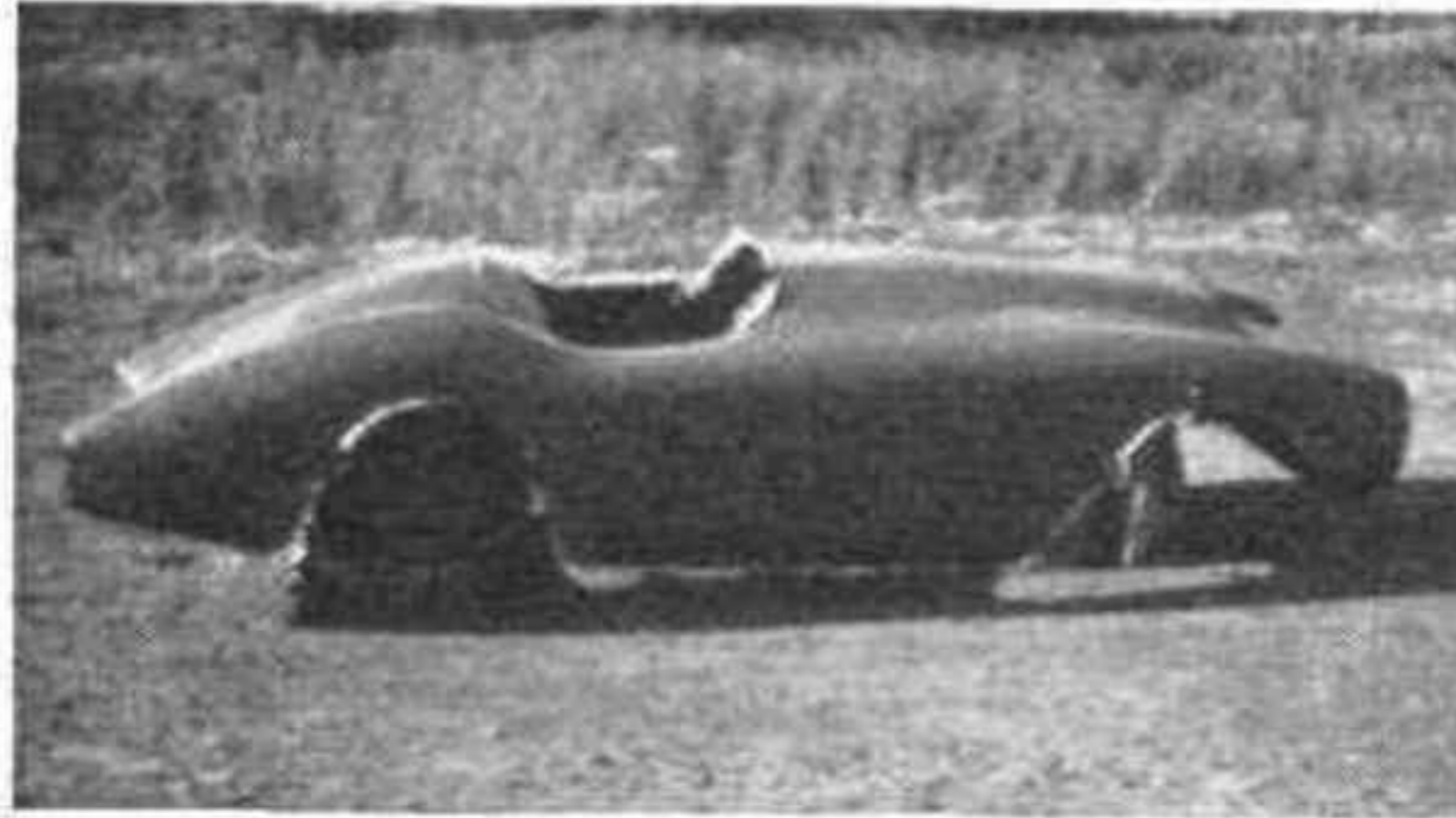
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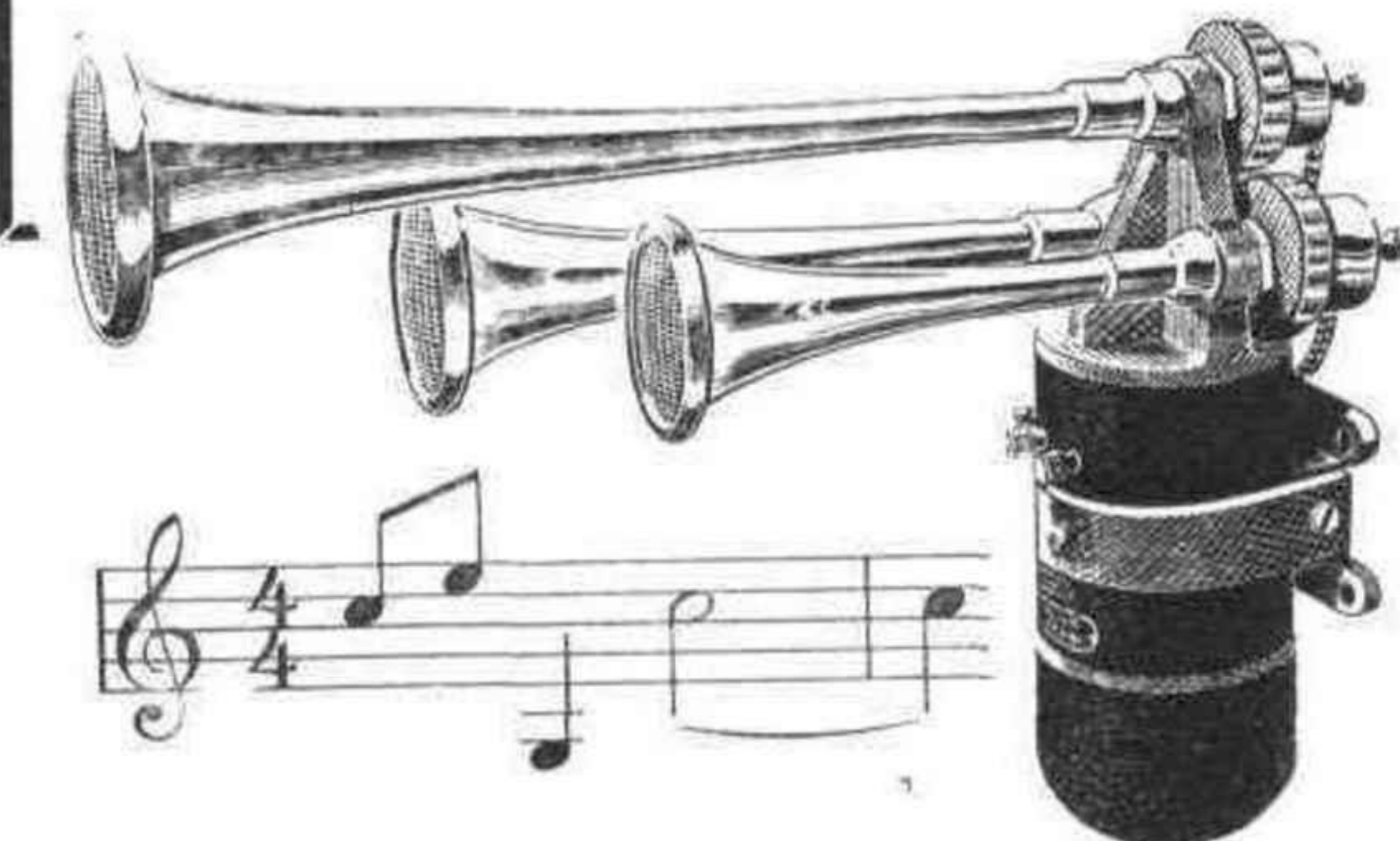


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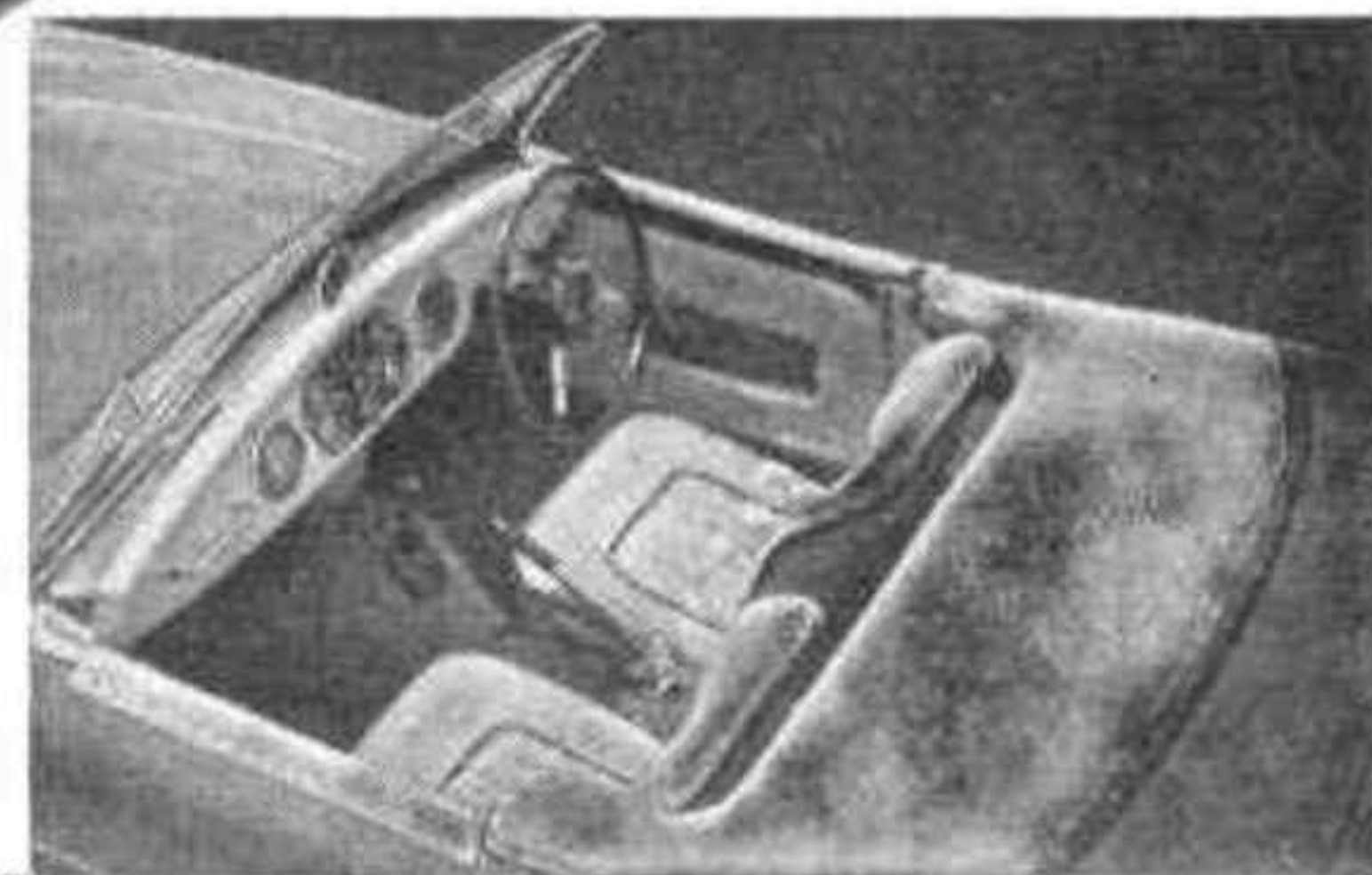
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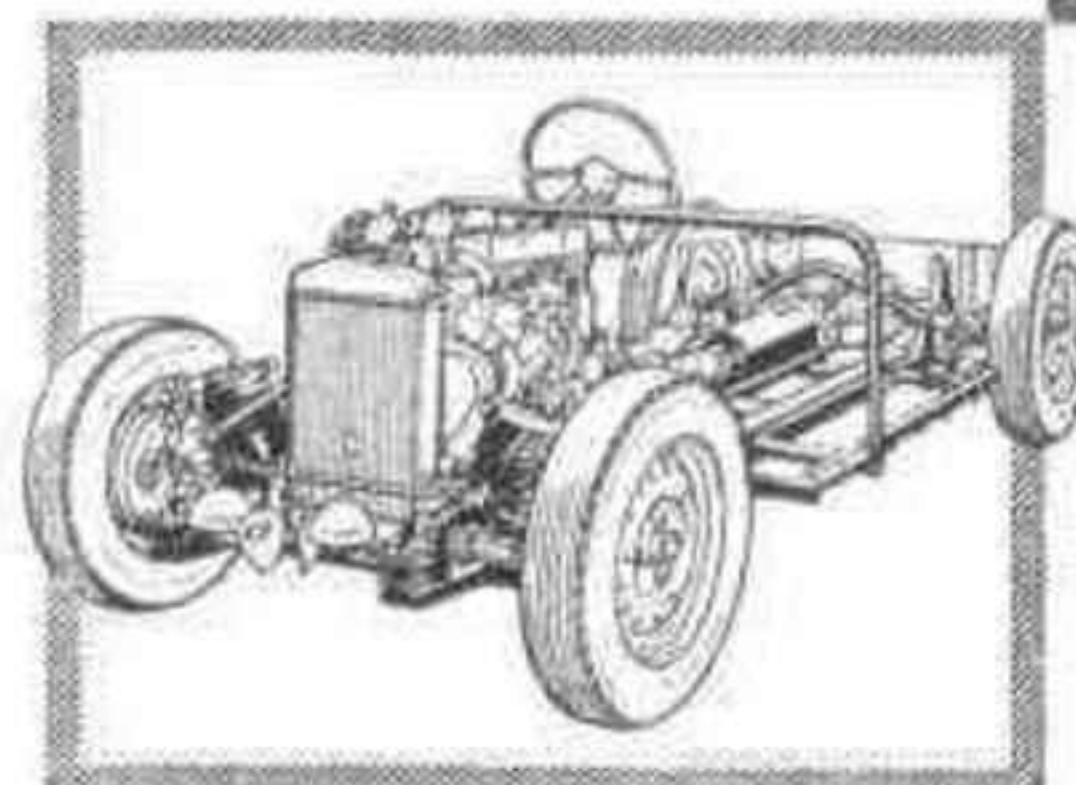


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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.

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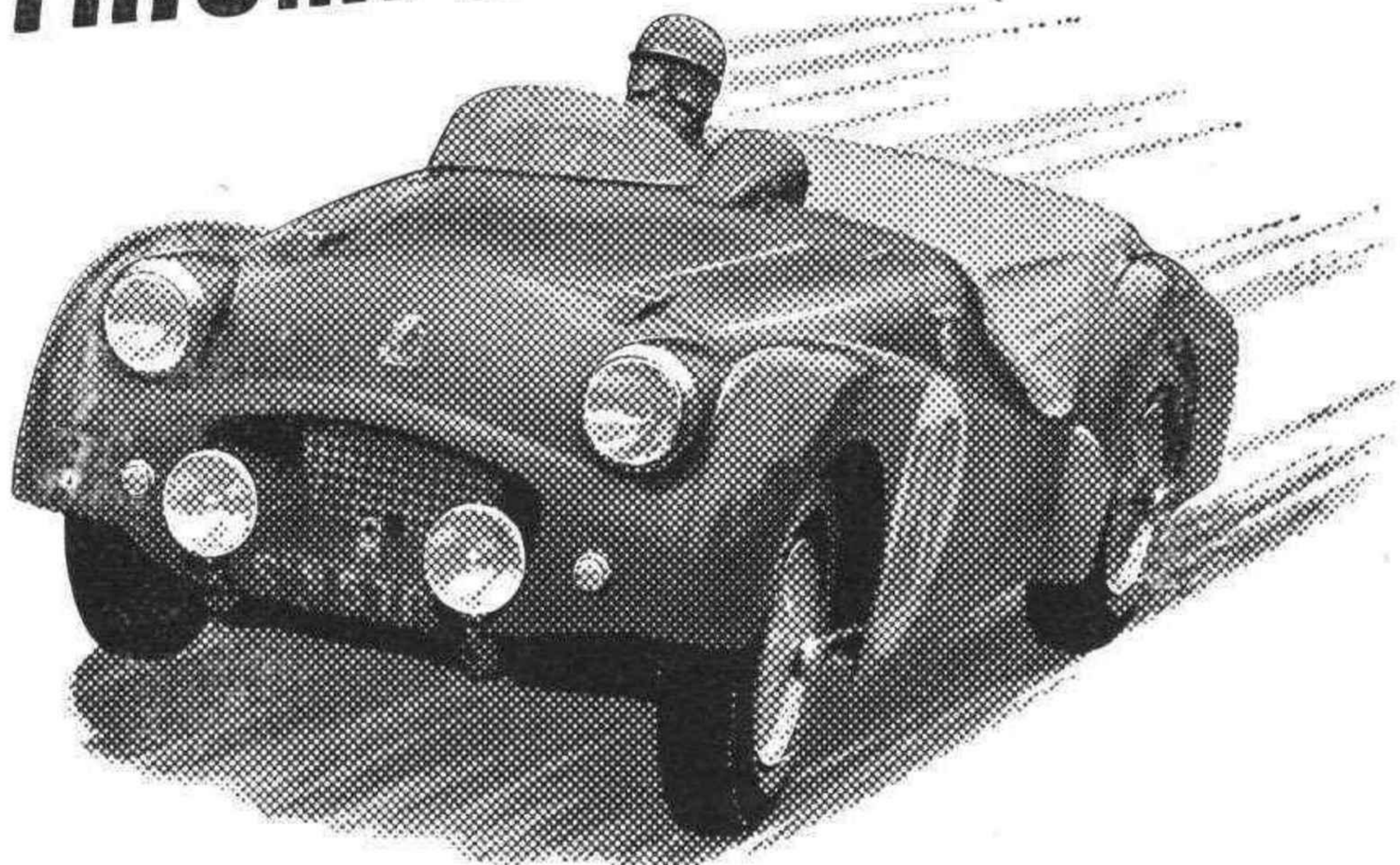
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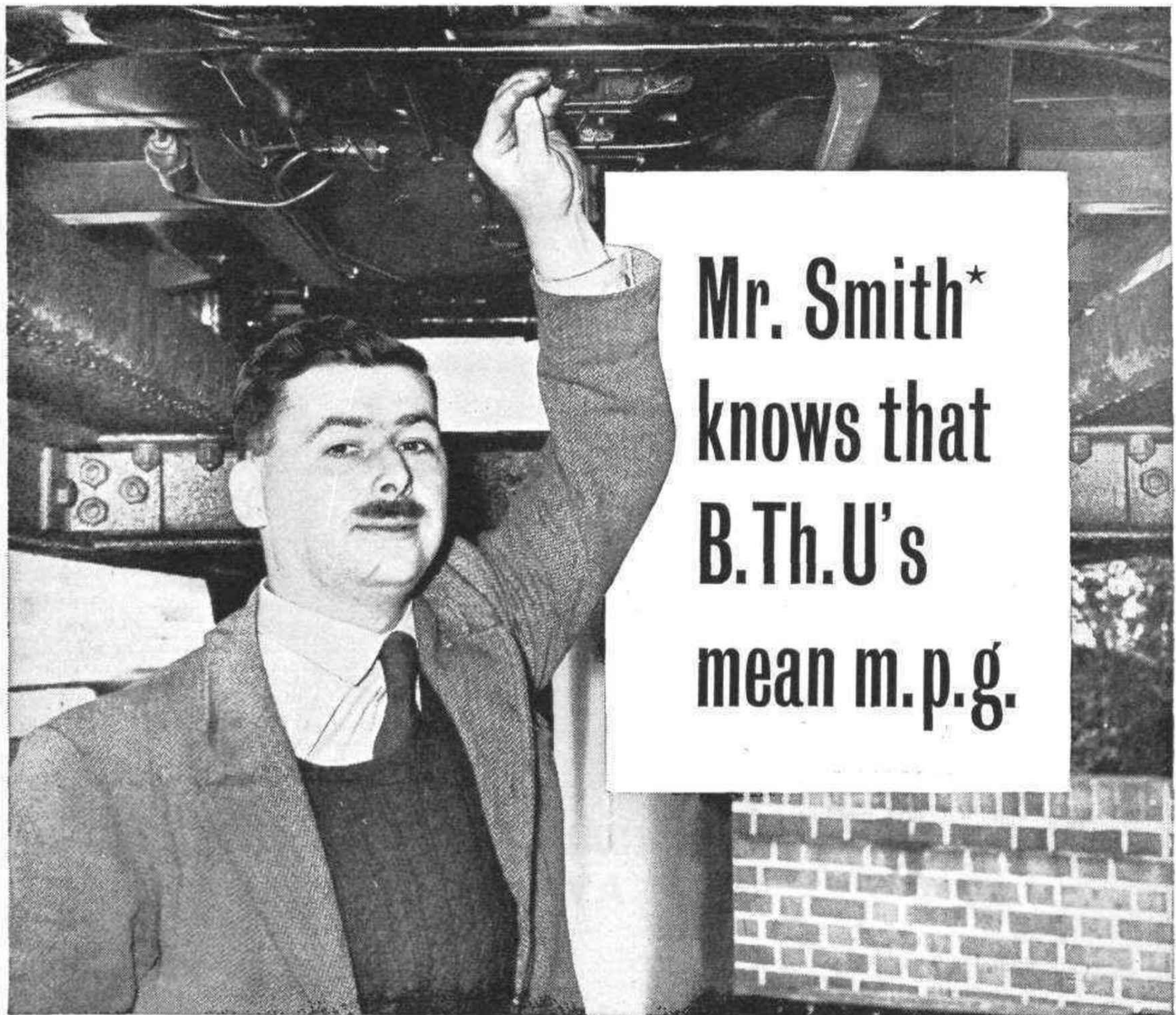
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MATTERS OF MOMENT

CONTROL OF THE SPORT

In an attempt to prevent next year the unfortunate clashes in the fixture list which have been seen this season, the R.A.C. proposes to act as follows:—

GRADING OF RACE MEETINGS

The Competitions Committee of the R.A.C. has given special attention to the problem of the allocation of dates in the National Calendar to race meetings and speed events, and has decided that it is now necessary to produce a simple grading system for this type of event in order to assist in the formation of the Calendar.

After consideration of possible alternatives, it has been decided that this grade can only effectively be related to the total sum allocated for prize money and starting money in respect of a meeting. It is this sum which normally establishes the relative importance of meetings in the eyes of the ordinary spectator who is interested in the appearance of well-known drivers and cars.

It has therefore been decided to grade meetings for 1955 on the following basis:—

Grade of Meeting	TYPE OF EVENT		
	Races Formula I and Formule Libre	Formula III	Hill-climbs and Sprints
	Prize and Starting Monies		
1	Over £4,000	Over £2,250	Over £750
2	£2,500 to £4,000	£1,250 to £2,250	£450 to £750
3	£1,250 to £2,500	£625 to £1,250	£150 to £450
4	£400 to £1,250	£200 to £625	Less than £150
5	Less than £400	Less than £200	—

In assessing the amount of money available, the value of trophies will not be taken into account.

Every interested club will be given the opportunity of selecting one priority event in each grade for each venue in which the club is interested, after which, additional events in each grade will be allocated on the basis of mutual agreement between promoting clubs or, failing agreement, at the discretion of the R.A.C. No club will be allowed to promote more than three events in Grade 1 and three events in Grade 2. In allocating dates, Grade 1 race meetings will first be considered, then Grade 1 Formula III race meetings, then hill-climbs and sprints and so on through succeeding grades. A separate grading of Formula III meetings will apply only to meetings

that are exclusively for Formula III cars. The R.A.C. reserves the right to down-grade a meeting if it is not satisfied in regard to spectator amenities and viewing facilities.

To prevent clashing of events, a limitation will be placed upon the geographical proximity of meetings in accordance with their gradings as shown in the table below.

These limitations can be waived, however, upon agreement of the promoting club having prior claim to the date

INTERNATIONAL CALENDAR 1955

The Commission Sportive Internationale have accepted in principle the proposal submitted by the R.A.C. concerning the International Calendar. Details of the new arrangement of this Calendar will be ratified at a meeting in Paris of the C.S.I. to be held on October 6th, 1954. A drastic reduction in the number of events inscribed upon the International Calendar will follow, and in order to get the scheme into operation it has already been agreed that there will not be more than seven British race meetings ranking as International in 1955; France and Italy will be allowed fifteen each and no other country will have more than five. After 1955

there will be no numerical limit on the number of International events to be run, but an event can only be inscribed in the Calendar provided it has previously been a truly International meeting. In order to provide a standard by which to judge the status of a meeting the grading of drivers is to be introduced.

Drivers will be graded A, B and C. Class A will be confined to those who have gained a leading place in a Grand Epreuve, probably up to sixth place. Class B will be drivers who have finished in a lower position in a Grand Epreuve than Class A, or who have been placed in some other suitably important race such as Le Mans.

(Continued overleaf)

GRADING MEETINGS ON A GEOGRAPHICAL BASIS

Grade of Event	Minimum Mileage from Event of Higher Grade on Same Date	Minimum Mileage from Event of Same Grade on Same Date
1	No other event of Grade 1 in Great Britain or Northern Ireland	
2	100	100
3	50	50
4	25	25
5	No restriction	No restriction

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Front cover picture: WELCOME RETURN.—Alberto Ascari, who this season has devoted his talent to development of the yet-to-be-seen G.P. Lancia, drove a Ferrari in the recent Italian Grand Prix at Monza.

It is the details of actual qualification which the C.S.I. will decide in October. Class C will be anybody else. Class A drivers will be allowed to take part only in events in their own country and foreign events in the International Calendar. Class B and C drivers may run in any event, whether in their own country or abroad. In order to qualify for inclusion in the International Calendar a race must have attracted at least three foreign Class A drivers. The reason for having Class B is to cater for the fluctuation in the Calendar. If a race fails to attract three foreign Class A drivers it will be dropped from the following year's Calendar and its place can be taken by another race which has attracted a certain number of foreign Class B drivers.

Reports of Recent Events

I.R.M.C. WAKEFIELD TROPHY RACE (Aug. 28th)

1st : P. N. Whitehead (Cooper-Jaguar), 1 hr. 47 min. 18 sec., 82.37 m.p.h.
2nd (tie) : J. Kelly (Jaguar) and J. D. Hamilton (Jaguar), 1 hr. 48 min. 8 sec., 82.23 m.p.h.

M.A.C. SHELSLEY WALSH SPEED HILL-CLIMB (Aug. 29th)

F.T.D. : K. Wharton (E.R.A.) ... 35.8 sec.
Second fastest : M. A. H. Christie (Cooper) ... 36.98 ..
Third fastest : M. A. H. Christie (E.R.A.) ... 37.07 ..
Fastest Sports Car : T. A. D. Crook (Cooper-Bristol) ... 39.06 ..
Fastest Lady Driver : Mrs. N. Mitchell (Cooper) ... 41.07 ..

SHEFFIELD & HALLAMSHIRE RALLY OF THE DAMS (Aug. 28th/29th)

Best Performance : P. G. Cooper (Standard Vanguard).
Best Production Sports Car : J. H. Ray (Morgan Plus Four).
Best under 1,100 c.c. : R. Frolich (Volkswagen).

750 M.C. NATIONAL SIX-HOUR RELAY RACE (Aug. 28th)

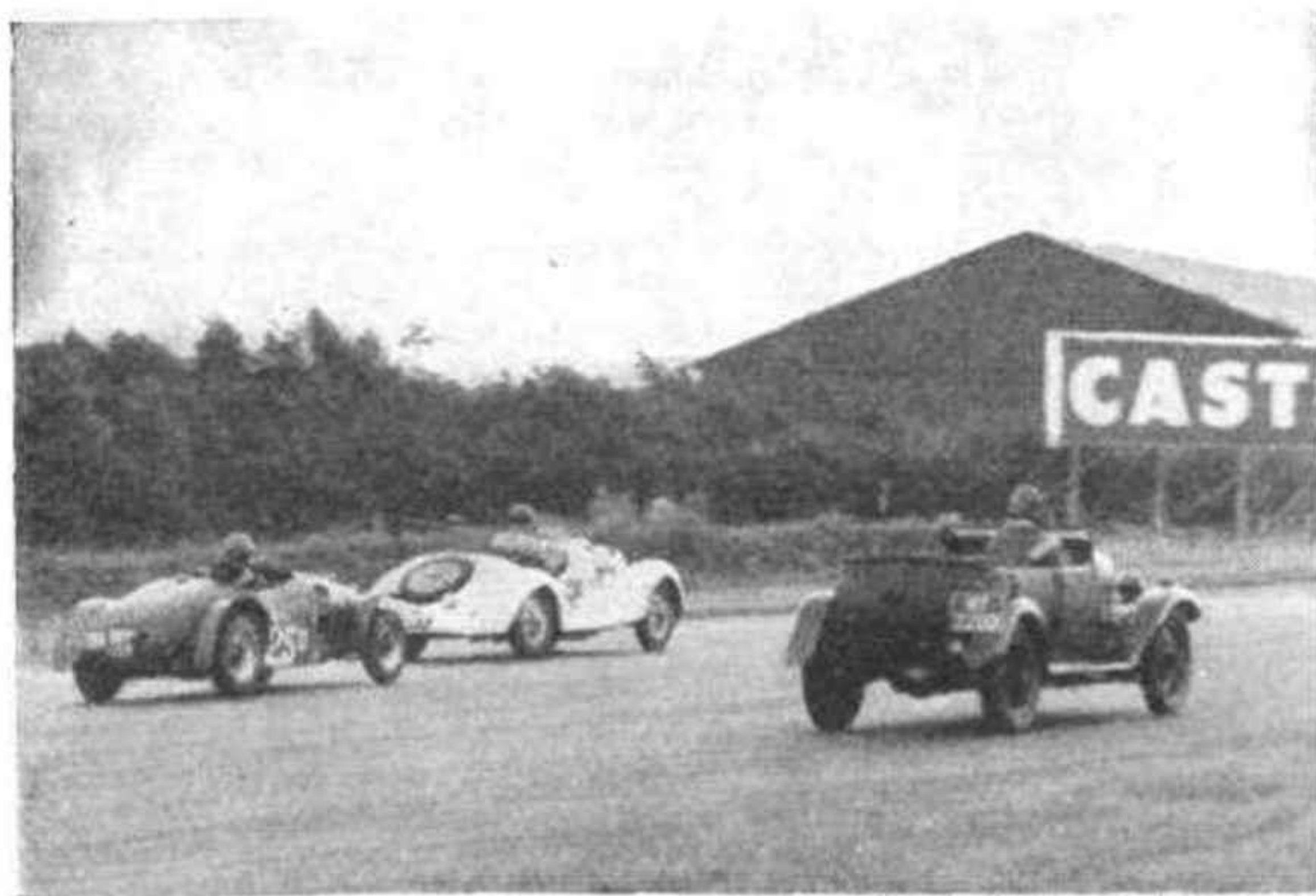


Photo by DR. K. E. JOLLES

CHASING HER MAN.—Miss Mollie Hopkinson's Buckler going after Ruck-Keen's B.M.W., while a Riley Nine touter gives them room—a picture typical of the Six-Hour Relay Race.

1st : Singer O.C. team ... 62.9 m.p.h.
2nd : Austin-Healey team ... 69.2 ..
3rd : St. Moritz Tobogganing Club (Jaguars) ... 71.3 ..

LIEGE-ROME-LIEGE RALLY (Aug. 18th-23rd)

1st : Polensky/Linge (Porsche).
2nd : Gendebien/Fraiken (Lancia).
3rd : Storez/Chanal (Porsche).

LONDON M.C. LONDON RALLY (Sept. 3rd/4th)

Best Performance : J. C. Wallwork/W. Cave (Triumph TR2).
Best in Opposite Class : J. Pocock/M. J. Sykes (Vauxhall).
Best Special : T. G. Shanley/J. Dalkin (Ford).
Best Novice : W. H. Morgan (Triumph TR2).
Coupe des Dames : Mrs. N. Mitchell/Mrs. D. Reece (Morgan).

W.J.C. CHARTERHALL RACE MEETING (Sept. 4th)

1,500-c.c. Sports Cars : P. Jackson (Cooper-M.G.) ... 68.37 m.p.h.
Unlimited Sports Cars : R. Salvadori (Jaguar) ... 78.94 ..
Formula III : L. Leston (Cooper-Norton) ... 76.84 ..
Formule Libre : F. R. Gerard (Cooper-Bristol) ... 82.70 ..

B.R. & S.C.C. HALF-LITRE RACE MEETING, BRANDS HATCH (Sept. 5th)

Open Challenge Race : J. Russell (Cooper-Norton) ... 68.57 m.p.h.
Junior Race : A. Zains (Cooper-Norton) ... 68.19 ..
Senior Race : J. Russell (Cooper-Norton) ... 70.72 ..
J.A.P. Race : C. M. Lund (Cooper) ... 66.99 ..
1,200-c.c. Sports Cars : H. Watling-Greenwood (R.W.G.) ... 62.54 ..
1,500-c.c. " : J. Coombs (Lotus) ... 66.69 ..
2,000-c.c. " : T. A. D. Crook (Cooper-Bristol) ... 68.46 ..

B.D.C. FIRLE SPEED HILL-CLIMB (Sept. 5th)

3-litre Bentleys : D. McKenzie ... 35.64 sec.
4½-litre Bentleys : G. H. G. Burton ... 30.18 ..
4½-litre s/c., 6 and 8-litre Bentleys : A. N. Hewitt (8-litre) ... 35.34 ..
1,100-c.c. Sports Cars : K. Rolfe (Fiat) ... 33.57 ..
1,500-c.c. " : P. G. A. Bucknell (Porsche) ... 34.23 ..
2,600-c.c. " : M. Burn (Frazer-Nash) ... 29.49 ..
3,500-c.c. " : W. Freed (Jaguar) ... 30.61 ..
Over 3,500-c.c. Sports Cars : R. A. de Larinaga (Allard) ... 29.10 ..
S/c. 2,000-c.c. " : R. F. McNab-Meredith (Aston Martin) ... 33.64 ..
S/c. Unlimited " : G. Parker (Jaguara) ... 28.46 ..

S.S.C.C. BO'NESS SPEED HILL-CLIMB (Sept. 11th)

S/c. Sports Cars, 501-750 c.c. : H. Wilson (M.G.) ... 47.20 sec.
Non-s/c. Sports Cars, 751-1,100 c.c. : I. H. Napier (Riley) ... 51.39 ..
S/c. Sports Cars, 751-1,100 c.c. : N. Kennedy (Burdmonk) ... 42.91 ..
Non-s/c. Sports Cars, 751-1,100 c.c. : P. S. Hughes (Tojeiro) ... 38.51 ..
Production Cars, 1,101-1,500 c.c. : N. T. Lithgow (H.R.G.) ... 43.41 ..
Non-s/c. Sports Cars, 1,501-2,000 c.c. : R. Fielding (H.W.M.) ... 41.06 ..
Non-s/c. Sports Cars, 2,001-3,000 c.c. : J. F. Gibbon (Rover Special) ... 43.19 ..
Production Cars, 2,001-3,000 c.c. : H. C. Stewart (Austin-Healey) ... 46.63 ..
Non-s/c. Sports Cars, 3,001 c.c. and over : M. Salmon (Jaguar) ... 42.29 ..
Vintage Cars : W. P. S. Melville (Vauxhall) ... 42.86 ..
Production Cars, 3,000 c.c. and over : R. L. Fraser (Jaguar) ... 44.69 ..
Racing Cars up to 500 c.c. : N. Sanderson (Staride) ... 39.67 ..
Racing Cars, 751-1,100 c.c. : A. McGlashan (Cooper) ... 38.94 ..
Racing Cars, 1,101-1,500 c.c. : R. Fielding (Alta) ... 40.81 ..

PETERBOROUGH M.C. MEETING SILVERSTONE (Sept. 11th)

Once again rain came to Silverstone when the Peterborough M.C. meeting took place on Saturday, September 11th; there were frequent heavy showers early in the day but the sun came out later. Members of the Northampton and Dist. C.C. were invited and the events of the day catered for 500-c.c. and sports-car class competitors.

On looking round the paddock before racing started one saw comparatively few signs of much activity, most of the entrants had refrained from removing their gearboxes and back axles five minutes before the start of the racing. Lee's potent-looking Austin Seven, however, was being attended to, the owner frantically "knitting up" the fabric transmission joint with split pins; what kind of stitches he used we know not but the car did perform quite satisfactorily in the races for which it was entered. The first event was the vintage-car five-lap handicap, in which the attractive Type 37 Bugatti, the ex-Malcolm Campbell car owned by J. H. Pratt, came in first, closely followed by McDonald's 4½-litre Bentley.

The following two races were for sports cars. J. W. Whitehouse driving an Austin and Marriot in a Mark V Buckler with Tojeiro-like body came in first and second, respectively, in the first race. The over-1,500-c.c. event went to Lord Ebury at an average speed of 60.15 m.p.h. in his 4½-litre Invicta, followed by Nurse's Empire Special, which is a supercharged 750-c.c. J4 M.G.

In the 500-c.c. 12-lap scratch race, Ivor Bueb in his Mark VIII Cooper put up a very creditable performance and was the ultimate winner. He also did well in what was originally the 10-lap handicap race for Jaguars but which turned into a Formule Libre event because of the dearth of XKs. In this event he had to take rapid evasive action when Baxter's Jaguar, which he had been slipstreaming, braked suddenly; Taylor in a Mark IV Cooper and Blackman in a Jaguar retired, and Tony Crook in a Cooper-Bristol was second following Baxter's victorious Jaguar.

Finally came the MOTOR SPORT Trophy race, which was a five-lap event, entrants for which are drawn from previous qualifying races held throughout the season. The Austins of Harris and Taylor were involved in an exciting duel, and Crook's Cooper-Bristol and Shale's Austin-Healey seemed reluctant to stay on the track at Woodcote, but the same applied to many of the other cars which found this corner slippery due to the rain which began just before the race. J. Venn in a Healey Silverstone was the winner with a time of 8 min. 45 sec. and Taylor's Austin was second, taking 8 min. 50 sec.—I. G.

TAKE A CLEAN SHEET OF PAPER



'IT COULD BE a small works . . .'—in this case the well-known Frazer-Nash factory at Isleworth, with the latest Targa Florio model Frazer-Nash in the foreground—

THE basic idea behind this article is that of trying to decide if there are any cars which Britain might profitably build which at the present time she is not building. To simplify the issue, imagine, dear sir or madam, that a factory suitable for automobile production has been bequeathed to you. As you sit in the director's office you have to decide what sort of cars, or range of models, shall be produced in your new works.

It all depends, of course, on what kind of factory it is that you have come upon. It could be a small works in a suburban or country town, able to cope with a limited production of hand-assembled motor cars (in which case you are sitting light-heartedly in a compact office, the walls of which bear photographs of your cars at successful competition venues), or it could be a vast town-beside-a-town, in which every process required in the mass-production of automobiles can be undertaken and where robot-controlled grabs seize an engine, a door, or a complete back axle, and hustle these components noiselessly through underground passages from the assembly-shops to a finishing-bay so large that you could lose several ballroom dance floors therein (in which case you are no doubt a harassed individual ensconced behind an imposing mahogany desk in a huge board-room, beneath framed Board of Trade regulations).

Take your choice, of course, but, personally, I am going to ask the Genie (who in this age of bulldozers, prefabrication and a diminishing "green-belt," hasn't found it all that hard to grant our request) for something not too large and pretentious, although equipped with the most modern machine-tools and store-rooms, and, if the workers insist, wired for radio.

A small-production motor-car factory could be quite a decent hobby. The managing director can drive one of his own products in competition, discuss his cars frankly with his customers, test every innovation and modification himself, and feel that business is reasonably brisk if as many as half-a-dozen vehicles pile up in the dispatch department. I think H. R. Godfrey, Gordon England, H. F. S. Morgan, the Hurlock brothers and Geoffrey Taylor will know what I mean.

Alas, not many of these small factories have survived the impact of purchase tax on low-production prices and the competition from the big boys of the industry. A.C. at Thames Ditton, H.R.G. at Tolworth and Alvis at Coventry still remain, yet have to augment car production with other work; Allard seems to have virtually forsaken high-performance in favour of a people's tricycle, Frazer-Nash out at Isleworth import other marques; Alta, adjacent to the humming Kingston By-pass, concentrates not on sports cars but on Grand Prix engines; Morgan and Jensen, and Aston Martin and Lagonda under David Brown's backing, alone seem to continue on the old footing, where once hordes of little concerns up and down

the country had small works, like the private house occupied by A.B.C. at Thames Ditton and Unit's series of ex-Army huts at Maidenhead which, if they didn't exactly flourish, certainly existed in a healthy enough fashion.

Is it that all requirements are fulfilled by the existing 29 British manufacturers? Or are there cars which it would be worth while designing and building in our imaginary modern factory?

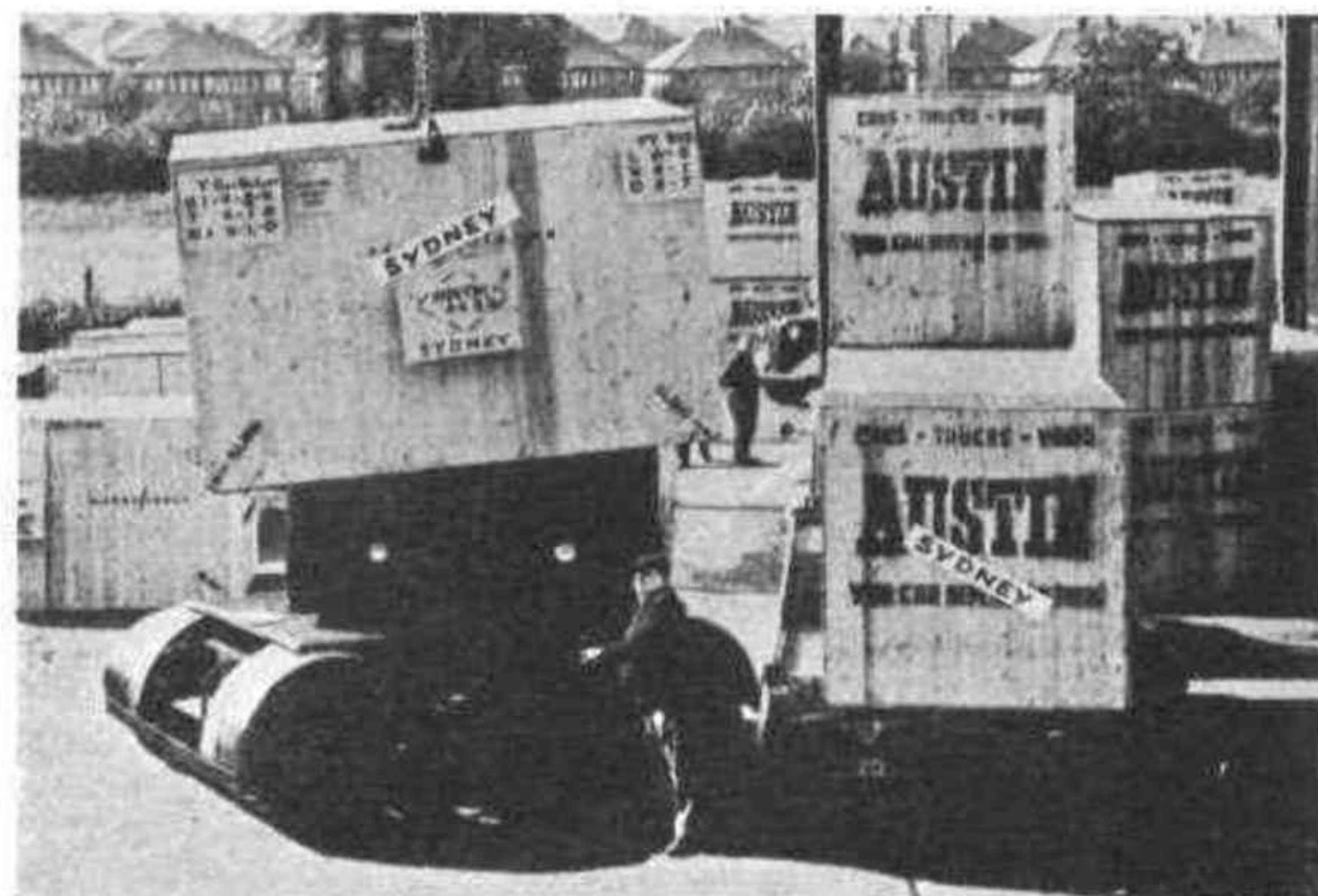
If the Swallow people find it worthwhile to introduce a high-performance sports model when quite a number of sports models in a similar price-class exist already, we can surely take possession of our factory in a reasonably optimistic frame of mind.

The first car we can attempt to design and publicise is a pure economy car, to delight those who wobble and get wet on two wheels, yet find the fuel costs of even the conventional baby car exorbitant.

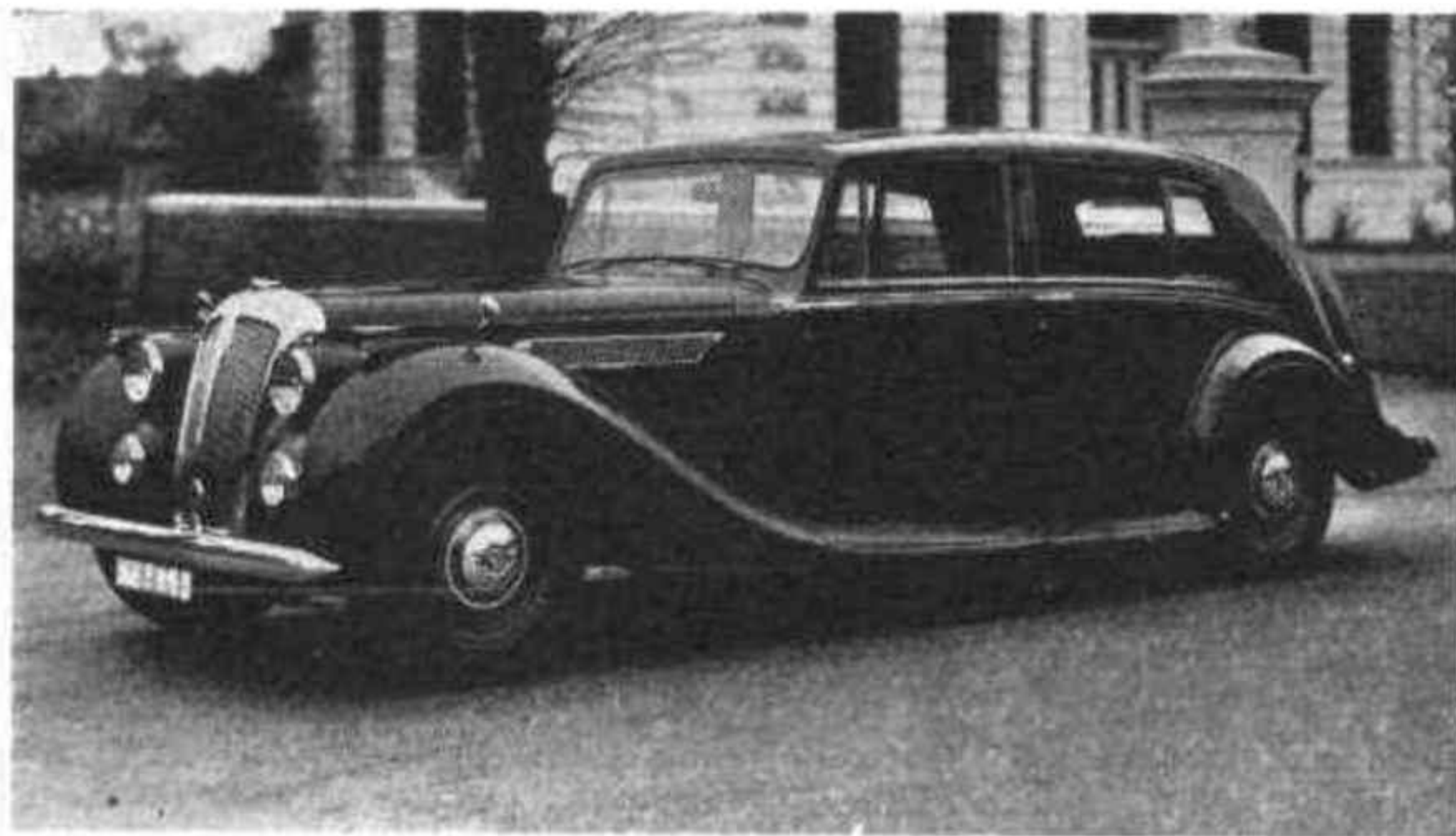
Top Gear recently carried out an interesting comparison between four typical British so-called economy cars, the Austin A30, Morris Minor, Standard Eight and Ford Popular. The accompanying analysis revealed, as they say, that the Standard Eight was the most economical of these cars, doing 46 m.p.g., but it costs more than £481 and I would, therefore, like to have a shot at offering to heavily-taxed motorists a 60-m.p.g., £350 small car.

If, this time last year, anyone had told me that I should enjoy driving a car with full accommodation for four adults and using an air-cooled engine with two cylinders and a capacity of less than 400 c.c., I should have been extremely surprised. Indeed, I took a long time to nerve myself to try this unusual little car. (I feel the same way now in respect of the A.C. Petite and Reliant Regal, both of which, their makers inform me, are now available for test; when I do get round to trying them I shall probably get another big surprise!). Yet the 2 c.v. Citroën is very good indeed. So I visualise a British equivalent, and would almost certainly expect my designer to dispense with cooling water, which, even if our winters seem as mild as our summers are wet, nevertheless freezes with depressing suddenness, usually wrecking the engine next morning. I would not want as many as four cylinders and I should have either a front-mounted engine with f.w.d. or a rear engine with r.w.d., to keep the transmission brief. Citroën and Volkswagen have proved that air-cooling is practical with either layout. I feel that if I could sell a people's car of this kind for £350 inclusive of p.t. I should soon have a Lancia Aurelia in the director's private car-park. For I am sure a market exists for a car which to people with large families and slender incomes would be today what the 7/17 Jowett was thirty years ago. But perhaps by the time this is in print Mr. Ferguson will have closed the door on me.

What then? I should, having occupied the editorial chair of *MOTOR SPORT* for a decade before transferring myself to the directorial chair of my model factory, contemplate production of a real, honest-to-goodness fast, sporting motor car. But, in fact, Aston Martin, Bristol, Frazer-Nash, Lancia, Mercedes-Benz, Ferrari and others do this so well already that it seems best to buy one for personal use while building something more "bread and butter."



—“or it could be a vast town-beside-a-town . . .” like that for which the machinery in these crates is destined, the new B.M.C. factory in Australia, where 1,000 engines a week will issue from a new £750,000 plant at Melbourne.



NO NEED to devote our dream-factory to building luxury cars. The Straight-Eight Daimler Hooper limousine is the world's most dignified motor-car and supplies the demand admirably.

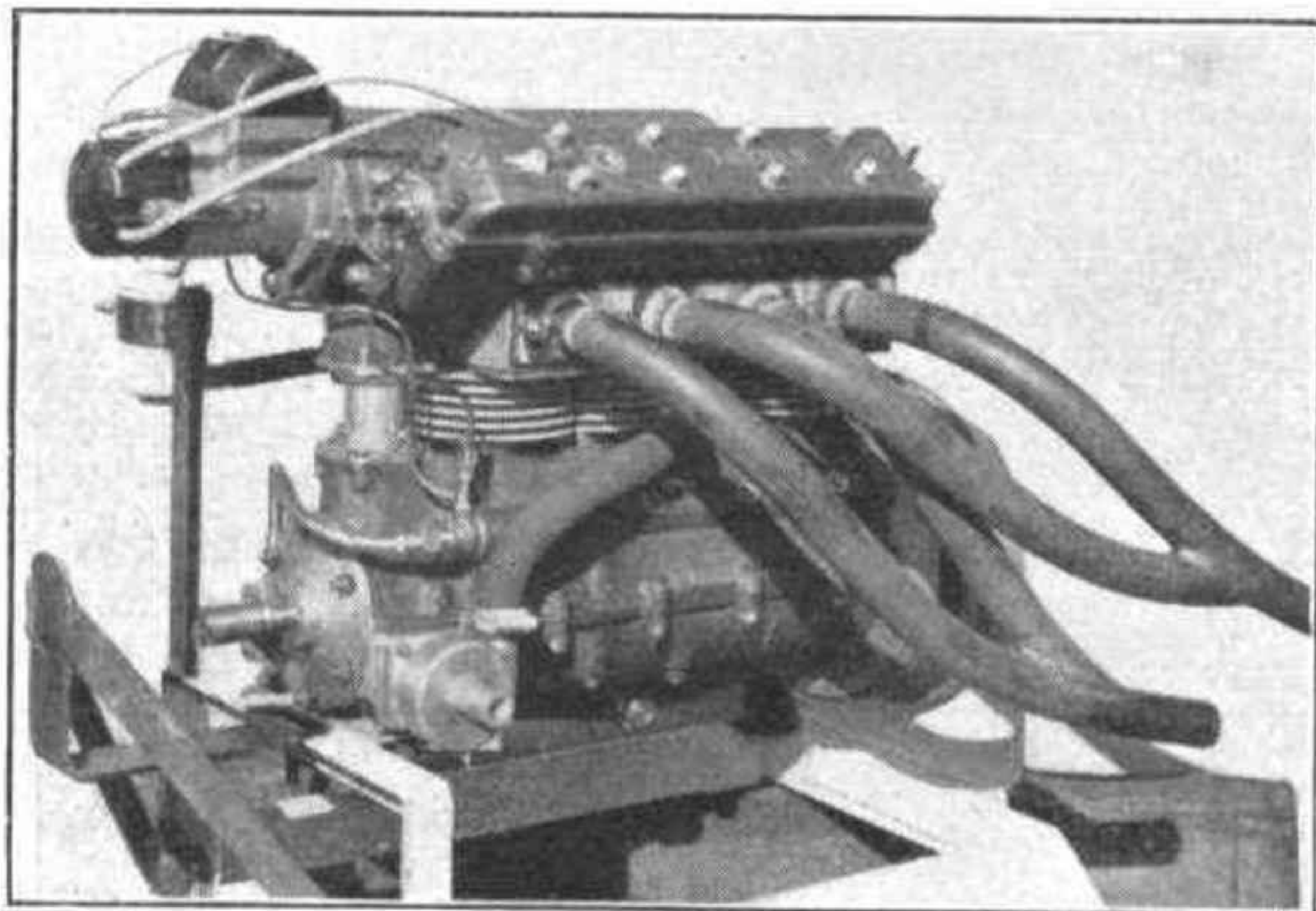
For the same reason, while I sometimes complain that no modern luxury cars radiate the dignity of, say, a Daimler Double Six or 8-litre Bentley of the vintage era, perhaps because they thrust their bold radiators so terribly, prominently far forward, and therefore I might contrive to build in this exclusive class—director's office now the meeting place of royalty, film stars and greyhound breeders. However, on reflection, there is no need—the present-day Daimler straight-eight Hooper limousine is still a dignified British luxury car *par excellence* and worth every penny of its five thousand pounds plus to those who can genuinely enjoy and justify ownership of it.

Where now? To those who read my recent article on the decline of the small British sports car the answer is obvious. We have no sports cars of under 1,100 c.c., whereas on the Continent small high-performance cars are flourishing.

So here would seem an opening for one who has just screwed the top firmly on the magic bottle and cycled to his brand-new factory.

I visualise a basic chassis design, compact, rigid, well sprung and adequately braked, which would accommodate 750-c.c. and 1,100-c.c. engines to choice and which in its larger form would be offered, eventually, in three versions: (1) a good, sound economical sports model, both two- and four-seater, of roughly pre-war M.G. and Singer performance; (2) a sports/racing version in two-seater form hotted up for club competition work; and (3) a very potent model, possibly a two-seater coupé, which would be developed for works entry in races like Le Mans and the Mille Miglia, eventually, but only if successful, to be sold in limited numbers to those qualified to handle it, like Jaguar did with their C-type.

I am no technician, so details of suspension and other matters can be left to readers' choice. I would impress upon my design staff that it is essential to "simplify and add lightness," not only in order to obtain the required performance, allied to low fuel consumption with the Mk. I model, but so that one chassis layout, one size of proprietary brakes and so on would suffice for all three versions.



POWER PLANT PROBLEM.—For the proposed 750-c.c. sports-car proprietary engines would have to be investigated. Above is the four-cylinder twin o.h.c. Turner in 500-c.c. form, which might well be inflatable.

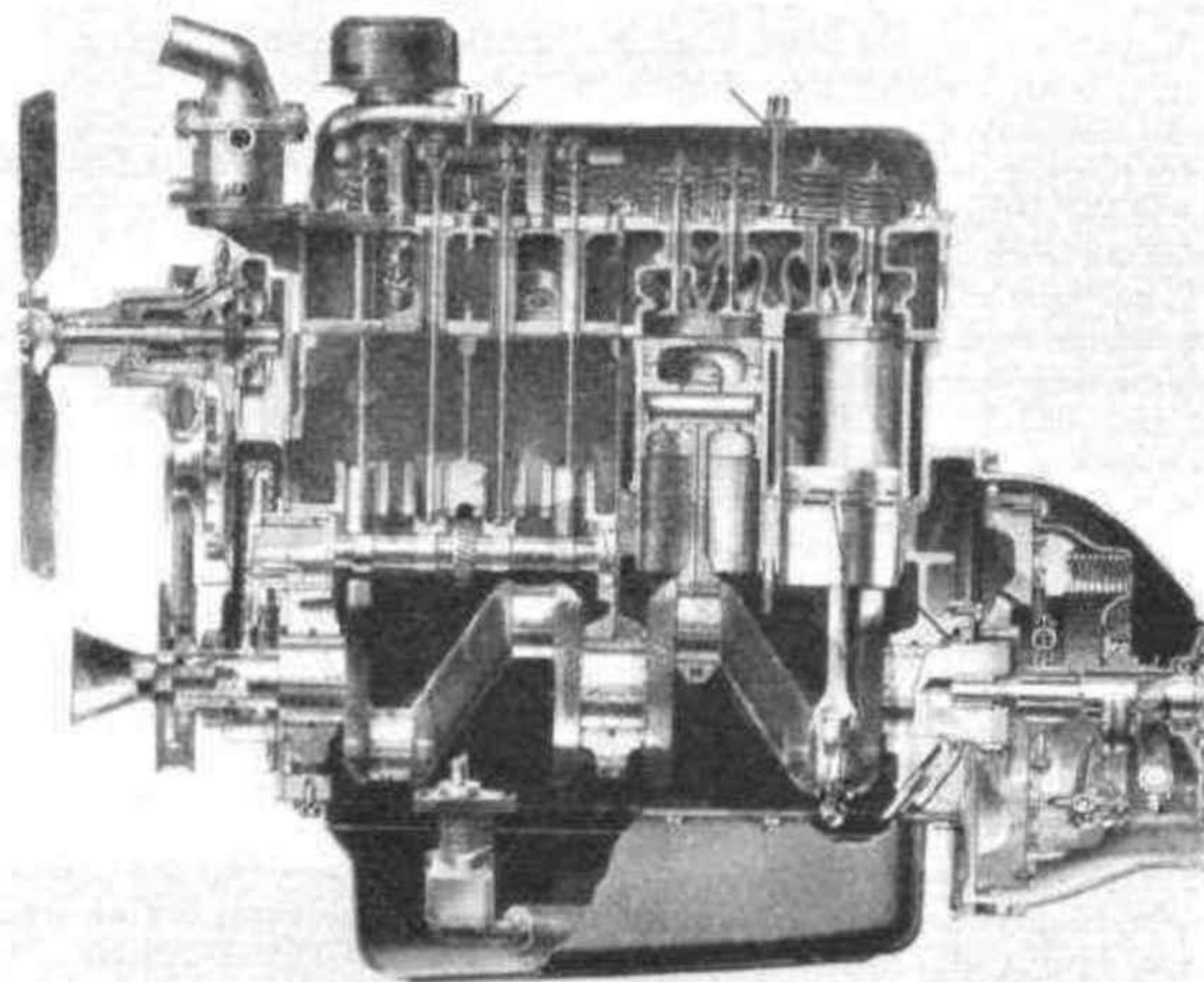


GOOD ENOUGH FOR STIRLING.—This Standard-Eight saloon, now with the new Ten engine, is very highly spoken of by Moss, who uses it for his hurried peregrinations in this country or on the Continent. Why not an open sports version?

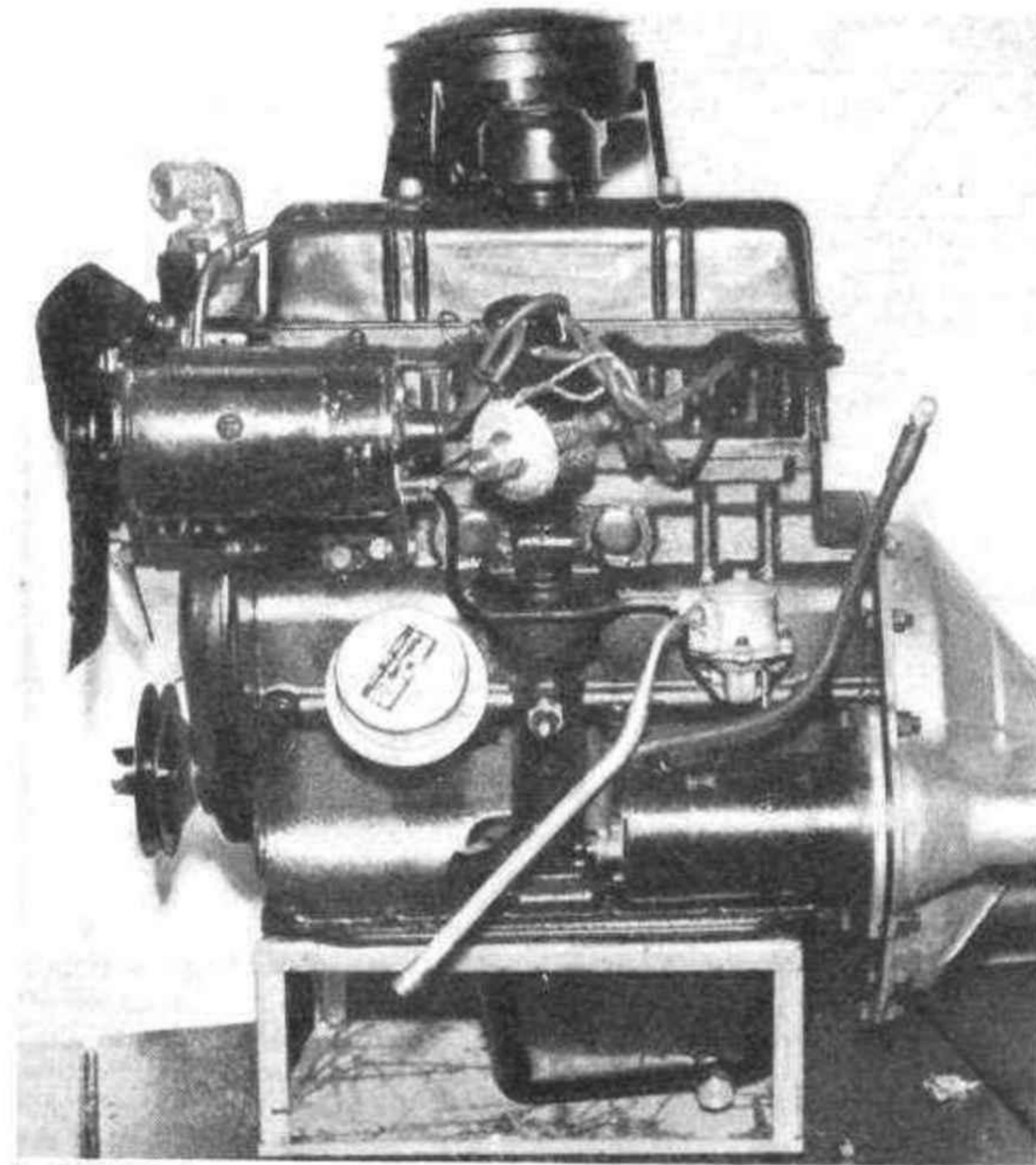
The power unit would be a headache, but I should examine critically the new small power units made by Coventry-Climax, Turner, Kieft, J.A.P. and others. If these proved unsuitable, or in too small supply, I have no doubt that a suitable proprietary engine from one of the big-output factories would prove capable of being developed.

From the service I have had from a perfectly ordinary Standard Vanguard in a Morgan chassis and the way a Standard Eight stands up to Stirling Moss' Continental peregrinations, it seems highly probable that the 803-c.c. o.h.v. Standard engine is what I should use, reduced to 750 c.c., for at least that capacity model—and maybe the new 948-c.c. Standard Ten engine, puffed-up, for the bigger-engined models. But all this is purely journalistic speculation and I am quite willing for technically-qualified readers to shoot me down or applaud, as they see fit. For our first essay in the Mille Miglia we might have to build our own engine if the small-production specialist engine firms had nothing that would do—but I am sure they would have.

The chassis would almost certainly be a space frame of steel tubes, and here I should expect to save not only weight but money. I believe that the comparatively high cost of certain proprietary tubular chassis in which enthusiasts hope to trap an enterprising number of Dagenham-reared horses, is on account, not so much of



100 PERCENT. DEPENDABLE.—The Standard Vanguard engine, developed for use in 100 m.p.h. sports cars like the Triumph TR2, Doretti and Morgan Plus Four, remains a reliable, economical and long-lived power unit, taking its place with other "classic" power units of the past, such as the model-T Ford, or the original Austin Seven, on account of its rugged simplicity.



A POSSIBLE SPORTS-CAR ENGINE? Could not the excellent Standard Eight power unit form the basis of our suggested Mark I 750-c.c. sports car?

the price of steel tube and welders' time, as the "know-how" possessed by the vendor. In this connection I heard an amusing story of how one supplier of such chassis frames found himself in a pretty quandary. Customers would write to ask for drawings of what he had to offer. Now if he supplied these, in sufficient detail to be convincing, said customer would whoop with joy, purchase some job-lot tubing, call in "Bill Blog" the local welder, and make his own sports car from the supplier's drawings. If, on the other hand, the supplier, wise to this understandable procedure, replied that he couldn't supply drawings, the customer, like the Indian with a rope, disappeared, murmuring as he went that he blooming-well wasn't paying that much cash for something he couldn't altogether visualise.

Obviously this *impasse* has sorted itself out, for all manner of young sportsmen are now motoring with one or other of these excellent tubular space-frames as a basis for their 1,172 formula "specials" and sports cars. But I'm sure that, in the absence of drawings, in the early days of 1,172-c.c. racing, some of them must have welded-up on their own to no set pattern, to finish up with a chassis hardly as rigid as that of a Bugatti after the engine has been removed.

In my case I should be paying for the "know-how" in designer's wages and if a very rigid, very light frame didn't result someone would be looking for a job. I think a de Dion back end would be worth introducing from the start, because, after driving the J2 Allard so endowed on wet roads, I am certain it is essential for really fast cars and, while it might be unnecessary on a 750-c.c. or 1,100-c.c. sports car, I think it would probably pay dividends on our 1,100-c.c. sports/racing Mk. III coupé. (Certainly if you go up to 2 litres or over of highly-tuned competition car the de Dion back end is essential and I am glad to see the Lister-Bristol has this form of axle—anyone who has seen Scott-Brown engaging a certain expensive Italian sports model in English club races must have a profound respect for this very fast new "composer" from Cambridge.)

If this "gamble" came off Britain would no longer be bereft of fast 750-c.c. and 1,100-c.c. sports cars and it might eventually be possible to develop the 1,100-c.c. model as a compact high-performance saloon to compete with the Fiat 1,100 TV, Lancia Appia, and the new small Alfa. The bodies would be panelled in aluminium or perhaps be of glass-fibre; but not of plywood or canvas, which I shall reserve for my Early Morning Special.



PUBLICITY!—"Certainly, it would be necessary to advertise . . ." but not perhaps to the extent adopted by this competitor in the recent Redex trial.

Certainly, it would be necessary to advertise such a range of specialised cars by entering them for competition events and encouraging private owners to do likewise. That should be enjoyable—and surely a better car results if there is a crash-hat in the designer's office? Inevitably special parts would have to be evolved for converting a Mk. I to a Mk. II and a Mk. II to a Mk. III, *a la* Meccano, and I think it might be worth while to display these at the factory on a "help-yourself" counter, so that visiting enthusiasts could see what was available, help themselves, at all events to the less-weighty parts (in itself a challenge to the design department to "add lightness"), and pay as they go out, at a desk presided over by a charming young lady—just as the blonde at the shop adjacent to the Brooklands Flying School used to aid the sale of helmets and leather coats! I think, too, that a regular publication to keep owners in touch with modifications and servicing data is absolutely vital and I would copy unashamedly the Triumph Company, who have formed a TR2 Owners' Association.

If my shareholders (presuming the magic bottle to be capable of conjuring up some of these very necessary participants) objected that the sports-car market is limited I admit I should be well and truly at a loss.

There is, perhaps, nothing British to compare with the Lancia Aurelia, Alfa-Romeo 1900C, Ferrari 212 and suchlike covetable motor cars, unless it be the Bristol 404. Jensen has exactly the right appearance in the 541, but contrives to use a 4-litre engine. Without denying the pleasure of driving behind a large, high-g geared engine of vintage type or the exhilaration of smooth acceleration up to 100 m.p.h. and more made available, for instance, in the Jaguar XK120, I do not think that there is much future, outside America, for cars with engines of over 3 litres. Even bulk of bodywork is undesirable due to traffic congestion in European towns, and the high price of fuel both at home and on the Continent will, I think, soon preclude widespread use of cars of over 3,000 c.c. I know someone who has had every satisfaction from a Type 300 Mercedes-Benz but who now seeks a smaller car, solely because the English trunk routes he uses habitually are too crowded to give a big car its head.

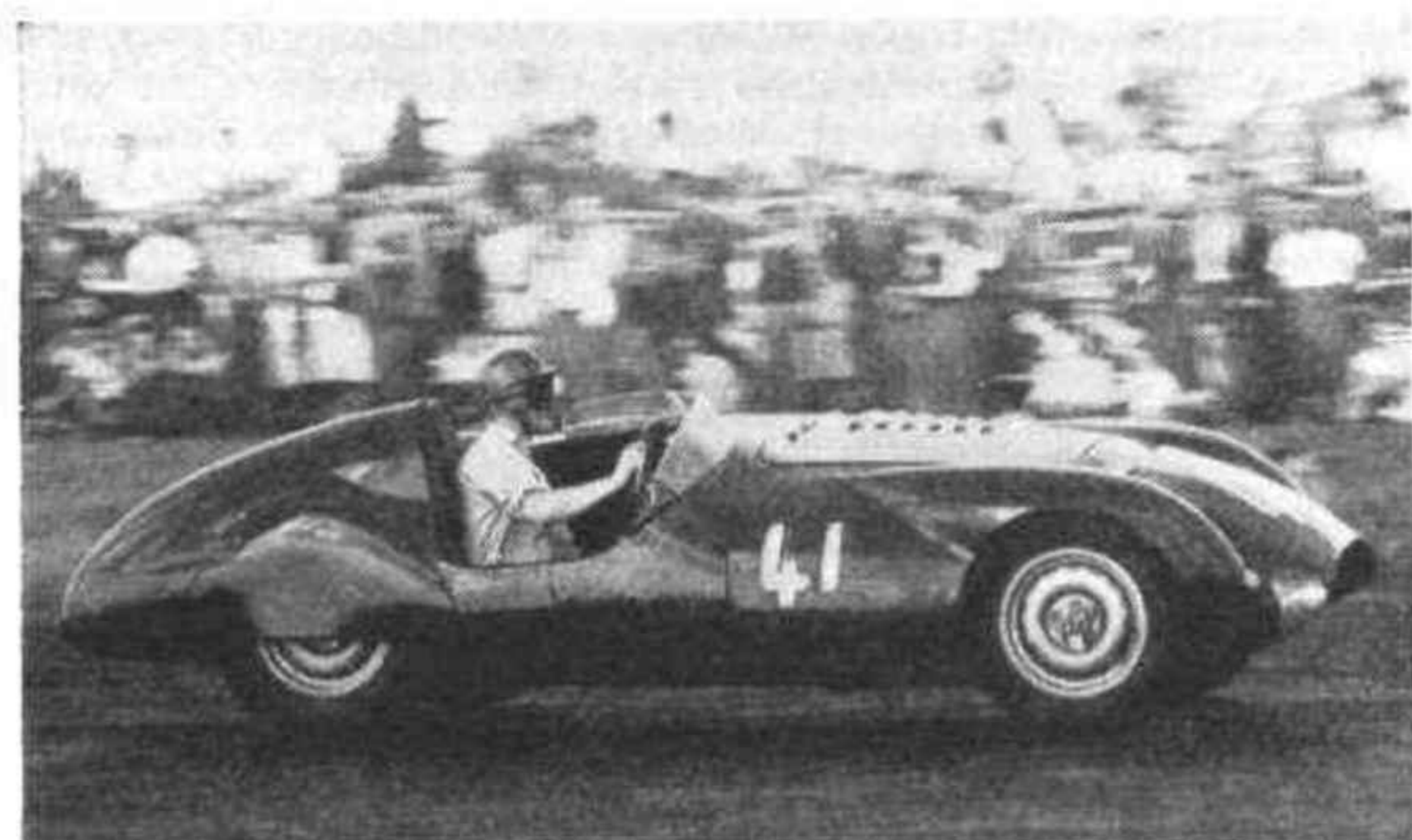


THE RESTRICTED MARKET for the very fast closed car of moderate engine size and impeccable handling qualities is largely the preserve of Continental manufacturers, as this example of one of the latest Alfa-Romeo 1,900C Sprint models emphasises.

THE MODERN TREND IN SPORTS/RACING CARS



The Lister-Bristol, with frame of single tubes and a de Dion back-end, goes remarkably well in the hands of W. A. Scott-Brown, using a "normal" Bristol engine.



Peter Whitehead is getting excellent results from his 3½-litre C-type Jaguar-engined tubular-chassis Cooper.

I have said before how sane I consider the Bristol engineers not to inflate the engine of their beautiful 403 and 404 cars above 2 litres. I might contemplate putting my gift-factory on to making a sort of 2-litre version of the Jensen 541, but only momentarily after a good dinner, because I consider this is a very restricted market of which Bristol, Ferrari, Lancia and Alfa-Romeo have command.

There is, however, one gap I might seek to fill. My Morgan Plus Four, having put up with me for three years, and I are due to part—I cannot tolerate much longer a car which relies on bits of strip steel to prevent impossible front-wheel shimmy. [Perhaps I expect too much! I have been told that in the days of long ago, when Morgan made three-wheelers, another cyclecar manufacturer felt rather worried because his track-rod ends terminated in simple yoke ends and cotter pins; after a visit to the Morgan firm (this would be prior to the Kaiser War) he felt decidedly better, because he perceived that his rivals merely bent over the ends of their track-rods, retaining them in place on the steering arms with split-pins. Certainly they have always "simplicated" in a big way at Morgans in search of lightness but the latest Plus Four, as a genuine 100-m.p.h. car costing only just over £800, is some achievement.]

Anyway, the Plus Four is due to depart and I shall miss very much its excellent acceleration. Prudence and a family suggest a saloon, yet, unless one contemplates a capacity of around 3½ litres, acceleration of the Morgan variety just isn't generally available, as the following table attempts to explain:—



Mike Hawthorn is looking for a Redwing Riley, condition immaterial, providing no structural modifications. Please contact him, c/o T.T. Garage, Farnham 5363.

ACCELERATION TABLE

	SPORTS CARS			SALOON CARS			
	Seconds			Seconds			
	0-50	0-60	0-70	0-50	0-60	0-70	
Austin-Healey 100	8.5	11.2	15.8	Standard Vanguard...	13.6	19.9	29.6
Triumph TR2 ...	8.2	12.0	15.8	Singer SM1500 ...	14.9	23.5	39.3
Allard Palm Beach	10.9	16.9	23.0	Ford Consul ...	17.4	28.0	52.1
Morgan Plus Four	9.0	13.3	17.5	Fiat 1,100 ...	16.4	26.4	43.7
				Vauxhall Velox ...	13.6	20.4	30.6
Average:-	9.1	13.3	18.0	Volkswagen ...	20.5	47.6	—
				D.K.W. Sonderklasse	17.3	28.0	—
				Hillman Minx ...	21.4	35.0	—
				Ford Zodiac ...	13.5	20.4	29.7
				Simeca Aronde ...	16.7	27.3	—
				Jowett Javelin ...	13.9	20.9	30.3
				Renault Fregate ...	16.3	26.9	44.3
				Average:-	14.6	27.1	27.4

This is a rough comparison of sports versus saloon cars in something like the same price classes, although engine size does not favour the closed models.

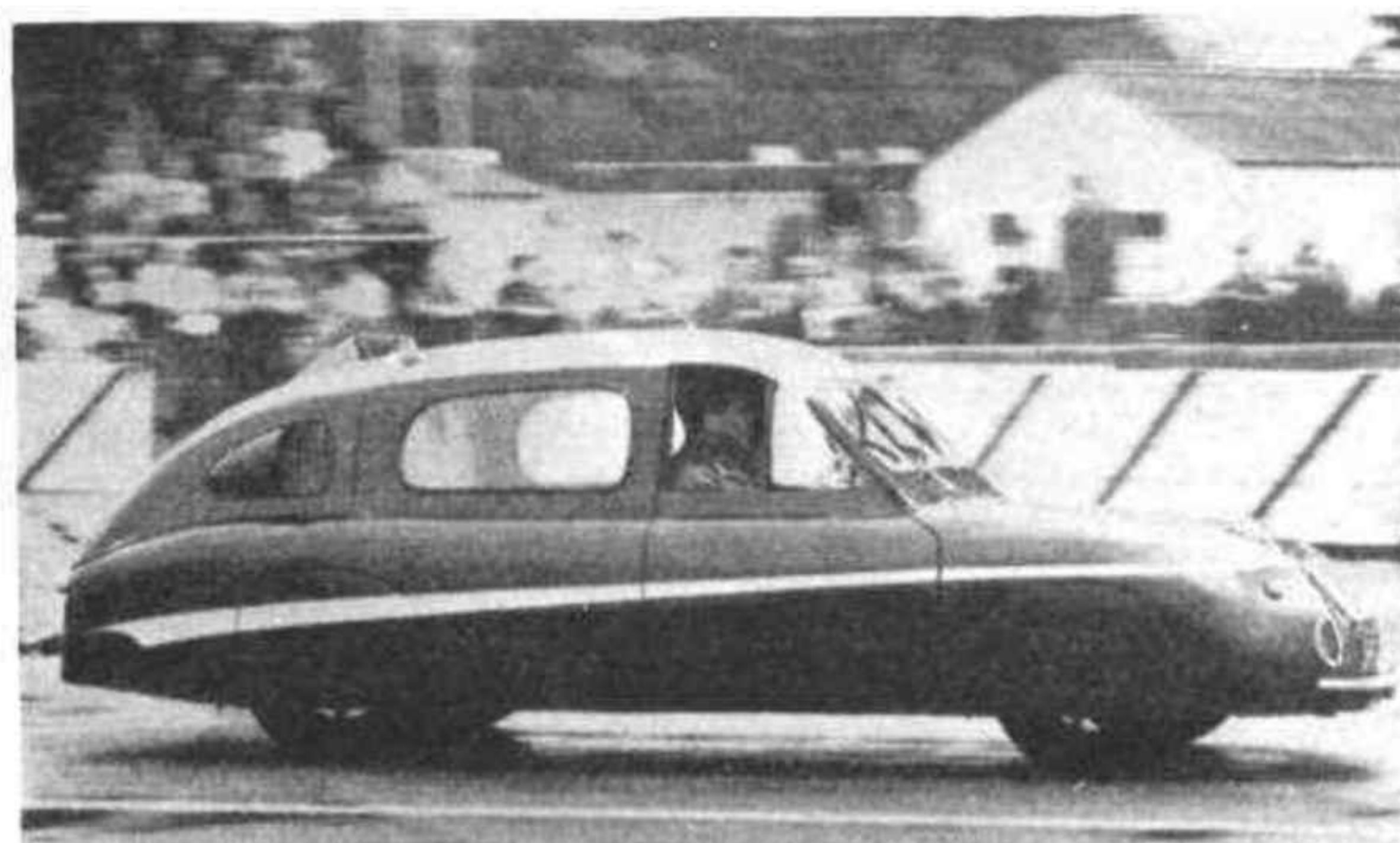
Until one is wafted across the Channel by Silver City or Townshend the maximum speed of the modern sports car is less enjoyable than its very ready response to the accelerator in top and indirect gears.

Whether the technical difficulties are too great I do not know, but I feel that many enthusiasts would welcome a saloon able to accelerate nearly as well as a sports car. A 2-litre engine would be required, weight might have to be drastically reduced at the expense of rear-compartment interior-trim, etc., and the brakes would need to be able to cope with the available performance. It would, however, be permissible, I think, to use comparatively low indirect gear ratios, because a maximum speed of much over 70 m.p.h. would not be required.

It may be argued that Bristol already provide almost this sort of car, but a Type 403 costs nearly £3,000, whereas I had a figure of less than a third of this sum in mind. Souped Zephyrs, you say? But even these do not seem to give quite the required acceleration (the three-speed gearbox perhaps hampering them) or, if they do, they are apt to run out of brakes. In any case, I am not a subscriber to the "hotted-up mass-production model" school of thought, preferring to buy all my performance from one concern.

The foregoing ideas are the result of a day-dream, so if those more knowledgeable and erudite than I am dismiss them as wishful thinking, no harm will result.

I do hope, however, when in less than three weeks' time we go to the 1954 Earls Court Motor Exhibition, that we shall find manufacturers offering new models some of which fill the gaps I have outlined, and not merely attempting to compete one with the other in the matter of new radiator grilles, revised colour schemes extra ash-trays and the like.—W. B.



QUIZ OR SOLUTION? This queer little saloon appeared recently at Goodwood and displayed seemingly excellent acceleration. It could form a basis of the medium-capacity, not-too-expensive "accelerative saloon" referred to in the foregoing article.

TOUR DE FRANCE — NICE-TO-NICE

IN the world of pedal-cycle racing the Tour of France is recognised as the world's greatest event and all other forms of long-distance racing are reckoned to be mere practice runs in preparation for the big event. If the Automobile Club de Nice continue to organise the Tour of France for cars as they have done over the past four years, then it is quite likely that the event will be placed as high in the rally world as its namesake is in the pedal world. This year the Tour of France, the fourth in the series, covered a complete circuit of France, starting and finishing at Nice and the journey of over 6,000 kilometres was covered in three stages and included in the itinerary were nine special tests covering a wide range of types, so that not only were the competitors tested for all phases of competition motoring, as were the cars, but the tests showed no partiality to any particular type of car. This was more than borne out by the result in Group A in which a Renault 4cv and an Alfa-Romeo 1,900 T.I. finished only 2 points apart in a total of over 5,000 lost throughout the rally. Some of this equality was made up by a handicap formula on capacity, and there again the system would appear to have been first rate.

Starting from Nice, on September 3rd at even intervals, the 124 starters drove along the south of France to the foothills of the Pyrenees where a hill-climb was held at Peyresourde, not far from Pau. Here the cars were timed over a climb of 4.5 kilometres of winding hill and the small cars had a slight advantage, fastest time being made by the Gordini team driver J. Pollet with the 2.5-litre car he used at Le Mans and Reims this season. Sharing the driving and navigating of the rally with him was M. Gauthier and from this first test they set the pace of the rally. A regular habitué of the Tour of France was J. Peron, accompanied by R. Bertramnier, in the former's 1,500-c.c. Osca, while third was a factory Le Mans type open Porsche, with four overhead camshaft engine, shared by C. Storez, a French amateur and H. Linge, a Porsche tester. The whole entry was divided into three groups, A being for touring cars and special series touring cars, B for series sports cars and Gran Turismo cars and C for sports cars, or virtually free-for-all types. With eight tests during the rally, all of which were of a performance nature, it was obvious that the outright winner would be found among Group C. In addition to the three mentioned there were three Mondial Ferraris, a 3-litre Gordini, the Le Mans car, 1,350-c.c. and 1,500-c.c. Oscas, another open four-cam Porsche and a factory coupé Porsche. In Group B were the usual rally-type Gran Turismo cars, such as Alfa-Romeo Sprints, Lancia Aurelias, Porsche supers and various Panhards and Simcas, while in the series sports cars part of this group were Austin-Healeys, a Triumph TR2, and an A6G Maserati, having just scraped in on the numbers produced, though it seemed a little unfair that Oscas had to compete in the unrestricted sports class. As in all rally events there were numerous winners, there being a large variety of classifications. In addition to the general classification and the three recognised groups, there was a ladies' class, a special prize for the standard touring part of Group A, and a team event for nominated groups of three cars.

Continuing straight on from the base of the Pyrenees the route went up the east coast of France and then inland to Le Mans where the second test was held on the Sarthe circuit. Here a timed test was held over 160 kilometres round the Le Mans 24-hour circuit and once again Pollet/Gauthier made fastest time in 57 min. 13.7 sec., but now the 3-litre Gordini, driven by A. Guelfi and J. Quinlin, got into its stride and was second in the general classification only 7 sec. behind the smaller Gordini. Some way behind, in third place, came Peron's little Osca. The road sections were not proving very difficult for experienced drivers and good cars, so that these performance tests, of both car and driver, were producing the general results. Naturally the competition in the other groups was very strong, though they could not hope to approach Group C for the outright lead. Arriving at Brest in the north-west corner of France, a slight rest was allowed and next day those still in the running set off for Nancy, on the eastern edge of France. Already 37 of the starters had dropped out, either with mechanical trouble, or disqualification, due to an infringement of rules, or to loss of time. At the stop in Brest the cars had to be left in an open park, no work being permitted on them during this time, and before starting for Nancy an acceleration test over 500 metres was held, from a standing start to a finish astride a line at the other end of the measured distance. The northern coast of France was now followed right along to Dunkerque, where the course turned south to Roubaix,

and here a straightforward acceleration test with a flying finish was held over 500 metres. In the Brest event Guelfi in the 3-litre Gordini and Linge in the Le Mans Porsche tied with 15.4 sec., while next came Pollet with 16.1 sec. followed by the ever-present Peron with 16.3 sec. The two Gordinis were now trying hard and it looked as though they were forcing each other rather unnecessarily, but they had little choice for the 1½-litre Osca and Porsche were always at their heels. Pollet was still leading on overall classification, with Guelfi second, but Peron and Linge were close behind. At Roubaix the very fast little Osca was easily first, with 17.4 sec., while the big Gordini was next with 18 sec. and the Porsche was only 0.2 sec. slower. Until now the weather had been remarkably kind, though the eastern side of France turned rather dull, it managed not to rain while the competitors drove from Roubaix through Paris and back to Reims. In the Champagne district another speed test was held, this time over five laps of the 8.301 kilometre Grand Prix circuit of Reims-Geux and here the 3-litre Gordini was in its element, Guelfi making fastest time in 14 min. 27.5 sec. Both the Gordini drivers had a slight advantage here as they were conversant with the circuit, Pollet being 2.4 sec. slower than his team-mate, but still the little Osca was hounding them, Peron being third fastest. Arriving at Nancy on September 8th a short hill-climb of 2.8 kilometres, through innumerable hairpins, had to be tackled before the cars were put in the locked park for the second rest period of the rally. The Porsche now repeated the attack on the two Gordinis and the result of the hill-climb showed Linge in between the 2.5 and the 3-litre Gordinis, only 0.1 slower than Pollet. In all these tests the fastest time, either for general category or group classification, counted as basic time and a prescribed number of points were lost for every second and fifth of a second slower than the basic time that competitors recorded. At the Montet-Brabois hill-climb at Nancy, every second slower than the fastest time lost 3 points and every fifth of a second lost 0.60 points. Naturally, in addition, points could be lost for lateness at the various control points on route, while in the Groups A, B and C the handicap formula for cylinder capacity was calculated.

On September 9th competitors restarted on the final stage, from Nancy to Nice, via the Vosges mountains and the Maritime Alps, but before beginning this stage a flying kilometre had to be covered. The amazing little Osca of Peron/Bertramnier set the time with 28.2 sec., a speed of over 190 k.p.h. (approximately 118 m.p.h.) which was 0.2 sec. faster than Pollet with the 2.5-litre Gordini and one whole second faster than the works Porsche. Guelfi, however, by equalling Peron's time on his run, saved the Gordini day. With only 1,439 kilometres to cover to the final check point at Nice those remaining set off, the two Gordinis being first and second on general classification, in the order Pollet, Guelfi, with 3 points between them, followed by the hard trying Peron, over 100 points behind but still close enough to be a worry. On this last stage, with time schedules to keep and mountain passes to be tackled, there were no further special tests until the finish was reached. It was on this final stage, during the comparatively easy part, that Guelfi's navigator made



ANOTHER STEP FORWARD.—The new 300SLR sports Mercedes-Benz was recently on test at Monza, where it proved to be very fast. The similarity to the streamlined single-seater Grand Prix car will be evident, while the wheels and inboard brakes, as well as the exhaust system, bear definite family relationships to the Grand Prix car. A description of this eight-cylinder sports car appears on page 580.

a miscalculation and they became hopelessly lost, getting 180 kilometres off course during the night before realising their mistake, it then being too late to regain the course and get to the next control before it closed, with the result that the 3-litre Gordini had to abandon the rally. This left Pollet in a very strong position and when the remaining competitors arrived at Nice they had to tackle a climb of La Turbie, the famous 6.3-kilometre mountain road that runs from the outskirts of Nice to the top of the Grande Corniche. This was immediately after crossing the Maritime Alps so that neither driver nor car had much respite. Once more it was Pollet who excelled and he was easily fastest, with 3 min. 53 sec., followed by Linge with 3 min. 56 sec., again each second counting for a loss of 3 points. Although Peron was third, his time was considerably slower than he was normally capable of and this slow climb lost him his chance of winning his group on handicap as well as leaving Pollet an almost certain winner. The last of the 54 survivors clocked in at Nice on the afternoon of Friday, September 10th and the following day was one of rest, though the cars had to remain in the open under the eyes of the club officials, no work being allowed while they were in the "Parc Ferme."

On Sunday the final test was held and this consisted of 47 laps of a circuit in the town of Nice. The lap measured 2.14 kilometres and consisted of a dash down one side of the promenade, round a hairpin and up the return side of the front and then a short wiggly section through the town. In Group A there were 28 competitors left and these were run in two separate races, over the 47 laps, of 100 kilometres. In this group there had been a severe battle between Martignoni/Rabazzana (Alfa-Romeo T.I.) and Redele/Pons with a competition Renault 4cv. These two were in the second half of Group A but unfortunately the Renault refused to start when the flag fell, the starter contact having given out. Martignoni leapt away and cornering his Alfa-Romeo on the rims he built up a good lead. The little Renault, driven here by Pons, was made to start by tearing the starter switch out by the roots and winding the wires together and it set off 34 sec. to the bad. Martignoni was out to make sure of his lead in the group, for he pressed on relentlessly, but the faster he went the faster everyone else had to go in order not to lose too many points, for in these 100-kilometre races every second behind the fastest man at the end lost 0.25 points. Pons drove the little Renault superbly and managed to get by a number of much bigger cars, for some laps keeping company with a 3-litre Citroën, which only kept up by a little extra speed on the straight, the Renault having better acceleration and being driven nearer the limit, until it got away from the larger car. There were three T.I. Alfa-Romeos running and they all gave a remarkable demonstration of the ability of a modern family saloon to be thrown about from right-hand bends to left-hand bends, while the Dyna 54 Panhards were remarkably steady while being driven fast. Bearing in mind that all the competitors had covered more than 6,000 kilometres as well as competing in all the tests, this final one was remarkable for the way everyone was cornering on the limit of adhesion for the whole 100 kilometres. During his efforts to make up for the bad start Pons lost the Renault on one corner and he became tangled up in the straw bales; he managed to get back onto the road again and finish the race, but had lost 30 sec. and when the final result was worked out Martignoni had beaten the little Renault by 2 points, so that the straw-bale incident cost the French team a victory.

Group B had a race on their own and this proved to be the event of the day. The A6G Maserati of Estager/Proto had been driven carefully and sensibly throughout the rally, with no attempt made to challenge the outright leaders, but a keen eye kept on a class win, so that the Maserati did not have to be strained at all. At the beginning of the final test the issue lay between Estager and Gendebien, the Belgian driver of a Sprint Alfa-Romeo coupé fitted with the enlarged Super Sprint engine. Providing Estager finished at least second and had Gendebien in sight at the end he could not be beaten in the overall group classification. The Belgian driver had slightly different ideas, however, and he decided that he would do his utmost to get away from the Maserati or at any rate make the Frenchman's job of keeping up a difficult one. Handling the coupé Alfa-Romeo in the most fantastic manner, Gendebien drove at a seemingly impossible pace for the whole 47 laps, his cornering through the wiggly section in the town being a series of uncontrollable slides that he somehow managed to make coincide with the corners. All the time the Maserati followed at a discreet distance, keeping the Alfa-Romeo in view, though at times the Belgian driver did some incredible overtaking while lapping slower cars and then managed to get quite a big lead, but the Maserati soon made up the loss by superior speed along the straight. Gendebien finished the race still in the lead, but not far enough to beat the Maserati in the group classification.

The last race of the day was for Group C and was also to decide the outright winner of the whole Tour de France; once again it was a question of calculation, for providing Pollet kept in front he could not be beaten as winner of the Tour de France, but if he was going to win the group after the handicap had been taken into account he had to make up a considerable distance on the Osca and Porsche, both of which were 1 litre smaller in engine size. Driving a nicely judged race Pollet beat the two smaller cars without risking his outright win, though he could not make up enough time to win the group. Peron and Linge engaged in a very hard duel throughout the race, finishing only a few feet apart, the German tester showing a very good ability at handling the open Porsche. In this group were the two main contestants for the Ladies' Cup, they being Gilberte Thirion with a works Porsche coupé, with normal engine, and Anne Bousquet with a production open two-seater Porsche 550, with the four-camshaft engine. After Mme. Bousquet had spun the open Porsche on one of the corners, the Belgian girl went ahead unchallenged in the coupé and won the Ladies' Cup as well as finishing fifth in the group.

The IV Tour de France ended in a superb victory for Pollet and Gauthier with the 2.5-litre Gordini, the car having given an excellent demonstration of performance and reliability, while second came the Porsche of Storez/Linge, followed by the Osca of Peron/Bertramnier, three widely differing types of sports cars which tended to prove that the Tour de France does not favour one particular type of machine. Apart from finishing in the first three places the teams in question deserve every credit for covering the full distance in sports cars of the stark type in which comfort has little place, performance being the keynote.

TOUR DE FRANCE—6,041 Kilometres—Nine Special Tests.

General Classification			
1st :	J. Pollet/M. Gauthier (Gordini 2.5-litre)	...	4,675.98 points
2nd :	C. Storez/H. Linge (Porsche 1.5-litre)	...	4,842.876 "
3rd :	J. Peron/R. Bertramnier (Osca 1.5-litre)	...	4,864.278 "
4th :	J. Armengaud/R. Chaix (Osca 1.5-litre)	...	5,356.913 "
5th :	Mmes. Thirion/Polensky (Porsche 1.5-litre)	...	5,405.083 "
6th :	J. Estager/J. Proto (Maserati 2-litre)	...	5,441.090 "
Group A : Standard Touring and Special Touring			
1st :	B. Martignoni/T. Rabazzana (Alfa-Romeo 1,900)		
2nd :	J. Redele/L. Pons (Renault 1,063)		
3rd :	J. Jauson/P. Bourgat (Alfa-Romeo 1,900)		
Group B : Series Sports cars and Gran Turismo cars			
1st :	J. Estager/J. Proto (Maserati 2-litre)		
2nd :	O. Gendebien/P. Stasse (Alfa-Romeo Sprint)		
3rd :	A. Gacon/H. Arcan (Porsche 1,500)		
Group C : International Sports cars			
1st :	C. Storez/H. Linge (Porsche 1.5-litre)		
2nd :	J. Peron/R. Bertramnier (Osca 1.5-litre)		
3rd :	J. Pollet/M. Gauthier (Gordini 2.5-litre)		
Ladies' Cup :			
1st :	Mlle. G. Thirion/Mme. I. Polensky (Porsche 1.5-litre)		
2nd :	Mme. A. Bousquet/Mlle. M. Beaulieu (Porsche 1.5-litre)		
3rd :	Mme. M. Honore/Mme. M. Pochon (Alfa-Romeo 1,900)		

NOTE : General classification is on straight results on points lost ; group classification calculated on Formula handicap for engine capacity.

THE CIRCUIT OF CADOURS—Formula I (Sept. 12th)

An end-of-season lull saw a comparatively small entry competing at Cadours, in south-west France, not far from Toulouse, and the result was that the Gordini team had little real opposition, and certainly there were no drivers in the same class as Jean Behra. As in previous years the event was run in the form of two heats and a final, and though Rosier and Schell competed with their Maseratis neither of them could approach Pilette and Behra on the leading Gordinis, though Wacker on the third Gordini could not keep up.

There were two English competitors, Whiteaway with his 2½-litre H.W.M. and Young with a Connaught, but both were put out by mechanical trouble. In the final, over a distance of 120 kilometres, Behra had little difficulty in winning, followed by Pilette, the two Gordinis being in full command, ahead of Rosier's Maserati. Almost immediately after this victory for Gordini, a rare occurrence these days, Behra announced that he would be driving officially for Maserati next year, which caused much anguish and despair in French circles, for Behra has been the only hope for Gordini during the past season, just as last year Trintignant held the same role. Gordini himself was naturally very upset by this decision, the second in two seasons, each time his number one driver going to an Italian firm. Anyone who has seen a Gordini driver trying to keep up with his rivals will be certain to sympathise with the driver's decision to accept a position in a team of cars with more capabilities.

Final Over 30 Laps—120 Kilometres

Results :			
1st :	J. Behra (Gordini)	58 min. 49.8 sec.	122.876 k.p.h.
2nd :	A. Pilette (Gordini)	59 min. 38.0 sec.	
3rd :	L. Rosier (Maserati)	1 hr. 00 min. 09.0 sec.	
4th :	F. Wacker (Gordini)	1 lap behind.	
Fastest lap : A. Pilette (Gordini) in 1 min. 56 sec.—125.718 k.p.h.			

THE CASTLE COMBE NATIONAL RACE MEETING

Bob Gerard's Cooper-Bristol Beats Flockhart (B.R.M.) at Pleasant Meeting

on August 28th. Two Class Records Fall.

AT the risk of being accused of repetition, I will say that the Bristol M.C. & L.C.C. race meetings at Castle Combe circuit, adjacent to the picturesque Wiltshire village of Castle Combe, near Chippenham, are run effectively, yet with a minimum of "red tape." So it was on August 28th. The racing was good, the commentary sensible, the entries of good quality, the races run-off with commendable continuity, and even the weather was on its best behaviour. The F.III and 1½-litre sports-car lap records were broken during the meeting, new star J. Russell improving on Stirling Moss' F.III speed by no less than 1.82 m.p.h., leaving it at 83.01 m.p.h., with his smart Cooper-Norton, while Colin Chapman's tail-finned Lotus-M.G. put 3.25 m.p.h. on Gammon's old Lotus lap record, the new figure being 81.18 m.p.h.

B.R.M. entered Ron Flockhart for the 27.6-mile Formule Libre race in a Mark II car, but he was convincingly beaten by irrepressible Bob Gerard, who has never driven better and who, although his Cooper-Bristol won by only $\frac{1}{8}$ of a second due to the B.R.M.'s acceleration up the straight, was more than a match for Mr. Owen's vehicle under braking and through the corners. We were disappointed not to see Mr. Vandervell's Thinwall Special Ferrari competing—his mechanics were too busy preparing the Vanwall Special for Monza—but Gerard, in his comparatively mild, unblown 2-litre car, in which he experienced a narrow escape in the F.I race when the steering failed, cheerfully took on the Bourne projectile and carried the day.

A very well-staged demonstration by the three green Le Mans Bristol coupes took place during the afternoon, but Raymond Mays failed to give his scheduled demonstration run prior to the E.R.A. Anniversary Trophy Race, which was a farce, with but two contestants. A club meeting will be held at Castle Combe on October 2nd; West Country enthusiasts are advised not to miss it. And, for "foreigners," the run down A4 from London is very enjoyable and in direct contrast to traffic-infested A30.—W. B.

10-Lap Scratch Race. 500-c.c. Racing Cars.

Don Parker was back in winning form, leading from lap two onwards in his Kieft-Norton. Russell chased hard, but his Cooper went momentarily into the rough at Old Paddock Bend on lap five and vanished completely on lap seven, but not before establishing a new class lap record of 83.01 m.p.h. Fenning's Staride had a warm duel with Leston's Cooper, just beating the latter into second place, Gerard a steady fourth. D. Taylor's Staride lost a back wheel at Old Paddock Bend when the hub brazing gave way, the car spinning to a standstill and the wheel hitting a spectator's Morris and pushing the driver's door onto the steering column.

1st :	D. Parker (Kieft-Norton)	...	13 min. 54.6 sec.	...	79.32 m.p.h.
2nd :	E. Fenning (Staride)	...	14 min. 6.6 sec.		
3rd :	L. Leston (Cooper)	...	14 min. 7.0 sec.		

New Class lap record : J. Russell (Cooper-Norton), 83.01 m.p.h.

10-Lap Scratch Race. Sports Cars, Unlimited.

This developed into a fight between Salvadori in the Maserati and Scott-Brown in the very effective Lister-Bristol. Salvadori kept ahead, however, although Scott-Brown's driving was outstanding, both lapping the tail-enders after seven laps. Colin Chapman's well-known Lotus circulated in solitary state in third place, followed by Scott-Russell's Manx-tailed Frazer-Nash, which kept ahead of Biss' Bristol-Warrior. Halford had "moments" in a T.T. Riley Sprite.

1st :	R. Salvadori (Maserati)	...	13 min. 40.6 sec.	...	80.72 m.p.h.
2nd :	W. A. Scott-Brown (Lister-Bristol)	...	13 min. 41.0 sec.		
3rd :	C. Chapman (Lotus)	...	14 min. 18.0 sec.		

Fastest lap : Salvadori and Scott-Brown, 81.98 m.p.h.

Five-Lap Scratch Race. E.R.A. Anniversary Trophy.

This should have contained four E.R.A.s, a Rolls-Bentley, an M.G. Special, Fuzzi and the 8-litre Bentley "Whale," but only Graham Whitehead's E.R.A. and J. Williamson's older E.R.A. were present, so the event was hastily changed from 10 to 5 laps. Whitehead gained 34 sec. on Williamson in that distance, averaging 79.22 m.p.h. and doing the fastest lap at 81.38 m.p.h.

Seven-Lap Scratch Race. 500-c.c. Racing Cars (Juniors)

This race, for the previously unsuccessful, did not provoke too many episodes, although Bradley spun at Quarry Corner in his Staride. Changing up determinedly at Old Paddock Bend each lap, Boshier-Jones (Kieft) won easily.

1st :	D. Boshier-Jones (Kieft)	...	10 min. 16.0 sec.	...	75.27 m.p.h.
2nd :	T. Bridger (Kieft)	...	10 min. 29.2 sec.		
3rd :	A. Eccles (Staride)	...	10 min. 37.2 sec.		

Fastest lap : Boshier-Jones, 76.84 m.p.h.

15-Lap Scratch Race. Formula I Racing Cars.

Horace Gould took the lead and his Cooper-Bristol held it until the sixth lap, when Gerard got by. Parnell surprised everyone by spinning at Quarry Corner on his opening lap and then crawling in to retire, the Ferrari belching clouds of smoke; while Salvadori's Maserati was absent, being, in fact, impounded at Dover by the Customs authorities on its way back from Italy, where Gilby Eng. had sent it for repairs after its Oulton Park crash.

Gerard pulled out a safe lead from Gould, but two laps from the end a steering ball joint failed and the green Cooper-Bristol went straight on at Quarry Corner, luckily stopping safely—could this have been the result of Gerard bumping over the concrete as he took Old Paddock Bend rather too wide on lap 10?

Gould was thereafter unchallenged, winning a well-deserved £75, as he won in a 2-litre car and so took the extra prize for this category.

1st :	H. Gould (Cooper-Bristol)	...	19 min. 49. sec.	...	83.56 m.p.h.
2nd :	W. J. Whitehouse (H.W.M.)				
3rd :	J. Riseley-Pritchard (Connaught)				

Fastest lap : Gerard, 86.93 m.p.h.

Seven-Lap Scratch Race. 500-c.c. Racing Cars.

On the second lap Parker shot by Russell on the inside at Old Paddock Bend to lead for the remainder of the race. It remains a mystery why Russell, who broke the class lap record in the first race, now couldn't catch Parker, although the latter only pulled out an 81.58-m.p.h. fastest lap.

1st :	D. Parker (Kieft)	...	9 min. 41.4 sec.	...	79.54 m.p.h.
2nd :	J. Russell (Cooper)	...	9 min. 42.2 sec.		
3rd :	L. Leston (Cooper)	...	9 min. 50.4 sec.		

Fastest lap : Parker, 81.58 m.p.h.

15-Lap Scratch Race. Formule Libre Racing Cars.

Parnell was unable to compete in this, but Salvadori sportingly ran the sports Maserati and Gerard had been able to have the Cooper-Bristol's steering repaired.

For the first six laps Flockhart (B.R.M.) had quite a decent lead, while Gerard spent his first three laps coping with Gould. After he had passed Gould he set about catching Flockhart, closing right up on the seventh lap.

Flockhart had been cutting-out more than 150 yards from Tower Corner, but Gerard braked much later and on lap eight the little Cooper-Bristol simply shot by on the off side of the B.R.M. going into this corner. Flockhart repassed along Dean Straight, but on lap nine Gerard was right on his tail again through the corner and on the next lap the Cooper-Bristol nearly passed again going into Tower. Lap 11 saw the intrepid Gerard simply fling the Cooper-Bristol through Old Paddock Bend and repeat his passing tactics under braking into Tower Corner. This time the B.R.M. was less quick at picking up and by lap 12 Gerard had quite a good lead and, moreover, maintained it along much of the straight. Clearly, the finish would be exciting and Gerard, almost caught by the superior acceleration of the B.R.M., by better braking and more skilful cornering kept Flockhart behind by 0.4 of a second. He got the rousing ovation he richly deserved, whereas the B.R.M. vanished towards its funereal-hued van.

Had the B.R.M. faltered, or left the course, the "ifs" could crowd in. Nothing of the sort! It was fairly beaten by a smaller, less-powerful car with "old-fashioned" drum brakes, Gerard not even coming to grips until lap seven. Moreover, if the argument is advanced that Flockhart cut-out early because of his higher speed along the straights, this superior speed and acceleration availed him

Continued on page 565

THE BRIGHTON SPEED TRIALS

New Course Record Established by R. Charlton (Vincent-H.R.D. Motor-cycle) in 23.57 sec. Ken Wharton (E.R.A.) Lowers Car Record to 23.63 sec.

ALTHOUGH Ken Wharton broke Raymond Mays' course record and motor-cycle-rider R. Charlton set a new absolute record for the Brighton kilometre of 23.57 sec., the speed trials on September 4th, in effect, took us back in time, for the seaside sprint was a traditional aspect of motor sport in the nineteen-twenties. The R.A.C. ban of 1925 on public-road events put paid to all that, as few seaside towns possess private roads. Brighton is fortunate in this respect, for the Madeira Drive was built expressly for motor racing at the turn of the century. It is exceedingly gratifying that it is still used annually for these famous speed trials (alas, international in name only) and, although driving and spectating thereat may lack the excitements of circuit racing, it would be a thousand pities if this age-old fixture were ever abandoned. The Brighton and Hove M.C. runs this elaborate show very efficiently and is wise in including classes for vintage racing cars, B.D.C. members and lady drivers. The thunderous old cars show up to advantage at a fixture like this one—indeed, the Vintage Sports Car Club might well put on a purely vintage seaside sprint, if a suitable private road could be found, thereby capturing another link with the "golden age." And what better venue for a lady to try her skill than along this straight kilometre?

This year racing motor-cycles returned to Brighton, and with a vengeance, for Charlton's 998-c.c. Vincent-H.R.D. set up a new course record, 0.6 sec. faster than Wharton's new car-record in the ex-Mays' blown 2-litre E.R.A. Wharton had two more runs at his disposal, but did not use them, rumour saying that the E.R.A. over-exerted itself in breaking its 1948 record.

A few special sprint cars appeared, but they are, in general, now no match for the conventional racing car, the fantastic blown 27-litre Rolls-Royce Merlin-engined Swandean Spitfire Special not being able to better 27.43 sec. On the other hand, it was nice to see that hard-trier Rupert Instone rewarded with second fastest-time-of-the-day amongst the cars in his Djinn; modesty caused him to remark to us that "after all these years I should know how to make a blown V-twin J.A.P. do its stuff."

The straight kilometre isn't unduly hard on cars and only the Tipper 500, Constable's TD M.G. and Smith's 4-litre Sunbeam appear to have failed to negotiate it.

Besides those mentioned already, the highest praise goes to Mrs. Sarginson, who ably won the ladies' class in her husband's "2.3" G.P. Bugatti, to M. Wick, whose Allard made best sports-car time, and to Dick Jacobs, who drove the fastest M.G.

A wet morning prevented new sports-car records from being established, but conditions in the afternoon were just about perfect. All day a very large crowd lined the terraces above the course. They were treated to a first-class commentary by Messrs. Morley and Marsh.

Brighton provided a pleasant change from the eternal club circuit racing; it also emphasised our national caution in motor-racing matters. Formerly the racing cars, after being timed, have been allowed to return to the Paddock, partially along the public road, but this year the R.A.C. panicked at such a lawless procedure, so that they were caused to return along the course, and consequently we were denied a chat with the drivers on the return road and the public a close-up, at this point, of the cars. When the Tipper broke down and was towed away a trade plate and an "on tow" notice had first to be tied to its tail, another precaution you wouldn't see on the Continent! —W. B.

B. & H.M.C. Members' Handicap.

The oldest car, Wilcock's Edwardian Talbot two-seater, whose actual time was 55 sec., won this.

Sports Cars up to 1,100 c.c.

Watling-Greenwood just beat Steed's Lotus. We liked the exhaust system of R. M. Smith's Brooklands Riley, which was paired with another R. M. Smith in an M.G.—cylinders one and four fed into an upper external pipe, cylinders two and three into a lower external pipe, both pipes passing into a square exhaust box with tail-pipes directly opposite the points of entry.

1st :	R. Watling-Greenwood (R.W.G.)	...	...	...	35.61 sec.
2nd :	R. D. Steed (Lotus)	...	...	...	35.71 "
3rd :	D. R. Moore (M.G.)	...	...	...	36.33 "

Sports Cars, 1,100-1,500 c.c.

This class included Betty Haig's M.G. with Rogers' special chassis and TD engine, J. R. H. West's all-enveloping H.R.G. with Lea-Francis engine and D. A. Beare's smart, airship-shaped, long-tailed, Ford Ten-engined Denmark Special. Constable was allowed three tries in his TD M.G., but in each case the throttles refused to open properly. The class was another Lotus/Tojeiro battle.

1st :	M. Anthony (Lotus-M.G.)	...	...	...	34.19 sec.
2nd :	J. Fiander (Tojeiro-M.G.)	...	...	...	34.53 "
3rd :	R. W. Jacobs (M.G.)	...	...	...	34.94 "

Sports Cars, 1,501-2,500 c.c.

Tony Crook carried the day here in his Cooper-Bristol sports-racer, although he got quite excited on the line when the twin-radiators started to boil. He used 6.00-15 rear tyres and, in spite of much wheelspin, beat Scott-Brown in the Lister-Bristol by 0.42 sec. Of the more normal cars, Rudd's A.C. Ace accelerated very impressively into third place. Jenkins twice false-started his Healey and Hely got furious wheelspin in his Frazer-Nash. So wet was the course that Cooper's Riley saloon actually gained initially over a Frazer-Nash.

1st :	T. A. D. Crook (Cooper-Bristol)	...	...	...	30.20 sec.
2nd :	W. A. Scott-Brown (Lister-Bristol)	...	...	...	30.62 "
3rd :	K. N. Rudd (A.C. Ace)	...	...	...	31.84 "

Sports Cars over 2,500 c.c.

This category ranged from Bowman's Armstrong-Siddeley Sphinx saloon, which got off impressively, to specials like Wood's R.G.S. Atalanta, which had some very slidy moments, allowing Monro's 4½-litre Invicta to lead for quite a long way, Pick's Pick Special with 3½-litre Bedford engine and solid front axle and crab-track and the Ford V8-engined Grenfell Special of Heatley. Norman Dewis was a centre of attraction in the Reims-winning D-type Jaguar, but he was beaten by quite a margin by Wick's snaking 5½-litre Cadillac-Allard. Keeling's C-type Jaguar was third. Lycett had a nasty tail-slide as he changed up on the 8-litre Bentley, Hogg's Jaguar suffered from spin, but Powell (Jaguar) effected a model getaway. Parker (Jaguar) used little air in his back tyres in deference to the rain, White's was weighed down by club badges, Park took off sedately in his neat V8 Autovia-engined Alfa-Romeo 1½-litre, and Raven had a hood over the front seat of his old Railton tourer. A. D. Lockhead used notable restraint before opening up his beautiful 3½-litre Delahaye.

1st :	M. Wick (Allard)	...	...	...	28.36 sec.*
2nd :	N. Dewis (D-type Jaguar)	...	...	...	29.14 "
3rd :	J. A. Keeling (C-type Jaguar)	...	...	...	29.83 "

* Fastest sports car.

Supercharged Sports Cars up to 2,000 c.c.

Haworth was a treat to watch, his 2-litre G.P. Bugatti sliding about, then gathering itself together to surge away from M. P. Moore's light M.G. There were only six contestants, four of whom gave many c.c. to these two.

1st :	A. K. Haworth (Bugatti)	...	...	...	32.13 sec.
2nd :	M. O. Moore (M.G.)	...	...	...	34.40 "
3rd :	D. Davis (M.G.)	...	...	...	34.84 "

Supercharged Sports Cars, Unlimited

C. E. Lewis drove the imposing double-crankshaft 4-litre Maserati, a real handful in the wet and a hesitant starter. David Lewis' beautiful "2.6" Alfa-Romeo false-started, Sarginson took his "2.3" Bugatti off carefully at about 2,000 r.p.m., and all this delightful machinery, which made one nostalgic for gear-noises, the correct smells and pre-war meetings, was beaten by the class-record-holding Jaguara, although so slippery was the Madeira Drive that it was 3.18 sec. slower this time.

1st :	G. Parker (Jaguara)	...	...	...	30.06 sec.
2nd :	J. H. Sarginson (Bugatti)	...	...	...	31.35 "
3rd :	W. Coleman (Jaguetto)	...	...	...	31.92 "

Bentley Drivers' Club Class

Although the second runs were taken after lunch, when the course was almost dry, Lycett's record of 27.92 sec. wasn't in the least endangered—he himself took 31.6 sec., but not in this class. Lockhead drove a very nice "unspoiled" 4½-litre, the ribbed blower of Pownall's 4½ coupé howled nicely, Kramer drove his blower car and Hogg had the ex-Butterworth 4½ engine. The opposition between Hewett's last-built 8-litre and Sears' Continental Bentley was

interesting: A. N. Hewett, 35.3 sec.; S. E. Sears, 35.27 sec. What is this progress of which they speak? Clarisse Mountfort, scorning the rain, looked completely confident in Mountfort's 4½-litre and clocked 38.2 sec., by no means slowest.

1st: G. H. G. Burton (4½-litre)	30.97 sec.
2nd: J. A. Williamson (4½-litre)	31.21 "
3rd: G. H. G. Burton (4½-litre)	33.00 "

Racing Cars, 500 c.c.

With the course dry, except on one side at the start, the sun out, and no breeze, the afternoon session saw class records fall.

Tyrrell's Cooper broke Richard's J.B.S. record by 0.81 sec. The I.E.R. Midget had its engine protruding fully exposed from the tail, protected by an anti-roll bar.

1st: R. K. Tyrrell (Cooper)	29.62 sec.†
2nd: D. Parker (Kieft)	30.24 "
3rd: C. A. N. May (Cooper)	30.80 "

† New class record.

Racing Cars, 501-1,100 c.c.

Instone's rear-engined Djinn with supercharged V-twin air-cooled J.A.P. propellant simply shot up the course, leaving the Cooper challengers far behind. Bradnack seemed to cut-out rather soon on his first run. The Hillwood blown M.G. smoked. Instone beat the old Cooper class-record by 2.71 sec.

1st: C. R. Instone (Djinn)	25.13 sec.†
2nd: B. E. Bradnack (Cooper)	26.11 "
3rd: J. B. Welton (Cooper)	27.70 "

† New class record.

Racing Cars, 1,101-1,500 c.c.

In spite of giving away over 400 c.c., the Djinn did it again, breaking the Freikaiserwagen's record by 1.1 sec. Lord Ebury's E.R.A., looking like Gerard's old car repainted, was neat, Vaughan had a bouncy, not-very-quick ride in his Frazer-Nash and Williamson's E.R.A. led Berry's modern-looking E.R.A. Special, which was misfiring.

1st: C. R. Instone (Djinn)	24.83 sec.†
2nd: W. Sleeman (Cooper)	27.42 "
3rd: J. A. Williamson (E.R.A.)	27.60 "

† New class record.

Racing Cars, 1,501-2,000 c.c.

Walker's Connaught beat Marr (Connaught), and Wilkinson's Cooper-E.R.A. was beaten by Alan Brown's Cooper-Alta, but won the B.&H.M.C. members' prize. The E.R.A.-Delage came thundering along, going beautifully, but Wharton, in the ex-Mays, ex-Flockhart Zoller-blown E.R.A. won the class comfortably, breaking the A.J.B. class-record by no less than 2.88 sec.

1st: K. Wharton (E.R.A.)	23.89 sec.†
2nd: R. R. C. Walker (Connaught)	26.56 "
3rd: A. E. Brown (Cooper-Alta)	26.67 "

† New class record.

Racing Cars, Unlimited

In this class Wharton set what would have been a new course record, had not motor-cyclist Charlton beaten it. Stubberfield alone used twin rear wheels on his Bugatti; Robins' very nice "2.3" Bugatti ran road-equipped. The four-wheel-drive Swandean Spitfire was impressively steady and made beautiful aerodrome noises but, in spite of a new gearbox and weight paring, isn't fast enough.

1st: K. Wharton (E.R.A.)	23.63 sec.*†
2nd: R. R. C. Walker (Connaught)	25.81 "
3rd: P. D. Walker (Cooper-E.R.A.)	26.57 "

* Car course record. † New class record.

Racing Motor-Cycles

George Brown for once had to give best to Charlton, who rode a Black Shadow H.R.D. converted to "Lightning" specification, extensively lightened and using coil ignition. The class produced Williams' Cotton-J.A.P. with streamline fairings, Collins' Velocette with passenger lying face upwards in prone position in the "chair," and a rather pointless Morgan driven by Woods in which the engine is behind the seat instead of out in front and the passenger sits high in the air on a pillion-seat.

1st: R. Charlton (Vincent)	23.57 sec.*†
2nd: G. Brown (Vincent)	23.79 "
3rd: R. Touche (Vincent)	25.09 "

* New course record. † New class record.

Vintage Racing Cars

This was Stubberfield's, with little opposition. Hulbert's white Austin Seven was airborne over the rough spots. The 4-litre V12 Sunbeam got no farther than the line, the Orlebar Special represented sprint motoring of the 'thirties, and Rudd's smart and throaty S. F. Edge A.C. Six two-seater-cum-dickey broke down beyond the finish on its second run. Why no Edwardians?

1st: P. J. Stubberfield (Bugatti)	28.01 sec.
2nd: G. F. Hulbert (Austin Seven)	30.30 "
3rd: P. J. Binns (30/98 Vauxhall)	34.60 "

Lady Drivers

Mrs. Gerard's record was quite safe, because Miss P. Nevin, who might have done something about it in Whiteway's 2½-litre H.W.M., obviously preferred a little shopping-car to the boy-friend's racer. She was beaten by every other female, save Mrs. Holdaway in a sports Alvis and even this cumbersome car was only 0.53 sec. slower.

Mrs. Sarginson, in black trousers and jersey, drove her husband's Bugatti beautifully, and faster than her husband had been able to in the rain that morning. Of the two Wendys, Mrs. Cookson's TR2 Triumph tied with Miss Pownall's blown "Cream Cracker" PB M.G. on the first run and beat it by 2.16 sec. on the second. Another good tussle was seen between the Hon. Sally Noel-Buxton and Sybil Parker, both in XK120s, the former reversing the results very noticeably on a determined second run. Miss Richmond was supported by a large cushion in the Allard.

1st: Mrs. R. Sarginson (Bugatti)	28.28 sec.
2nd: The Hon. S. Noel-Buxton (Jaguar)	30.91 "
3rd: Miss V. R. Richmond (Allard)	32.70 "

Order of Classification According to Times.

Car	Time taken (sec.) and Driver	Car	Time taken (sec.) and Driver
E.R.A.	23.63, K. Wharton	Bentley	34.34, R. W. Hogg
E.R.A.	23.89, K. Wharton	Maserati	34.40, C. E. Lewis
Djinn	24.83, C. Instone	M.G.	34.40, M. Potter
Djinn	25.13, C. Instone		Moore
Connaught	25.81, C. R. Walker	Tojeiro-M.G.	34.53, F. Fiander
Cooper-E.R.A.	26.57, D. Wilkinson	Austin-Healey	34.60, D. Davis
Cooper-Alta	26.60, R. J. Chase	Vauxhall	34.60, P. J. Binns
Cooper-Alta	26.67, R. J. Chase	Jaguar	34.82, M. Mackey
Porsche	27.00, P. Bucknall	M.G.	34.84, D. Davis
Connaught	27.01, L. Marr	G.M.	35.00, Greene & Mays, Ltd.
Cooper-E.R.A.	27.40, D. Wilkinson	M.G.	35.01, R. W. Jacobs
Cooper	27.42, B. Sleeman	Jaguar	35.08, C. B. White
Swandean		Healey	35.19, B. Jenkins
Spitfire	27.43, F. M. Wilcock	Jaguar	35.41, M. Mackey
E.R.A.	27.60, D. Wilkinson	R.G.S. Atalanta Special	35.45, N. A. Wood
Connaught	27.60, L. Marr	Jaguar	35.50, A. Gizzi
Cooper	27.70, I. B. Welton	Railton	35.70, A. S. Raven
Cooper	27.77, B. Sleeman	Lotus	35.71, R. D. Steed
Cooper-Bristol	28.00, R. Gibson	R.W.G.	35.80, R. W. Greenwood
Bugatti	28.01, P. Stubberfield	Bugatti	36.00, J. M. Perkins
E.R.A.-Delage	28.05, A. Burnard	Triumph TR2	36.00, F. M. Baker
Bugatti	28.28, Mrs. R. Sarginson	Alfa Autovia	36.00, R. Park
Allard	28.36, M. Wick	J.B.S.	36.00, E. D. Bowman
E.R.A. Special	28.40, J. Berry	Bentley	36.06, A. W. Elliot
H.W.M.	28.60, D. H. Cahaghan	Delahaye	36.16, A. D. Lockhead
H.W.M.	28.90, E. N. Whiteway	Healey	36.20, I. W. Fischer
Frazer-Nash	29.00, Lt.-Col. C. Vaughan	Lotus-M.G.	36.34, N. Anthony
D. Jaguar	29.14, N. Dewis	Triumph	36.35, R. J. Cresswell
E.R.A.	29.40, Lord Ebury	Triumph	36.44, R. W. Cookson
Cooper	29.60, R. K. Tyrrell	Alfa-Romeo	36.50, I. M. Crowther
H.A.R.	29.80, H. Richards	M.G.	36.79, D. C. Bishop
Jaguar	29.83, J. A. Keeling	Triumph	36.80, R. J. Cresswell
Jaguara	30.06, G. Parker	M.G.	37.00, W. Constable
M.G. Special	30.10, N. Hillwood	M.G.	37.09, S. A. Mitchell
Cooper-Bristol	30.10, Equipe Devone Ltd.	Orlebar Special	37.13, W. Nicholson
Cooper-Bristol	30.20, T. A. Crook	Invicta	37.20, D. Monro
Kieft	30.24, D. Parker	Healey	37.40, R. H. Longton
Austin	30.30, G. Hulbert	Bentley	37.50, G. Kramer
E.R.A.	30.40, Lord Ebury	Fiat	37.70, K. Rolfe
Lister-Bristol	30.62, G. Lister and Sons, Ltd.	H.R.G.	38.00, J. West
Cooper	30.80, C. A. N. May	Riley	38.00, R. Cooper
Jaguar	30.91, J. G. Hogg	Bentley	38.02, D. McKenzie
Bentley	31.21, J. Williamson	M.G.	38.16, B. Bowman
Austin	31.30, G. F. Hulbert	Armstrong	38.20, B. Bowman
Bugatti	31.35, J. H. Sarginson	Bentley	38.20, B. Mountford
Bentley	31.60, F. Lycett	Denmark Spl.	38.26, D. A. Beare
Darracq	31.61, J. Goodhew	M.G.	38.83, Miss Betty Haig
A.C. Ace	31.84, K. N. Rudd	M.G.	39.00, D. Piper
Jaguar	32.00, R. Berry	M.G.	39.30, B. Bowman
Cooper-J.A.P.	32.00, Cooper Car Co., Ltd.	Austin-Healey	39.40, A. D. Simper
Frazer-Nash	32.00, Lt.-Col. C. Vaughan	Bentley	39.46, D. Maclure
Bentley	32.16, F. Lycett	Bentley	39.60, M. Crist
I.E.R. Midget	32.30, Car Exchange Ltd.	H.W.M.	39.80, E. N. Whiteaway
Jaguar	32.46, D. Pierpoint	Riley	39.82, R. M. Smith
Alfa-Romeo	32.72, D. Lewis	Triumph TR2	40.00, Lt.-Col. White
Jaguetto	32.72, W. Coleman	Alvis	40.33, K. Holdaway
Jaguar	32.80, Miss S. Parker	S.C. Ford	40.40, S. Cemetery
Cooper	32.81, P. A. Luke	Bentley	40.40, R. Shaw
J.B.S.	33.16, H. Bowman	M.G.	40.60, A. Mallett
Jaguar	33.00, C. B. White	M.G.	41.00, K. Samuels
Bentley	33.00, G. H. Burton	M.G.	42.60, J. G. Henton
Bentley	33.35, A. C. Hewitt	Healey	42.60, W. J. Lawrence
A.C.	33.43, K. Rudd	Riley	43.00, R. M. Smith
Grenfell Spl.	33.46, R. Heatley	Lancia	43.20, J. F. Thomas
Bugatti	33.53, W. A. Cook	Bentley	44.25, M. J. Bradley
Jaguar	33.64, S. Powell	M.G.	45.16, F. Gill
Austin-Healey	33.87, D. Davis	M.G.	45.35, H. Tomlinson
Bentley	34.06, D. Phillips	M.G.	45.60, J. H. Tatham
Hill	34.20, Greene & Mays Ltd.	M.G.	45.70, C. Lawrence
H.R.G.	34.22, W. S. Perkins	Morris	45.80, J. Hughes
Aston Martin	34.23, R. C. Walker	Allard	46.60, J. Ryder
Jaguar	34.30, G. Parker	A.C.-S.F.E.	48.80, K. Rudd
		Morris	50.20, J. H. Stewart
		Morris	51.00, J. Bidwell
		Talbot	55.50, F. M. Wilcock

HISTORICAL NOTES: SHOCK-ABSORBERS

TO be brought to an undignified standstill, in a vintage car, right in front of an East End 'bus-queue by a dismal, clattering noise and to walk back, amidst laughter, to retrieve a completely detached shock-absorber is not a pleasant experience, but was part of the cross that the writer had to bear "in the cause" recently, and gave ample excuse for pondering on the story of these devices during the rest of the journey. In any case, the offending shock-absorber had stayed "in one piece" for at least 24 years, and that is more than can be said about some of its modern counterparts, but one could hardly expect a 'bus queue to appreciate that fact!

Until 1902, when Mors pioneered them, such things were not considered at all, presumably because ordinary touring speeds were not high enough to make their absence felt, and in racing the "bounding" so frequently spoken of was all considered as part of the sport.

One's mind boggles at the skill demanded of the racing driver of those days over the pavé roads with the rear wheels liable to "hop out" sideways at the least provocation, and without inside knowledge one wonders how much the absence of shock-absorbers contributed to the Paris-Madrid disaster?

Imagine the driver's skill, for example, as he comes up to pass a slower car, pulling down the camber at perhaps 70 m.p.h., peering through the clouds of dust, and doubtless praying that the bounding car will not "chime in" with the natural frequency of the road inequalities and put a swift end to his car and his motor race. Truly, in those days, they were masters! Think of the sheer "guts" required to deliberately "drive through" such a critical synchronisation, like running hard across a springy plank, trusting that the fall of your feet will not coincide with the natural frequency of the plank, when your common sense shouts out that the sensible thing to do is to slow down and be sure that it doesn't. Ugh!

Théry, on the Richard Brasier, was the first racing motorist to experience the full joys of motoring with shock-absorbers and he won the "Gordon Bennett" in 1905 so equipped. Says Mr. Gerald Rose of this important occasion, "... one of the things most noticed at the time of the race was the difference in running of the Mercèdes and Théry's Brasier, the latter appearing to move so smoothly and to hold the road so well..." Truly a happy example of the lessons motor-racing helps to teach. The Brasier's shock-absorbers consisted basically of a small drum attached to the chassis side-member, with a lever attached to the axle by a link, the lever operating a "band brake" which encircled the aforesaid drum.

The typical friction device soon followed, but it should be remembered that for some time the leaf springs in themselves were capable of acting as shock-absorbers, quite effectively, too, in badly engineered cases. Naturally, such a big step forward in the progress of the motor car could not long escape the notice of Mr. S. F. Edge, who grasped his ever-ready pen and wrote to the *Car Illustrated* in 1906, expressing himself in the following terms. "... I was led to make experiments from noticing last year at the races at Brighton how the six-cylinder Napier racer seemed to glide and did not bounce in any way like other cars which were running. Many people had an idea that it was some peculiar construction to the car, and although this may be so to a certain extent, the main reason I have found from tests was the result of the Napier road equaliser, which is a very simple device that Mr. Napier designed for use on racing cars..." Edge goes on, of course, to say how much better the six-cylinder Napier is than the ordinary four-cylinder as a dust raiser, and finally adds "... everyone who drives a motor car hates the dust that is raised, and therefore it is, I think, the duty of every user to obtain some form of shock-absorber or road equaliser which will, at any rate at any given speed up to thirty-five miles an hour, reduce the dust behind the car by at least 50 per cent., simply by making the wheels stick closer to the ground and not bounce. The result of these experiments has so impressed me that I have made arrangements for next year that every six-cylinder Napier car is fitted free of charge with this device, which is known under different names, some effective, some ineffective, but I think it well to give prominence to the fact that a comparatively inexpensive device can materially reduce the raising of dust..."

No doubt having six-cylinders and shock-absorbers arguably prevented the raising of dust (and sold Napiers), but the ordinary member of the motoring public of those days most certainly did not accept shock-absorbers for those reasons. Shorn of technicalities, he looked to them to do two things. First, he wanted them to make his motor car more comfortable to ride in, and second, if he wanted

to go fast, he wanted them to keep his motor car on the road. It is important to put the things in that plain and simple manner because, before 1914 at least, the term "shock-absorber" did not mean quite the same thing as it does today. Strictly, to fulfil his first need our hypothetical motorist wanted shock-absorbers, and for his second need, dampers. "Shock-absorber" really implied "auxiliary spring." The matter is made more complicated by the fact that some of the earlier auxiliary springs had a measure of hydraulic damping designed into them, and some basically friction devices, such as the "Gabriel Snubber," had auxiliary springs within them, but without going into full details of the constructional features of each proprietary type (and they were many and fascinating) it is best perhaps that we stick to the basic terms of shock-absorber and damper.

Taking shock-absorbers first, in spite of the lurid claims advertised by the various manufacturers, the problem was somewhat complicated. If you possessed a good car in the days before the first war which already had good, flexible springs, then you might well "do it a mischief" by fitting, say, a pair of "J.M.s," imposing though they might look between the two parts of your three-quarter elliptic rear springs. If, on the other hand, your fancy alighted upon a car with a stiff and poorly engineered springing system, then, purely from the comfort point of view, you might easily revolutionise it by the self-same purchase. Equally, it could happen that if your auxiliaries had a natural frequency that counteracted that of the main road springs, you achieved a real measure of damping, but that would probably have been pure chance. It all depended, too, on what state the main springs were in, as they themselves could show widely differing characteristics when greased or rusty, and it is perhaps typical of the somewhat confused thinking that existed in some quarters, that one can still see on practically adjacent pages of the old motoring journals devices advertised for forcing spring leaves apart to grease them (and gaiters to encase them in when greased), and devices to increase the friction between the individual leaves of the springs, both, needless to add, claiming to better the riding qualities of the motor car. The clue, of course, lies in the vastly different requirements of the pure tourist and the "speedman" of the day, and in order to better comprehend the problem, it is instructive to motor a modern car without shock-absorbers. If the speed is kept below 30 (speeding, of course, in those days, and highly illegal), and the trip is taken when there is little traffic about, an extremely comfortable ride results, as Austin Seven owners will no doubt be aware. Space will not permit of a detailed description of the many shock-absorbers marketed in those far-off days, like the Parsons, which had pneumatic rebound damping. It was, perhaps, typical of many others that fitted snugly between dumb iron and main leaf, and are now but picturesque relics of a past age, and who will forget the "Neverjahs" and other auxiliaries for Model "T" and "Baby" Austin? Some were hydraulically damped, but there were difficulties here. The viscosity of the operating fluids available at the time rose rapidly with temperature, glycerine and the castor and mineral oils, the fluids most commonly used, all suffered this disadvantage, and of course the amount of work absorption on the rough roads of the time tended to be high in the shock-absorber cylinder. Eventually suitable fluids were produced, but their absence in the early days certainly caused the demise of many a promising hydraulic device.

As regards dampers, the early friction devices of the normal "scissors" type did not differ greatly from the very well-known André or Hartfords which were common in most cars of the vintage period, after which the hydraulic age dawned. The "Gabriel" snubber, already mentioned, was another approach to the problem, consisting of a coil of webbed strapping, rolled round a spring-loaded "dumbbell," but although it offered great advantages in that it offered no resistance to the upward bump of the axle, it equally failed to allow the axle to fall freely into a pothole, and if not potholes, at least road depressions were still very common in the 'twenties.

The "Classic" friction damper, even in some of its later forms, although foolproof and everlasting and always easily adjustable, could not escape the consequences of the fundamental law that the coefficient of static friction exceeds that of moving friction, and therefore the static friction had to be "broken" on encountering a spring deflection, an obviously wrong characteristic fundamentally. In spite of this apparently serious disadvantage, however, it is proper to recall that during the vintage period, and indeed right up to the coming of the X-braced chassis and the pressed-steel motor car, it was the combination of the chassis, the springs and shock-absorbers that produced "the ride," the apparent technical error of the com-

bination of leaf spring and the full friction damper often being countered by the natural flexing of the chassis itself, and only when both wheels hit a transverse obstruction squarely did a real "crash" take place.

As soon as the "all in one piece" motor car appeared in the 'thirties, independent front suspension quickly became a necessity, and no longer could the friction device hope to hold its own, even in a form that was adjustable while the car was going along. True, taking motor racing as a guide, Bugatti tried to extend the life of such devices by pioneering the "de Ram," an exceedingly clever instrument that combined the friction and the hydraulic shock-absorber in one unit, and most of us can recall how the roadholding of Bira's "Romulus" was enhanced by the fitment of the same auxiliaries, but the writing was all too obviously on the wall before 1936.

Hydraulic shock-absorbers, in the sense that we now know them, were by no means new at that time, as anyone may see by looking closely at Anthony Heal's 1908 Hutton car at a V.S.C.C. meeting, and they divided themselves fundamentally into vane and piston types when they did become more or less standard fitments to all production cars. Crudely put, the idea was to cause the axle to squirt a viscous fluid through a small aperture and/or valve, allowing a comparatively free commencement to the axle deflection, building up a heavy resistance in the case of large deflections, and applying a high degree of damping to the return of the axle to a neutral position. Double-acting versions, of course, applied the same measures to the descending axle. Constructionally there were several interesting varieties, but basically, as has been said, they were based either on pistons sliding in cylinders, or on vanes displacing the oil in an annular "cylinder" with a "reaction block" inside. The operating fluid was practically unaffected by temperature change, and it and spares for the shock-absorbers themselves became commonly available at all local garages. Here again, the specialist manufacturer came into his own, and still continues to monopolise the field, few manufacturers today making their own shock-absorbers.

Space will not permit of going into further details, but as motorists we should certainly be appreciative of the contribution that these fitments make to safe and speedy motoring, and if we are sometimes tempted to feel that the modern ones cease to function properly after very short periods on the road, we must remember that they are cheap and mass-produced, very good value for money, and in many cases, just don't get the attention that they should have. And surely that is the real trouble behind a lot of the complaints about modern motor cars!—"A. B. C."

Book Reviews

"Amateur Racing Driver," by T. P. Cholmondeley Tapper. 167 pp., 5½ in. by 8½ in. (Foulis, 7, Milford Lane, W.C.2. 15s.)

This is quite one of the best motor-racing books to have been published for a long time. It tells the story of Cholmondeley Tapper's entry into motor racing with a Type 37 G.P. Bugatti and of his exploits at Brooklands, Donington and later at Continental circuits, and of his races in the ex-Howe 3-litre Maserati.

The writing is clear, frank and direct, although, because Tapper writes for the general reader as well as for the motor-racing fanatic, a suggestion that Monkhouse's "Grand Prix Racing" and the Bugatti biography have been copied in places is evident.

This is a story of pre-war motor racing, before commercialism, as Tapper says, took hold of the Sport. It is refreshing to read again of those inspiring days from a driver's angle, and the story, simply but sincerely told, is enhanced by good photographs, many of them seen for the first time. Moreover, this book is commendably free from errors, although was not John Bolster's brother's initial R., not C.? Nor was a 1½-litre lap record of 142.425 m.p.h. set up by Malaguti at Berne in 1934; fastest lap was by Kessler's Maserati, at around 90 m.p.h. Also, Hutchison gets his name rendered as "Hutchinson" for the nth time!—W. B.

"The Dangerous Skies," by Air-Commodore A. E. Clouston. 187 pp., 5½ by 8½ in. (Cassell and Co., 37/38, St. Andrew's Hill, Queen Victoria Street, E.C.4; 13s. 6d.)

In reviewing "Reach for the Sky" in MOTOR SPORT last month I remarked that one day someone should write a book about his flying experiences of the period 1919-1939. When I realised that Air-Commodore A. E. Clouston, D.S.O., D.F.C., A.F.C. and bar, had done just that, or at all events had, in "The Dangerous Skies," written of his test-flying, record-breaking and war-time flying

primarily of the 1933-1943 era, I reversed the usual procedure of book-reviewing and asked his publishers to let me have the book for review.

Those who, like myself, regret the dearth of flying books of the between-war years will find "The Dangerous Skies" extremely stimulating and very much to their liking, even though the period covered is the later-'thirties.

The author takes us with him on his early test flights from Farnborough, that Hampshire experimental airfield which is, or should be, to aviation enthusiasts what Brooklands is, or was, to the motoring enthusiasts. He describes his narrow escapes, humorous moments and great achievements in simple yet technical terms. His accounts of his successes and failures in the field of air-racing and record-breaking (his England-New Zealand-England record with the Comet still stands) are enthralling and so very typical of the golden age of private flying as to cause one to think not altogether kindly of the Jet Age.

Over and above this flying nostalgia—a chapter is even devoted to the Flying Fleas Clouston flew—such stories as how Clouston was offered, quite seriously, a million pounds to bomb Hitler from the air before ever World War II began, and of how in the course of test-flying he flew into suspended wire cables to perfect the war-time balloon barrage, or of how, from a Spitfire 10,000 feet up he inadvertently sank by radio a boatload of V.I.P.s in 60 feet of water, are epics of story-telling.

There is practically no reference to motoring in this book and the only racing-driver we encounter is the late Chris Staniland. But the author refers to many different aircraft of the times—D.H. Moth, Parasol, Gloster Gladiator, Airspeed Courier, Cierva autogyro, Hafner rotoplane, experimental Miles, H.P. Heyford, Avro Lancaster, Northrop, Miles Hawk, Fairey P40, Aeronca, Clouston Midget, Desoutter, D.H. Queen Bee, Wasp, Westland Whirlwind, Supermarine Spitfire, D.B.7, Beaufighter, Vickers Wellington, Liberator—they are all there, with many of the great personalities whose names are linked automatically with these aircraft.

If you are an aviation enthusiast, this book about test-flying as it was before the war, when a pilot required bravery and experience of flying rather than science degrees to get him through, written by a man who was very experienced, 100 per cent. fit, and 100 per cent. a test-pilot, will please you as much as any book you have read.

Cassell and Company are to be congratulated on publishing it and a small nonsense of proof-reading which endows the record-breaking Comet now with two engines, now with only one, and misspells Segrave three times on one page can be excused. The photographs are well chosen. Let us hope this publishing house will be able to persuade other pilots of the between-wars period to tell their stories. Clouston sets them an extremely high example, both in achievement and the recounting of it.—W. B.

"V16—The Story of the B.R.M. Engine." 25 pp., 10½ in. by 7½ in. (Motor Racing Publications, Ltd., 7s. 6d.)

This booklet contains, as a novelty feature, a series of lift-up drawings of the B.R.M. engine whereby with each successive lift more and more of the innermost secrets of this complicated V16 racing power-unit are revealed. This may or may not cheer up those who have so frequently had to tear it apart on the eve of important races!

The remainder of the book consists of a message from Alfred Owen, C.B.E., a statement about, and history of, the B.R.M. project by A. F. Rivers Fletcher, A.M.I.Prod.E., A.M.I.B.E., and reprints from the *Motor* articles by Laurence Pomeroy, F.R.S.A., M.S.A.E., on the technical aspects of the B.R.M., together with some photographs and advertising matter.

The book may be thought expensive and perhaps not altogether called-for at a time when the B.R.M.s and the Owen Organisation's F1 Maserati are acting more as "guinea-pigs" for the expectantly-awaited F1 B.R.M. cars than as entries holding a high place in motor-racing. One might have expected a full technical discourse on the development of this temperamental V16 engine and a full account of the races in which the cars participated.

The fact remains that this book offers in concise form the main details of the B.R.M. project and technicalities and, coming at a time when these ill-fated cars are, we hope, about to be replaced by new F1 machines, may well constitute a memorial to a gallant but misguided attempt to place Britain first in the hard field of International Grand Prix motor-racing.—W. B.

"Teach Yourself Motor-Boating," by Dudley Noble and A. J. Shimmin. 167 pp., 4½ in. by 7½ in. (English Universities Press, Ltd., St. Paul's House, Warwick Square, E.C.4, 6s.)

This is a really comprehensive little manual, very nicely produced

Continued on page 565

CLUB NEWS

M.G. C.C. WESTON RALLY 1954

The fourth annual Weston Rally of the M.G. C.C. will take place on October 8th/9th, 1954. The rally is open to members of the B.A.R.C., London M.C., Cheltenham M.C., Exmoor M.C., S.U.N.B.A.C., West Hants & Dorset M.C., Riley M.C. and the M.G. C.C., who may drive any type and make of car, and will be run over a route of some 450 miles through Wiltshire, Berkshire, Hampshire, Dorset, Gloucestershire and Somerset. Starting points will be in Birmingham, London and Bristol.

The first competitor will leave at 8.30 p.m. on Friday, October 8th,

and will reach Weston-super-Mare, Somerset, at about 1.30 p.m. the following day. The route, which will be secret, will only be disclosed to competitors as they progress along the route.

The main award for the rally is the Nuffield Rally Cup and this will be presented to the competitor who achieves the best performance in the rally. Regulations of the rally are now available and applications should be made to Dr. M. King, Fosse Way, Stow-on-the-Wold, or to invited club secretaries.

PER ARDUA M.C.

In conjunction with the Forces' M.C. the Per Ardua M.C. will be holding a rally, which will include driving tests, at Tidworth on October 16th. The rally will be followed by supper and films.

Regulations are available from the competitions secretary of the Forces' M.C., Major H. G. M. Williams, 15, Lambdown Terrace, Perham Down, Tidworth, Hants.

FIXTURES FOR OCTOBER

R. — Restricted Event.

C. — Closed Event.

C.I. — Closed Invitation Event.

N. — National Event.

I. — International Event.

- 2nd.—Lloyd's M.C. Trial, London Counties. C.
Lancashire A.C. Davis Trophy Trial, N.E. Lancs. R.
Knock Motor-Cycle Club. Trial.
Bristol M.C. & L.C.C. Race meeting, Castle Combe. C.
B.A.R.C. RACE MEETING, AINTREE. I.
B.A.R.C. (S.W.). Speed Trials, Goodwood. C.I.
- 2nd/3rd.—M.G. C.C. (N.E., N.W., Scot.). Rally. C.I.
S. Caernarvonshire M.C. Rally, N. Wales. C.I.
Hants & Berks M.C. Rally, Herts/Berks. C.I.
V.S.C.C. Rally, Presteigne. C.
Ferne C.C. Rally, Cotswolds. C.
- 3rd.—Yorkshire S.C.C. Trial, Grassington. C.
Old Merchant Taylors M.C. Driving tests, Herts. C.
Loughborough College M.C. Driving tests, Leics.
Eastwood & Dist. M.C. Trial, Notts./Derbys. C.
N. Devon M.C. C.
Morgan 4/4 Club. Driving tests, Midlands. C.
Morecambe C.C. Rally, Lancs/Yorks. C.I.
Hagley & Dist. L.C.C. Trial, Worcs. C.
Furness & Dist. M.C. Trial, Lake District. C.
Half-Litre C.C. Race meeting, Brands Hatch. C.
Half-Litre C.C. Race meeting, Brough. C.
- 9th.—Brighton & Hove M.C. Trial. C.
Haslemere M.C. Rally, Haslemere. C.
Burnham-on-Sea M.C. Rally.
M.C.C. Trial, Glos. C.I.
N. Staffs M.C. Race meeting, Silverstone. C.I.
Wirral 100 M.C. Sprint, Rhydymwyn. C.I.
EASTERN COUNTIES M.C. RACE MEETING, SNETTERTON. N.
500 M.R.C. of Ireland. Race meeting, Kirkistown Airfield. C.
Newry & Dist. M.C. Hill-climb, Ballyedmand. C.
- 9th/10th.—Mid-Cheshire M.C. Rally, Ches./N. Wales. C.I.
Shenstone & Dist. M.C. Rally, Staffs/Derbys. C.I.
Charnwood C.C. Rally, Leics/N. Wales. C.
S. of Scotland C.C. Rally, Ayrshire/Dumfriesshire. C.I.
Sunbeam-Talbot O.C. Rally, Scarborough. C.
M.G. C.C. (S.W.). Rally. C.I.
- 10th.—Peterborough M.C. Trial, Peterborough. C.
Kentish Border C.C. Trial, Kent/Sussex. C.
Severn Valley M.C. Rally, Shropshire. C.
Knowlisdale C.C. Trial, Lancs/Westmorland. C.I.
Horsham & Dist. M.C. & L.C.C. Trial, Sussex. C.
Hants & Berks M.C. Driving tests, California. C.
Taunton M.C. Allen Trophy Trial. R.
Hartlepoons & Dist. M.C. Rally, N. Yorks. C.I.
Leicestershire C.C. Trial, Leics. C.
Worcestershire M.C. Trial, Worcs. C.I.
Cambridge 50 C.C. Speed trial, Bottisham. C.
Half-Litre C.C. Race meeting, Cadwell Park. C.
Waterloo & Dist. M.C. Sprint, Altcar. C.I.
- 13th.—Harrow C.C. Trial. C.I.
- 15th/16th.—Eight Clubs. Rally, Eastbourne. C.
- 16th.—Irish M.R.C. & Ulster A.C. Trial.
W. Essex C.C. Race meeting, Snetterton. C.I.
S.O.D.C. Sprint, Hastings. C.I.
- 16th/17th.—Falcon M.C. Trial, Herts/Beds. C.
Scarborough & Dist. M.C. Trial, Yorks. C.I.
- 17th.—Bolton le Moors C.C. Trial, Lancs/Yorks. C.
Nottingham S.C.C. Trial, Nottingham. C.
Rhyl & Dist. M.C. Trial, N. Wales. C.I.
B.A.R.C. (Yorks). Trial, York Dales. C.
M.G. C.C. (N.W.). Trial. C.
N. Midland M.C. Trial, Derbys. C.
Windsor C.C. Rally. C.
Edinburgh Univ. M.C. Rally, Edinburgh. C.
Margate & Dist. C.C. Rally. C.
Thames Estuary A.C. Rally, Essex/Suffolk. C.
Berwick & Dist. M.C. Rally, Scottish Borders. C.I.
Cornwall V.C.C. Rally, Cornwall. C.I.
Southsea M.C. President's Trophy Trial, Hants. R.
- 18th.—M.G. C.C. (Midland). Trial, Salop. C.I.
- 23rd.—Armagh & Dist. M.C. & C.C. Trial, Armagh. C.
Sporting C.C. of Norfolk. Rally. C.
Riley M.C. (Lowland). Rally. C.
Riley M.C. (Scotland). Rally.
- 23rd/24th.—Liverpool M.C. Rally. C.
Northampton & Dist. C.C. Trial, Northants. C.I.
Marconi A.C. Trial, E. Counties. C.I.
Aberdeen & Dist. M.C. Rally. C.
- 24th.—Maidstone & Mid-Kent M.C. Bossom Trial, Kent. R.
Maidstone & Mid-Kent C.C. Trial, Kent. C.I.
S.U.N.B.A.C. Trial, Shropshire. C.
Liverpool M.C. Trial, N. Wales. C.I.
Sporting C.C. of Norfolk. Trial. C.
Middlesbrough & Dist. M.C. Rally, Cleveland. C.I.
Fylde Motor Sports Committee. C.
750 M.C. Speed trials, Tarrant Rushton. C.I.
S. of Scotland C.C. Hill-climb. C.
- 30th.—Grimsby N.C. Trial, N. Lines. C.
N. Cornwall M.C. Trial, Launceston. C.
Lanarkshire M.C. & C.C. Rally. C.
Ulster A.C. Trial.
C.S.M.A. and C.S.M.A. Farnborough. Trial, Farnborough. C.
- 30th/31st.—Sheffield & Hallamshire M.C. High Peak Trial, High Peak. R.
Tunbridge Wells M.C. Trial, Kent/Sussex. C.I.
Cambridge Univ. A.C. Rally. R.
Blackpool & Fylde M.C. Rally. C.I.
- 31st.—S.U.N.B.A.C. Trial, Shropshire. C.
Lancashire A.C. Trial. C.
Herefordshire M.C. Trial. C.I.
Exmoor M.C. Trial, Minehead. C.I.
M.G. C.C. (Scottish). Trial, Lothians. C.I.
Coventry & Warwicks M.C. Rally, Warwicks/Wales. C.
Leicestershire C.C. Trial, Leics. C.
Durham A.C. Rally, N. Counties. C.
Furness & Dist. M.C. Trial, Lake District. C.
Waterloo & Dist. M.C. Trial. C.I.
E. Anglian M.C. Autoscramble.

HEREFORDSHIRE M.C.

The Herefordshire Motor Club's "Little Rally" was held on August 29th, covering a route of about 130 miles, mainly in Radnorshire and Breconshire. This was a closed event, and 16 entries were received. The only non-starter had succumbed to a tempting offer for his car and sold it the previous day.

From the start at the "Red Lion," Pembridge, a run via New Radnor and Discoed brought the site of the first special test, at Lower Harpton. Here, on a steep gradient, a form of stop-and-restart test was held against the watch.

The first control was situated at Knucklas and to reach this a number of intermediate check points had to be visited and various information collected from each, and after traversing Whitton, Monaughty, Llangunllo and Dolau the control was reached.

It must be stated that penalties were liable to be imposed for exceeding an average speed of 40 m.p.h. over any five-mile stretch of route. So difficult was the going, all competitors were late at the lunch stop at the Norton Arms Hotel, Knighton.

Following lunch the competitors proceeded via Beguildy, Knucklas, Llanthywyd and Bettwys-y-Cwyn to another control at Cefn-Goloch, where all cars were still arriving late.

In the next section, some delay was caused in having to extricate the Sunbeam-Talbot of a lady competitor which became bogged and had to be lifted out by many willing hands. This section took in Kerry, Newtown, Llandyssyl and Sarn and led to a further control at Whitton. From here it was a more or less main-road route to the scene of the final tests, near the finish.

The first of these consisted of a regularity section, which was covered with an observer who obscured the speedometer for the test, thus making it more difficult.

Following this was a complex test of driving in and out of bays in both forward and reverse directions, while in the final test the minimum gap through which the car could pass had to be judged and the car driven through it and over a timed section at speed.

From here it was a short run to the finish at the "Red Lion," Pembridge, where the organisers, Messrs. H. E. Rumsey and J. P. Taylor, announced the following provisional results.

The outright winner was Mr. Morgan, of Ludlow (Triumph TR2), navigated by Mr. Hobby.

On the road section, best performance was achieved by J. J. Bott and J. R. W. Thomas (Riley), but the winner's better times in the special tests decided the event in his favour.

Open Cars up to 1,300 c.c. : 1st, R. M. Jones, navigator, and Mrs. Jones (M.G. TC).

Closed Cars up to 1,300 c.c. : 1st, R. A. G. Foster, navigator, and D. Mullott (M.G. 1½-litre).

Open Cars over 1,300 c.c. : 1st, — Paul, navigator, and A. N. Other (Triumph TR2).

Closed Cars over 1,300 c.c. : 1st, J. J. Bott, navigator, and J. R. W. Thomas (2½-litre Riley).

BOLTON-LE-MOORS C.C. CONCOURS D'ELEGANCE (August 29th)

Owing to rain the Concours was held, not in the civic centre as planned, but in an alternative venue, the Drill Hall of the Royal Artillery T.A. The very varied entry included a traction engine.

Results :

Apollo Trophy (awarded to the best entry by a member of the promoting club) : F. Birch (Rolls-Royce).

Special Award : T. Alberts (1913 Burrell traction engine).

Veteran : C. F. Hodgkinson (de Dion).

Vintage : G. Spedding (Swift).

Pre-1946 Cars : F. Birch (Rolls-Royce).

Post-1946 Open Cars (makers' list price over £600, excluding purchase tax) : S. Morton (Austin-Healey).

Post-1946 Closed Cars (makers' list price up to £460, excluding purchase tax) : Miss Hadcroft (Austin A30).

Post-1946 Closed Cars (makers' list price £460 to £925, excluding purchase tax) : P. Roslin (Sunbeam-Talbot).

Commercial Vehicles ("A" and "S" licences) : F. Snaylam & Son (Albion, 1945).

Commercial Vehicles ("B" and "C" licences) : Chorley Hygienic Laundry (Leyland).

KING'S LYNN & DIST. M.C.

The results of the Pirate Rally held on August 29th were :—

1st : E. W. Laing (Austin A90), 5 points lost.

2nd (tie) : J. B. Clarke (Hillman Ten) and P. B. Heading (Ford Prefect), each lost 15 points.

4th : N. G. Pettefar (Morris Minor).

Class Results :

Committee Awards : 1st : E. W. Laing (Austin A90); 2nd : J. B. Clarke (Hillman Ten); 3rd : N. G. Pettefar (Morris Minor).

Other Members' Awards : 1st : P. B. Heading (Ford Prefect); 2nd : H. D. Bos (M.G. J2); 3rd : J. L. Lambert (Morris Ten).

This rally was rather unusual as it was organised by a few members who had been successful in events during the last two years for the benefit of our committee and members who had been unsuccessful.

The route covered about 75 miles of Norfolk by-roads and lanes and consisted mainly of navigation, with one special test.

BOOK REVIEWS—continued from page 563

although, with Dudley Noble as one of the authors, we are astonished not to see a single "lovely" occupying any of the boats illustrated!

Seriously, whether you are contemplating buying or making a motor-boat (in which case the Marine Section of the Earls Court Motor Show will clinch the desire), merely wish to understand motor-boat jargon, or have a motor-boat and crave data on operating it, on coastwise and inland waterways and Regulations at Sea, etc., this is the book. It represents very good value indeed at 6s.—W. B.

"Silver Spoon—The Memoirs of Lord Grantley." Edited by Mary and Alan Wood. 239 pp. (Hutchinson and Co., Ltd., Stratford Place, W.1. 18s.)

This is another instance in which we asked for a review copy instead of waiting for it to come to us. The reason was that in obituary notices relating to the late Lord Grantley he was referred to as a "famous racing motorist." This puzzled us and we hoped his autobiography would make the matter clear.

It does not altogether do so, for although he devoted half a chapter of his very readable book to motoring and refers to long-distance record-breaking at Monthery as partner to Jack Dunfee, his facts go rather astray, nor do his publishers seem very sure about them, dismissing this part of Lord Grantley's career as "breaking motor speedway records."

It seems he did so as Richard Norton, driving with Dunfee in 24-hour record attempts, which, he states, could bring in £2,000-£2,500 or as much as £4,000-£5,000 for short-distance records, which helps to explain how Parry Thomas made a business of record breaking from 1922 to 1927.

References to a special, short-chassis 8-litre Sunbeam made for Dunfee by Coatalen are puzzling, unless they refer to the 8-litre Bentley, nor is it correct that Brooklands "had no facilities" for 24-hour records; local Weybridge inhabitants put a ban on night driving there.

Lord Grantley describes his many cars, from his 9-h.p. two-cylinder de Dion coupé, bought from Wm. Morris, in which in 1913 he averaged 17½ m.p.h. on a long Continental tour, his pre-1914 white 40/50 Rolls-Royce, to subsequent Studebaker, Rover, Hotchkiss, Lancia, 100-h.p. Minerva, a special 3-litre Sunbeam, and Bentley cars. He tells of beating the Blue Train with Clive Dunfee in his 4½-litre Bentley, averaging 53 m.p.h. from Cannes to Calais, and later of crashing it in England, and of finding a big Delage ideal for the potholes of Yugoslavia in 1926. Alas, he refers to another Bentley as a 6-litre and although Segrave's name is spelt correctly, Coatalen's isn't; what a pity publishers do not consult experts in specialised subjects when preparing books of this kind! Otherwise, "Silver Spoon" is a first-class book, fascinatingly depicting a departed age and full of amusing stories and character studies. —W. B.

* * *

We have remarked previously on the excellence of the Michelin road map of Great Britain (14 miles = 1 in.). It is now available in book-page form, more easily usable while within the car. The price is 6s., from 81, Fulham Road, S.W.3. Incidentally, it occurs to us that it is very decent of tyre manufacturers like Michelin and Dunlop to supply us with maps which obviate unnecessary detours and "lost" mileage, as without them we should all consume that much more rubber!

THE CASTLE COMBE NATIONAL RACE MEETING—

continued from page 559

nothing against his cautious cornering, both he and Gerard lapping at the same speed. Wharton's old lap record was not challenged, being 1.45 m.p.h. faster, and had he been taming the B.R.M. is the only "if" we can permit.

1st : F. R. Gerard (Cooper-Bristol) ... 19 min. 10.2 sec. ... 86.25 m.p.h.

2nd : R. Flockhart (B.R.M.) ... 19 min. 10.6 sec.

3rd : H. Gould (Cooper-Bristol) ... 19 min. 42.2 sec.

Fastest lap : Gerard and Flockhart, 88.32 m.p.h.

Seven-Lap Scratch Race. 1,500-c.c. Sports Cars.

Chapman ran away with this, although in trying to pass an unsuspecting Jauncey (Otter Cup) on the wrong side out of Old Paddock Bend on lap five he left the road and tore part of the Lotus' under-shield amidst much fist-waving. Behind, Fiander passed Coombs on the last lap but was repassed and beaten by 0.2 of a second on the run in.

1st : C. Chapman (Lotus) ... 9 min. 53.2 sec. ... 78.25 m.p.h.

2nd : J. Coombs (Lotus) ... 10 min. 26.8 sec.

3rd : J. Fiander (Tojeiro) ... 10 min. 27.0 sec.

Fastest lap : Chapman .81.18 m.p.h.

RUMBLINGS



Here, for the record, are the International class records broken in America during August by Austin-Healey and M.G. cars. (How nice to see G. E. T. Eyston still at it!)

RECORDS

Records by Eyston and Miles (M.G.):

<i>International Class F</i>			
500 miles at 120.3 m.p.h.		3 hours at 120.91 m.p.h.	
1,000 kilo. at 120.9 "		6 hours at 121.42 "	
1,000 miles at 120.13 "		12 hours at 120.74 "	
2,000 kilo. at 120.19 "		f.s. 10 miles at 153.69 "	

Thus return to Britain records held formerly by Bugatti, Porsche and Inka cars. In addition, 14 American National Class F records were taken from Austin, Duesenberg and Miller cars, and 15 other American long-distance records.

Records by D. Healey (Austin-Healey):

<i>International Class D</i>			
5 kilo. at 182.2 m.p.h.		10 miles at 181.0 m.p.h.	
5 miles at 183.7 "		1 hour at 156.7 "	
10 kilo. at 183.8 "			

In addition, these rank as American National Class D records, to which is added the American National Class D kilometre record at 192.7 m.p.h., which could also be regarded as an unofficial fastest-ever "production-car" record.

The M.G. was an all-enveloping record breaker, EX 179, with non-supercharged engine developed from the TF Midget power unit, giving 84 b.h.p. from 1,466 c.c., and pulling a top-gear ratio of 2.88 to 1 (5.50 by 15 tyres), varied somewhat as conditions warranted.

The Austin-Healey had an all-enveloping, closed-cockpit body, and a Shorrocks C250B supercharger.

In addition, an Austin-Healey 100S, the new competition model with 130-b.h.p. engine, close-ratio gearbox, disc brakes and an all-aluminium body took the following records:—

<i>International Class D</i>			
3,000 miles at 132.1 m.p.h.		24 hours at 132.2 m.p.h.	
5,000 kilo. at 132.2 "			

and 50 other International and/or American National Class D records.

These successful British record attacks were made at Utah.



At home a milder form of unofficial record-breaking has been indulged in by R. B. James and C. P. Nichols, who drove a Triumph TR2 for 24 hours over British roads, during which time they covered 1,003 miles (41.79 m.p.h.) and, incidentally, averaged no less than 37.28 m.p.g. of National Benzole Mixture.

AT HOME

Does this suggest a new level at which to aim, chaps?



Last month we enlarged on this page on the fascination of motor-car miniatures and referred to the new Scalex M.G. and latest Dinky models. Farmer-enthusiasts will be pleased to learn that they have not been forgotten, for Chad Valley make a very fine working model of the Fordson Major tractor. This model is made in conjunction with the Ford Company, who have always taken a close interest in any replicas of their products from the time when simple tinplate versions of the model-T tourer, saloon and coupé were put on the market.

FOR FARMERS

This Fordson Major model is a far more robust affair. To a scale of 1:19, it is 7½ in. long and has a hinged bonnet, beneath which is a beautifully-detailed engine with all components correctly represented and a rotatable cooling fan. All wheels are rubber-tyred, those at the back having correct straked treads, while the front wheels steer correctly, by means of substantial connections to the steering wheel. The front axle is correctly pivoted in the centre and the towing-linkages at the back of the tractor are cleverly modelled; they include a detachable tow-bar, etc.

The model is provided with clockwork mechanism, wound via the near-side back hub, enabling the Fordson Major to run the length of a room. Farmers who use the full-size Fordson and model collectors in general will find this Chad Valley product impossible to resist! The price is 45s. 6d. We understand that David Brown users are likely to be similarly catered for some time next year.

NEW LEGISLATION

Two new bits of motoring legislation are in the news—compulsory red rear reflectors and parking-meters. So far as the former are concerned, we suppose that any step which can be taken to reduce road accidents must be commended, although the fact remains that most motorists are going to incur additional expense in buying reflectors. Many are no doubt in difficulties because they cannot obtain reflectors (for which the demand for several million pairs, while gratifying for the accessory manufacturers, is likely to lead to supply shortages) and for a while we can expect police checks and fines where reflectors have been wrongly located or have fallen off.

Over and above which, the law surely places responsibility on those who motor to have sufficient light to see where they are going; those of us whose cars possess very adequate dual rear lamps are going to be the least enamoured about fitting reflectors. As we must fit them, is it too much to ask that the police will at last make a proper drive against pedal-cyclists who ride about after dark not only without rear lamps or reflectors but in many instances without provision for fitting them?

This suggestion is not made with any intent to reopen the motorists versus cyclists feud, far from it, but common sense suggests that with every other vehicle now carrying lamps or reflectors, normally both, unlit bicycles will constitute a greater menace to safety than ever before. Incidentally, the compulsion on rear reflectors is perhaps another instance of authority taking cover from its refusal to commence a proper road-building programme.

Parking-meters are rather beyond our comprehension at present; we have not progressed beyond the stage of tipping an (un-uniformed) official in order that we may park a car in a London square all day when the official's employers expressly stipulate that the limit shall be two hours! (At one time we tried withdrawing the tip, or rather reducing it to a rate of a mere 1s. 8d. per week, because our attendant was absent when it rained, never very helpful at finding us even a tiny gap, didn't appear to watch over the car at all, and was careful to disclaim any responsibility for luggage and belongings left in it. This we found was a mistake, as a slanging-match ensued, during which we discovered that this square wasn't a parking place for non-tippers, not even for two hours at a time, whereas those who gave adequately to the well-dressed and comfortable-looking "attendant" could, it seemed, stay all day, and all night as well if they wished.)

At least parking-meters won't argue . . .



A FRONTENAC TURNS UP

Those of our readers who like the bizarre amongst cars should have been with us the other evening, when we were introduced, in a Hampshire garden, to an unusual car registered as a Springbok.

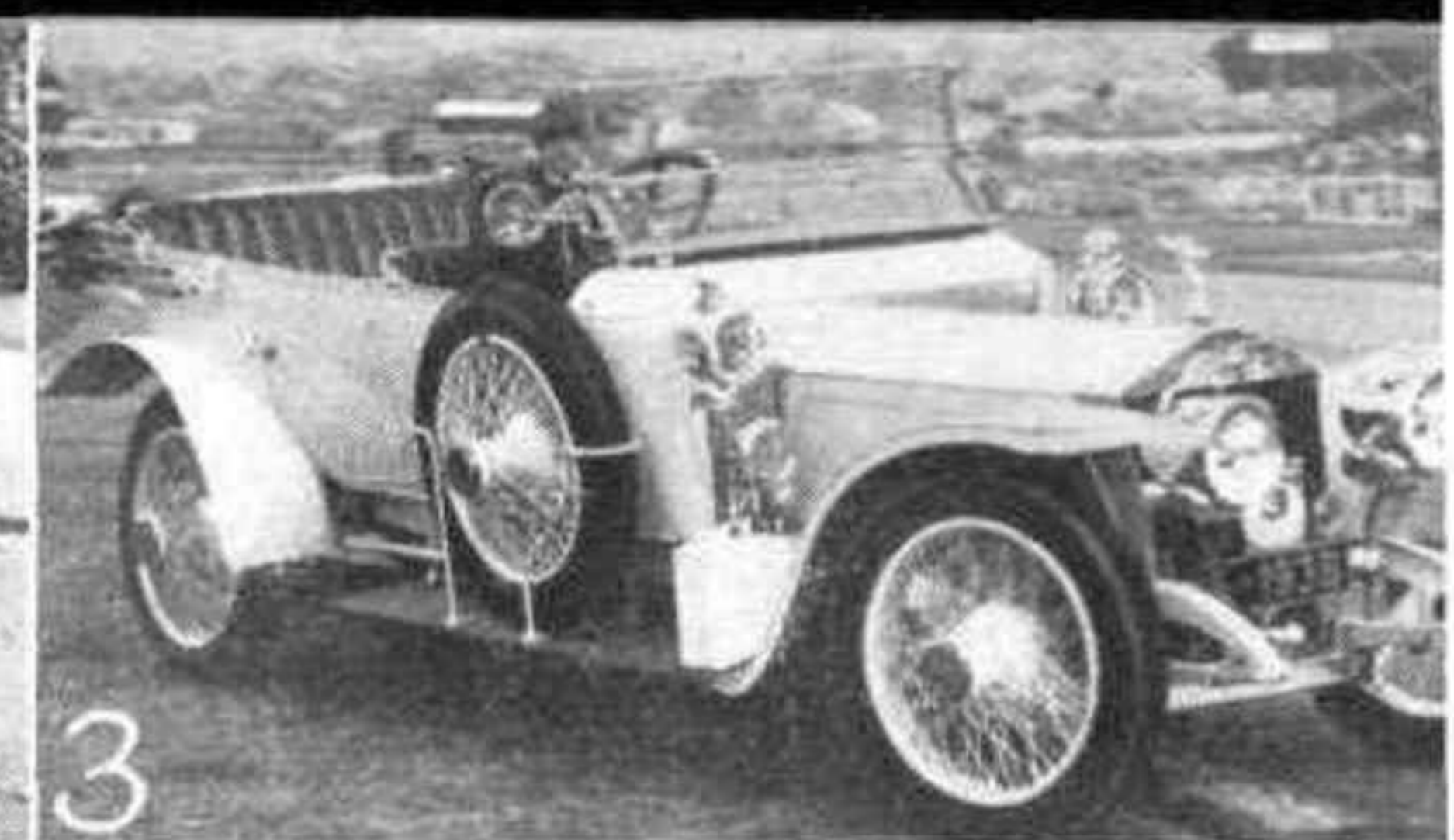
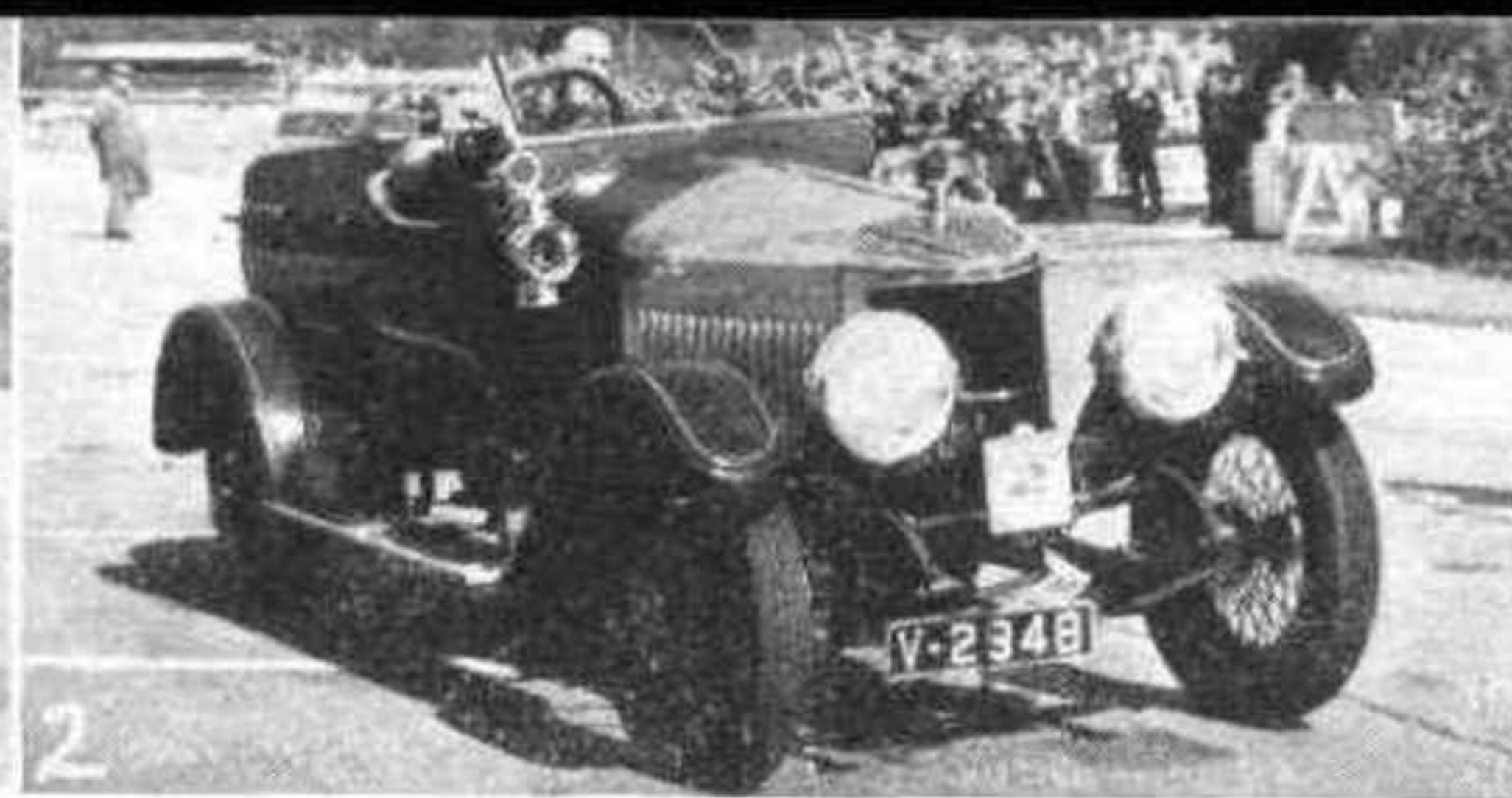
The basis of this sports four-seater is model-T Ford, front and back axles and transverse leaf-spring suspension being of this origin, while the slender steering column has the Ford epicyclic reduction gearing. The wire wheels shout early Ford and the engine is a model-T with an imposing push-rod Frontenac o.h.v. conversion, a big Solex carburetter and a Bosch magneto. In unit with it is the Ford two-speed epicyclic gearbox, pedal controlled, but a lever lying horizontally on the floor of the car suggests an additional over-drive gear.

The wheelbase is very long and as the body is a brief sports two-seater the bonnet is very long also. The chassis side-members are hidden by polished valances and behind the bucket-seats is a luggage compartment containing well-made, fitted tool-boxes, a lid neatly shutting down on these and forming a luggage rack, access to which is via a detachable panel in the back of the hood.

The stock of instruments on the dash, the presence of an automatic upper-cylinder lubricator under the bonnet and the elaborate polished dummy radiator cowl emblazoned with the name Springbok all suggest that the car was evolved by an enthusiast, while the body and single-pane screen would appear to date from the nineteenth-thirties. Yet the helmet mudguards (there are no running-boards), wheels and power unit, and the once-white-walled tyres, are typically American.

The radiator is not that of a model-T, having a separate block covered by the aforesaid cowl, but the flimsy central hand-brake looks original, as does the three-branch exhaust manifold on the off side feeding via flexible tubing to the tail-pipe. The steering wheel is partially cut away and the rear suspension incorporates a big snubber spring over the transverse leaf-spring, this and the aforesaid overdrive probably being proprietary extras available in the nineteen-twenties for the model-T.

This car is said to gallop quite well but not to stop (small rear brakes only), which may be why the front axle was appreciably bent when we encountered the car.



THE ANGLO-AMERICAN VINTAGE-CAR RALLY

British Team Beats American by 1,375 points

THE Anglo-American Vintage-Car Rally sponsored by the British Travel and Holidays Association must be written down as an Exceedingly Good Thing; an event greatly enhancing the prestige of the Vintage Sports Car Club, which already stands high in motoring circles.

The plot of a tour through some of Scotland's and England's better scenery, traversing part of the historic 1,000-mile Trial route, stopping nightly at delectable Trust Houses and embracing a few tests *en route*, and some more ambitious ones with which to conclude the contest at Goodwood on September 11th, was carried out to such an appreciative audience of kerbside well-wishers as to surprise and encourage even those whose hearts have long been in this vintage-car movement.

The programme was beautifully produced and was truly informative; great praise being due to whoever wrote it. (Could he be "L.T.C.R." himself?) The police co-operated, the A.A. did some ambitious route-marking, the R.A.C. carried round the enormous silver cup presented by them to the winning team, the B.O.C. lent Prescott Hill, the B.A.R.C. contributed Goodwood, and, generally, every assistance was placed at the disposal of the B.T.H.A. and the V.S.C.C.

If the apt-to-be-overlooked, realist object of this enthralling and pleasant exercise, that of publicising Britain as a touring ground, wasn't achieved, only Jupiter Pluvius is to blame, for on occasion the Americans got very wet indeed—and many of them, and their fair passengers, were in decidedly spartan motor cars. Yet even this they took in good part and we feel sure we shall have the pleasure of their company on other occasions in the future. On every side we heard warm praise for the pleasant finale at Goodwood, for Tom Rolt's organisation, Tim Carson's captaincy of the winning team and the enthusiastic support of vintage and veteran car and motor-cycle owners. The Veteran M.C. of America, captained by H. Austin Clark, Jr., also deserves the highest praise for fielding such a representative team of Edwardian and vintage American cars in such a very fine state of restoration. This is a fixture which *must* be repeated.—W. B.

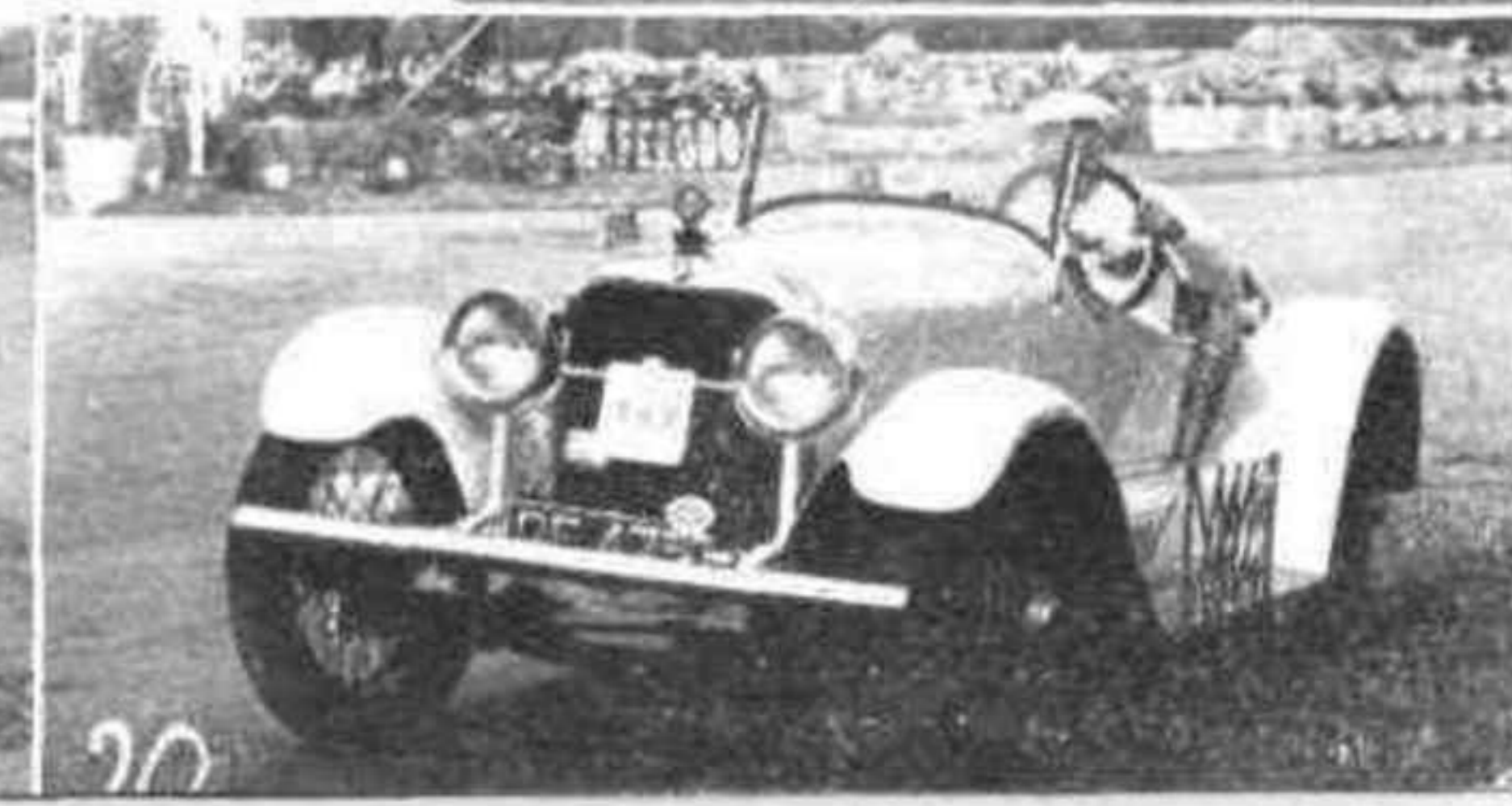
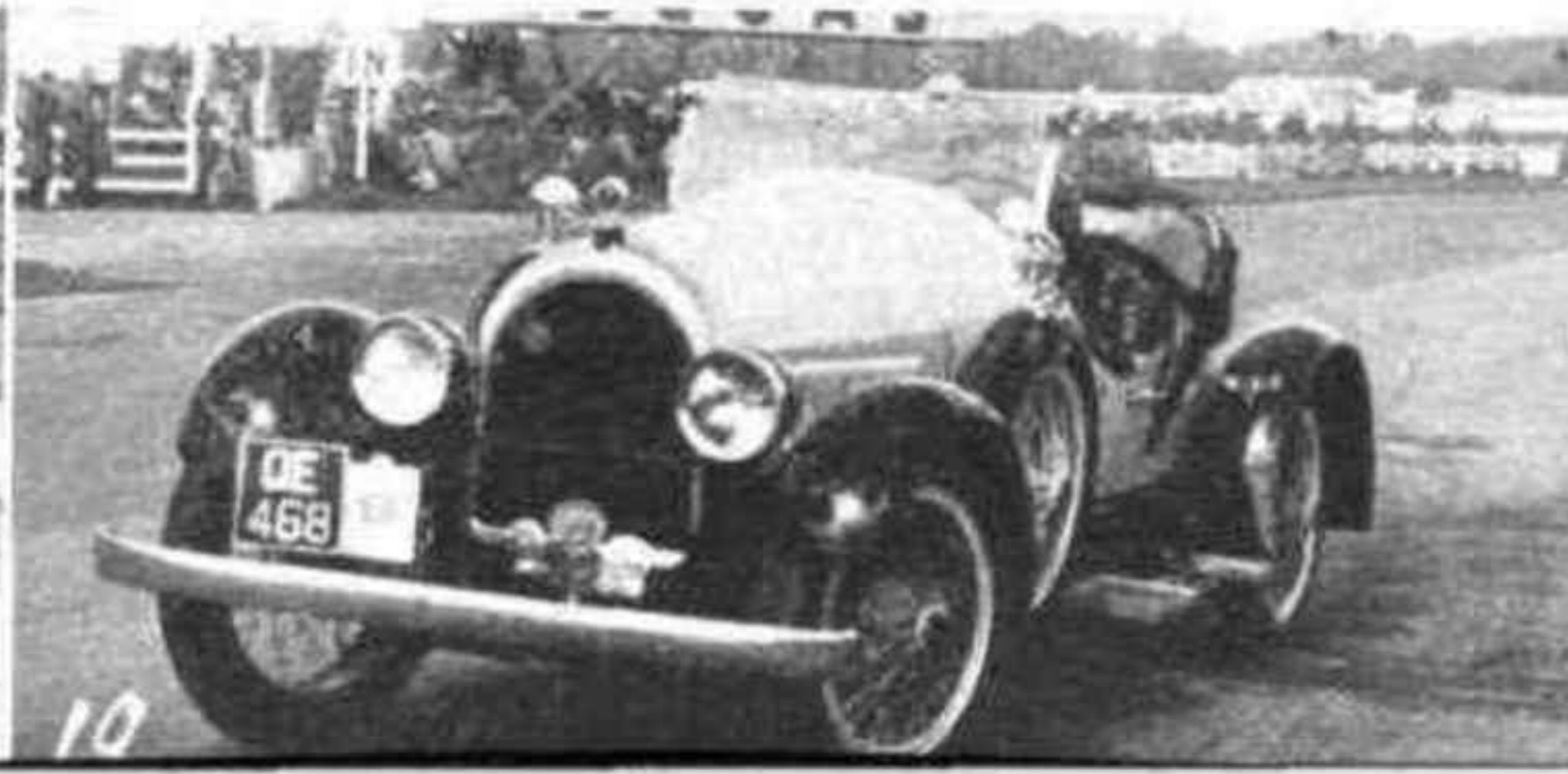
From the start fortune hardly smiled on our American visitors. The 1906 Stanley steamer of Paul J. Tusek couldn't find the correct fuel for its burners and blew out its boiler fuse-plug. The 9-litre 1913 Lozier of Rod Blood had its universal joint break up. The 1906 model-K 40-h.p. Ford of Elmer Bemis broke its crown-wheel and pinion.

But these early troubles, causing the U.S. team to lose many marks in the opening stages of the contest, were overcome. The Stanley found some better paraffin and was thereafter the most popular car in the contest, cheered to the echo as it snuffled rapidly along with a vast vapour-cloud in its wake. A Harrogate garage willingly produced its breakdown truck and toiled all night to re-make the Lozier's universal joint. The Ford Motor Company rose nobly to the assistance of Bemis and had a new crown-wheel and pinion made in lightning time, so that the model-K rejoined the run without loss of marks. Alas, its brakes proved incapable of anticipating the anchorage of a Humber driven by a high-ranking R.A.F. officer, who was caused to pull up when an elderly clot in a small mobile box stopped for no apparent reason *sans* warning. Damage was sustained to the Ford's radiator, near-side dumb-iron (a rather frail tubular affair in any case) and mudguard, but this didn't stop Bemis from continuing to Chichester. The Humber, however, didn't continue!

The first test was that of easy starting. Here Roswell Moore's 1921 Mercer, being blessed with a self-starter, made fastest time in 12 sec., no mean feat from cold. Yet Ron Barker, cranking Brooke's 1914 Prince Henry Vauxhall and leaping into his seat, scored the same time for Britain—whatever we did on the playing fields of Eton, Stowe certainly develops the qualities needed for motoring sport!

KEY TO SURROUNDING ILLUSTRATIONS

- 1. 1908 Wolseley-Simplex; 2. 1914 Vauxhall; 3. 1910 Rolls-Royce; 4. 1906 Ford; 5. 1913 Sunbeam; 6. 1914 Stutz; 7. 1913 Lanchester; 8. 1913 Lozier; 9. 1925 Alvis; 10. 1914 Mercer; 11. 1920 Vauxhall; 12. 1914 Simplex; 13. 1926 Sunbeam; 14. 1916 Pierce-Arrow; 15. 1928 Fraser-Nash; 16. 1918 Biddle; 17. 1928 Bentley; 18. 1919 Stutz; 19. 1923 Kissel; 20. 1921 Mercer.



The slow-fast test saw the U.S. team ahead on points but as the contest developed they fell back, losing marks because the Stanley was not where it should have been on schedule. Denne (1913 12/16 Sunbeam) made a mess of the slow-fast test, which evened things up somewhat, but on the whole the British team seemed to possess the faster cars and drivers better able to swerve-the-curves.

Here we may digress to remark on the strong team of official cars. Forrest Lycett, scornful of the rain hatless in his immortal 8-litre Bentley, acted as whipper-in of stragglers—and what better car for this task than this accelerative 8-litre! Laurence Pomeroy drove about in his 1914 "Prince Henry" Vauxhall to the tune of 48-m.p.h. averages, Kent Karlake was present when wanted by grace of his 1919 6½-litre Hispano-Suiza, Tom Rolt, organiser of the whole show, trusted in his 1924 "duck's back" 12/50 Alvis, and John Morley assisted him in a 1931 12/60 Alvis with hydraulic brakes—very rapid this not-quite-vintage car, but we don't believe the official programme when it claims for it bigger ports than Rolt has in his big-port 12/50! Cecil Clutton also assisted, but unfortunately his famous 1908 G.P. Itala ran its big-ends, had them replaced, and ran them again, so that Sam was reduced to the comfort of his Citroën Six when not sitting at the left elbow of Pomeroy in the "Prince Henry." Even the Itala was patched up, however, and on the last day of the road-section was seen ascending South Harting, albeit firing on only two of its great cylinders. Arthur Jeddere-Fisher marshalled Goodwood, aided by his 30/98 Vauxhall and his wife's Edwardian Lancia Theta, and various scribes flashed amongst the competing cars, such as Bunty Scott-Moncrieff in his wife's Lotus-Ford, Bunny Tubbs in his Citroën Light Fifteen, and your Editor in the convenience of a Citroën 2 c.v.

The Prescott speed hill-climb was a highlight of the contest, because the weather, although threatening, behaved, and Prescott looked indeed beautiful in the fitful September sunshine. The times achieved by the individual ascenders are given hereafter. "Steady" Barker drove Anthony Brooke's "Prince Henry" as if a speed event really was being essayed, changing down into second very neatly at the Esses, the old Vauxhall's exhaust bellow a feature of this and the other special tests. As the car had only been assembled ten days before leaving Edinburgh the car's performance possesses even greater merit and must have made up fully for Barker's disappointment that the Hutton wasn't ready in time.

Jimmy Skinner's beautiful 1910 Rolls-Royce took off with a squeal from the clutch and thereafter climbed quietly without setting a wheel wrong anywhere. Hutton-Stott's 1913 Lanchester was, if anything, even quieter, rolling, of course, at every corner.

T. P. Breen cared for the ignition setting of his very lovely 1928 4½-litre Bentley leaving the Esses, Denne brought his 1913 12/16 Sunbeam up beautifully, swinging it through the Esses, and Pugh's 1928 Anzani Frazer-Nash, front wheels flapping in response to high-gear steering, was neat, if rather over-gear for the hill. Edward Hansen's 1918 Duesenberg-engined Biddle Speedway Special was very throaty as to exhaust but seemed over-gear. Douglas FitzPatrick carefully pushed forward the long, upright ignition-lever of the Wolseley-Siddeley as he started his runs.

Rod Blood's vast 1913 Lozier Toy Tonneau was misfiring a little out of the Esses and Austin Clark made a grab, then thought better of it, for the hand-brake of his big 1916 Pierce-Arrow Raceabout as he thundered up to the start of the Esses. Tim Carson, in Clutton's crab-tracked 1920 E-type 30/98 Vauxhall, was cautious but showed fine acceleration, A. S. Heal made the tyres of his 1926 twin-cam 3-litre Sunbeam protest, and A. J. Clarke made a spirited ascent, changing down smartly when required in his four-seater 1925 12/50 Alvis. Roswell Moore's 1921 Mercer, with telescopic luggage rack on the near-side running-board, came up extremely neatly, its driver blipping the throttle at the Esses.

In the Orchard Paddock the truly immaculate state of the cars of the U.S. team was appreciated, from the spotless finish of Tony Koveleski's yellow Stutz Bearcat, which was spare car to the U.S. team, to little details like the round windscreen of Ralph Buckley's Mercer Raceabout, the spare-tyre drum on the tail of Henry Austin Clark's 1916 13-litre Pierce-Arrow Raceabout, which had a little outrigger seat for a footman on the near side, the matching hood and spare-wheels cover of Clarence Kay's 1919 sports-touring Stutz, the chain-drive of Sam Bailey's 1914 Simplex with its 9½-litre T-head motor, and the long rockers operating horizontal valves in the Duesenberg engine of the Biddle.

The best time by each competitor:—

R. Barker (Vauxhall) ...	61.56 sec.	1914 4½-litre ...	L-head.
A. T. Pugh (Frazer-Nash) ...	65.10 "	1928 1½-litre ...	L-head.
A. S. Heal (Sunbeam) ...	65.25 "	1926 3-litre ...	Twin o.h.c.
T. W. Carson (Vauxhall) ...	65.90 "	1920 4½-litre ...	L-head.
T. P. Breen (Bentley) ...	66.18 "	1928 4½-litre ...	Single o.h.c.
H. Austin Clark (Pierce-Arrow) ...	67.54 "	1916 12½-litre ...	T-head.
A. J. Clarke (Alvis) ...	68.76 "	1925 1½-litre ...	Push-rod o.h.v.

S. E. Bailey (Simplex) ...	769.19 sec.	1914 9½-litre ...	T-head.
R. T. Buckley (Mercer) ...	769.29 "	1914 5-litre ...	T-head.
R. Moore (Mercer) ...	70.97 "	1921 4½-litre ...	L-head.
P. J. Tusek (Stanley steamer) ...	72.04 "	1906 ...	—
E. S. Hansen (Biddle) ...	73.06 "	1918 5½-litre ...	Horizontal o.h.v.
S. J. Skinner (Rolls-Royce) ...	73.19 "	1910 7-litre ...	L-head.
C. Kay (Stutz) ...	73.29 "	1919 6-litre ...	O.H.V.
R. Blood (Lozier) ...	73.58 "	1913 9-litre ...	L-head.
F. Hutton-Stott (Lanchester) ...	75.71 "	1913 38-h.p. ...	Horizontal o.h.v.
D. Denne (Sunbeam) ...	75.72 "	1913 3-litre ...	L-head.
A. C. Baker (Kissel) ...	77.17 "	1923 61-h.p. ...	L-head.
D. G. FitzPatrick (Wolseley-Siddeley) ...	97.60 "	1908 3½-litre ...	L-head.
E. W. Bemis (Ford)—non-starter.			

We have appended some data after the time of each car's faster climb which, we think, may give food for thought. America had the handicap of age but advantage in engine size with its team.

Escorted by a police Riley, the cars drove rapidly to Cheltenham, through the now-customary throngs of well-wishers, to the Queen's Hotel. Nigel Arnold-Forster, reserve driver to the British team, proudly drove in the "f.t.d." Vauxhall while Barker sampled yet another means of conveyance.

The final day of road motoring brought heavy rain lashed by a gale-force wind, yet still the crowds lined the route in the towns and gathered in little knots along the country roads. A hitch in the police escort into Winchester delayed matters somewhat, so Rolt scrubbed the final time-check at Chichester.

The bad weather was especially unfortunate, because on a fine day the Sussex countryside as seen from the wide, well-surfaced A 272 from Winchester to Petersfield, with its easy bends, is seen to advantage. But it was in torrential rain that the cars came to the historic hill out of South Harting, one-time speed hill-climb venue, where Archie Frazer-Nash in the G.N. "Kim" and J. A. Joyce in the single-seater 16-valve A.C. thrilled the crowds. Even so, crowds were present here, sitting in parked modern saloons or huddled under umbrellas to watch the cavalcade take the gradient. Forrest Lycett, bare-headed in his mighty Bentley, went up early, as advance guard, and the R.A.C. van and trailer went up carrying the imposing R.A.C. Trophy.

After a little confusion Rolt arranged a restart (untimed) at the top of the hill. No one failed this test but observations were of interest. Thus, Skinner's Rolls-Royce found it child's play, as did the Frazer-Nash. The Kissel used plenty of power but got off safely, the Stutz Bulldog tourer was jerky, the Lanchester was steaming, as usual, and juddered its back axle, but Buckley's beautiful Mercer Raceabout found it easy. The Biddle was slow but absolutely sure, the Lozier came up slowly and needed three attempts at restarting, just succeeding, whereas Denne's Sunbeam was very sure of itself. Carson's 30/98 Vauxhall fairly lifted itself away, the 1906 Wolseley-Siddeley actually spun its back wheels—where a following modern Morris made far heavier weather of restarting—and Barker was very fast indeed getting away. The model-K Ford, receiving a warm ovation because it had survived the crash earlier on, was slow but sure, but the most appreciated climb was that by the Stanley steamer.

Cheerful police on silent Velocette motor-cycles marshalled the crowds, but a police Riley seemed something of a menace rushing up and down so that we were relieved when it fell into a ditch.

So to Goodwood, for that altogether memorable day on September 11th. From early morning vintage, Edwardian and veteran cars and motor-cycles invaded the circuit—and what a cheerful and good-natured invasion it was! Every known make of car seemed to be present.

The cars of the 12/50 Alvis Register filled a complete park, the Twenty Ghost Club, Bentley Drivers' Club, Sunbeam Register, Bugatti O.C., Humber Register, Aston Martin O.C. and other one-make organisations had special parks, an imposing row of 30/98 Vauxhalls with a 14/40 amongst them occupied another corner of the Paddock, and we saw an air-cooled Rover Eight parked beside a 14/45 Rover saloon. Pre- and post-war B.S.A.s, a vast Th. Schneider with Salmons drophead body, two A.B.C.s, one of them de Jough's Super Sports, a rare 1922 pointed-tail, aluminium-bodied sports A.C. Anzani, Stanley Sears' quite exotic 40/50 Rolls-Royce with *coupe de ville* body in the period of Louis XIV, built to the order of a director of Woolworth's, "Tich" Allen's Brooklands lap-record blown Brough-Superior and sidecar, a Trojan, a Leyland Eight, a vintage Morris Six with sports body, a sports wire-wheeled Austin Twenty helping to tow a recalcitrant Excelsior two-seater, bull-nose Morris, Clyno, 1925 Austin Twelve . . . but why go on. Two days would have been needed to do justice to the vintagery present and in almost every case clean and often immaculate, but it was the competing cars we had come to see.

Proceedings commenced with a garaging test, incorporating acceleration, braking and reversing manoeuvres. We were sorry to learn that the Stanley had to be replaced by the Stutz, as a cylinder

(Continued on page 575)

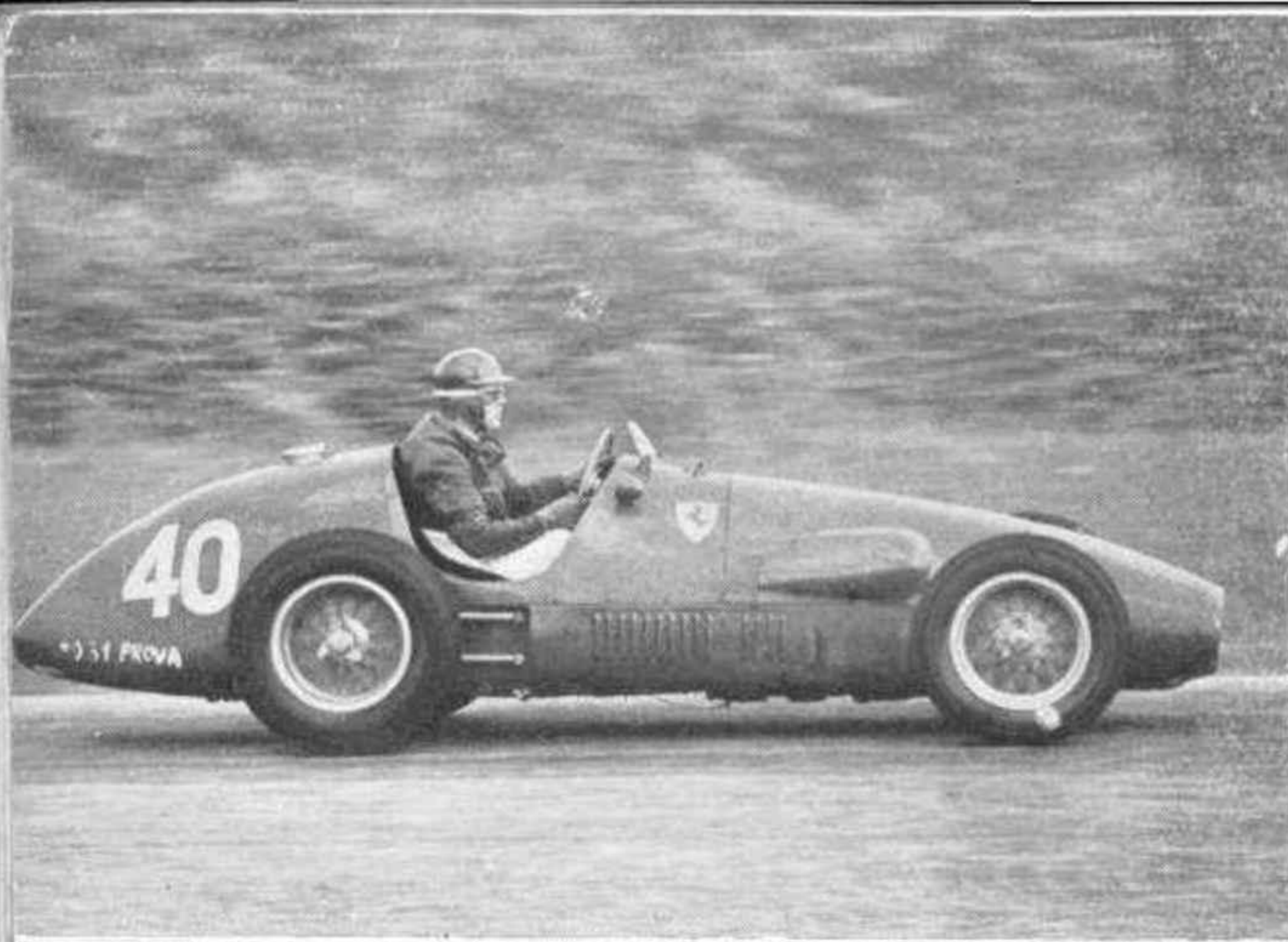
PICTORIAL REVIEW

Italian Grand Prix — Shelsley Walsh Hill-Climb Castle Combe Meeting — Peterborough M.C. Silverstone Meeting — Prescott Hill-Climb

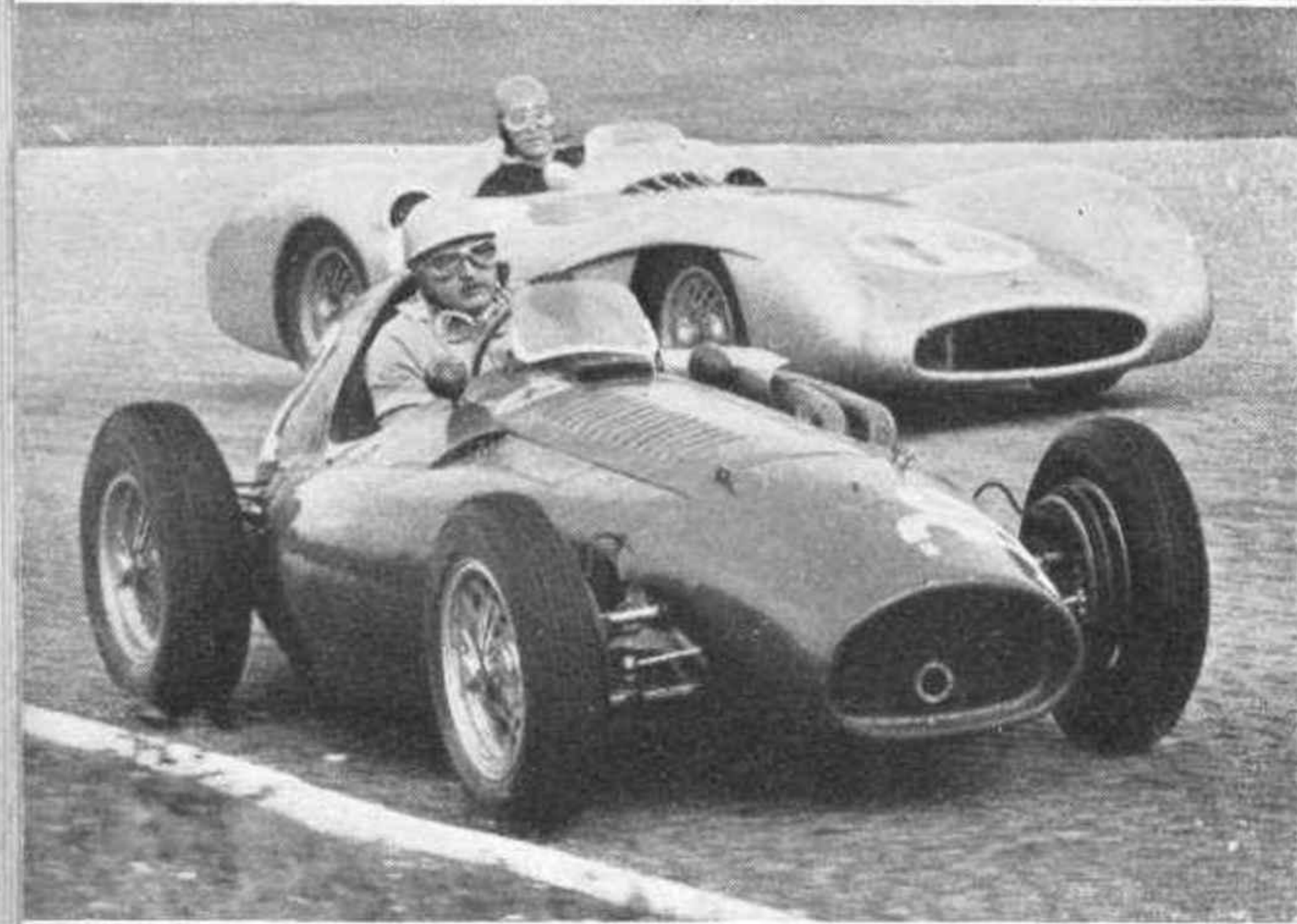
Top : GRAND PRIX BOY.—Moss at ease in his Maserati, with works engine, and the new rear-mounted oil tank, used for the first time on his own car at Monza. When securely in the lead of the Italian Grand Prix with only a few laps to go the lower oil pipe, seen protruding from the tail, cracked around the attachment to the tank, the loss of oil ruining the engine.

Bottom : HARD-FOUGHT BATTLE.—Fangio had no rest at all during the Italian Grand Prix, being pressed hard at all times by his competitors. Here Gonzalez is seen forcing the Mercedes-Benz driver, before the 1954 Ferrari blew up.





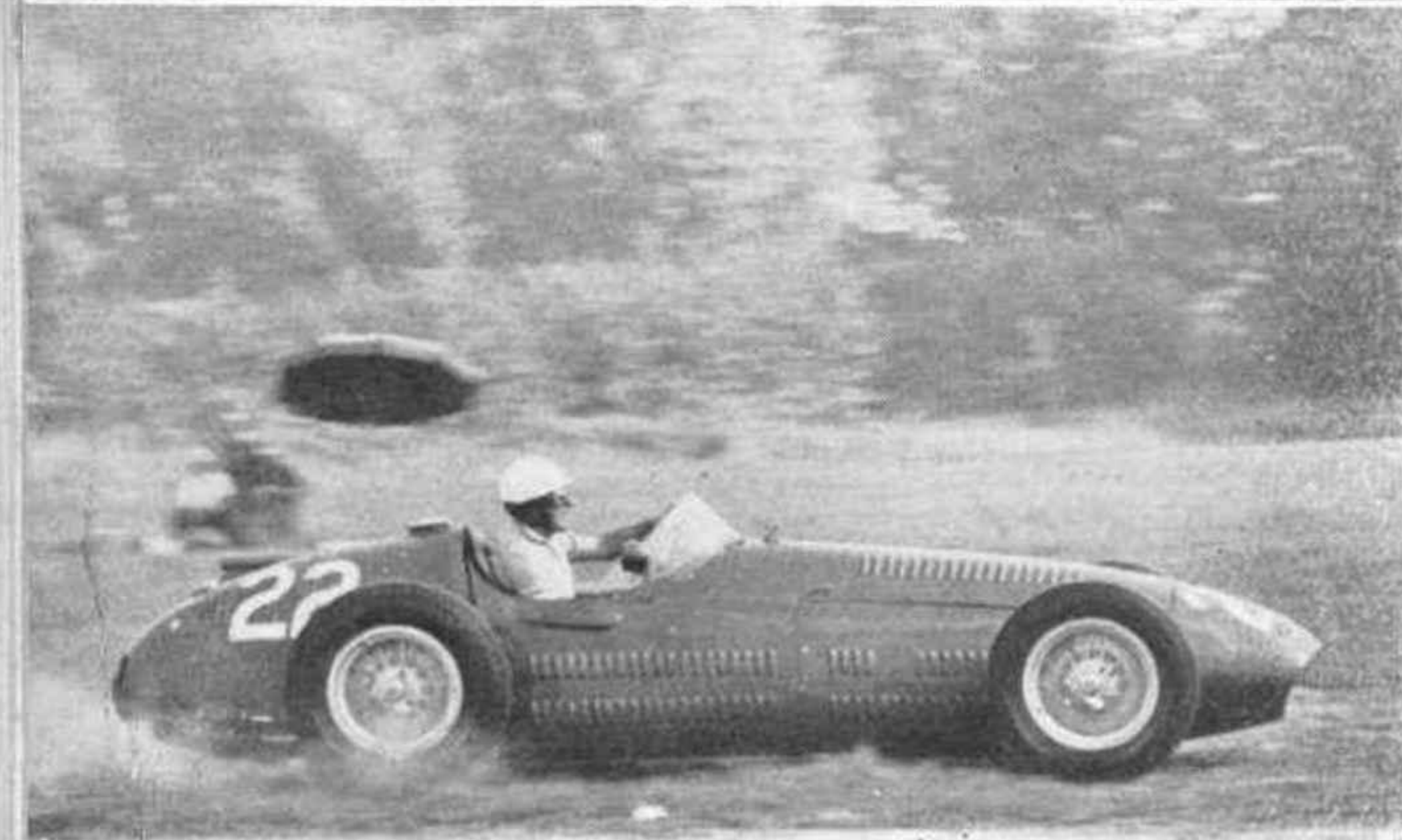
ANOTHER SUCCESS CHALKED UP.—Ken Wharton on his way to another success, fastest-time-of-the-day at Shelsley Walsh on August 29th. His ex-Mays' E.R.A. clocked 35.8 sec., a new course record. The next week-end the same car and driver set a new car-course-record at Brighton.



BROADSIDE.—The familiar figure of Mike Hawthorn, whose concentration is well portrayed. He is seen driving in the Italian Grand Prix at Monza, where he finished second to Fangio's Mercedes-Benz.



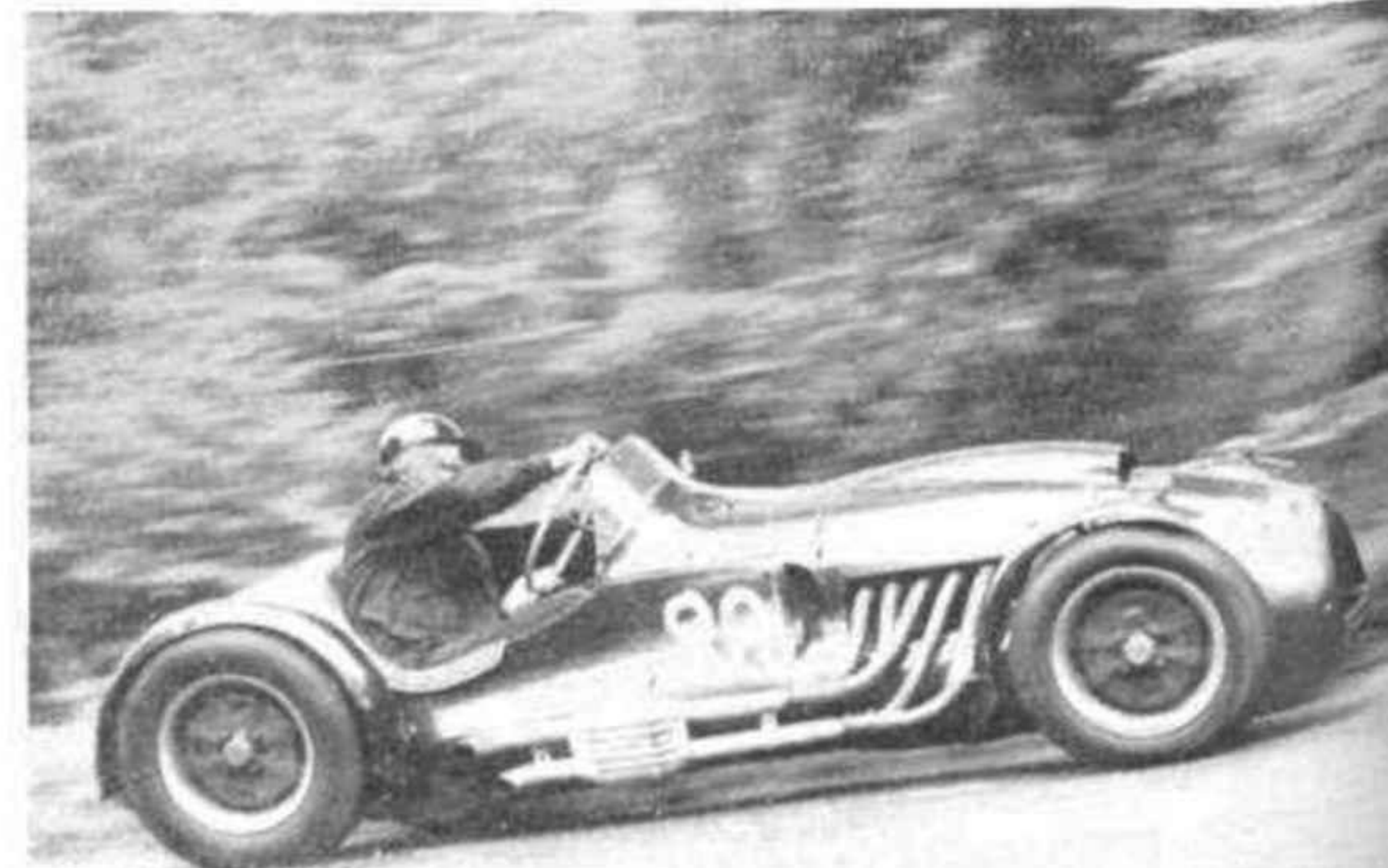
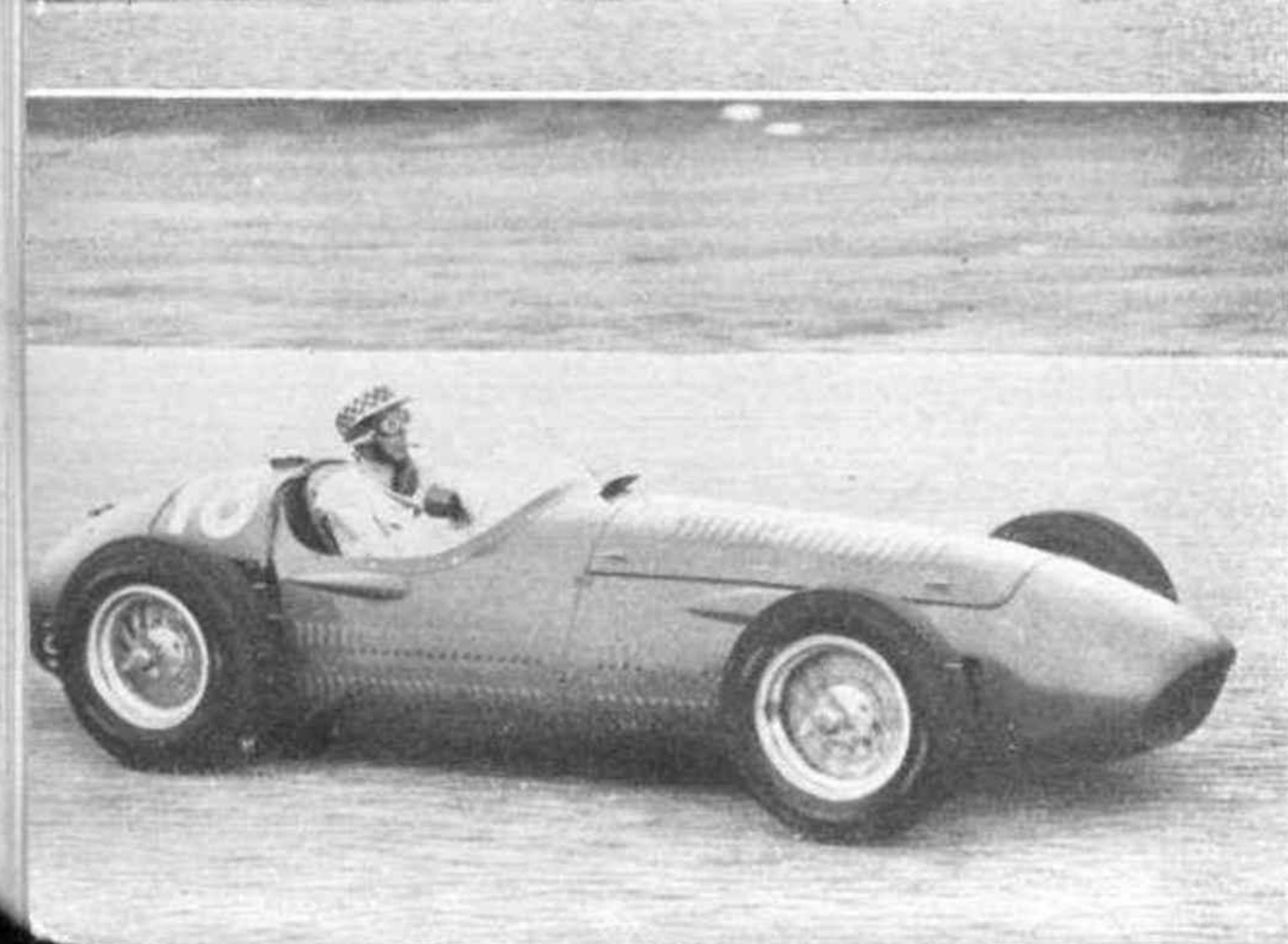
A VERY GALLANT EFFORT has been the entry by in Grand Prix races. In this picture Peter Collins is in form and finished seventh. Note that the original exposed



MOMENT !—Villoresi has his Maserati temporarily off the road at Monza. In practice he was extremely fast but in the race the car's clutch gave trouble and, after he had revved to 8,800 r.p.m., he retired after 43 laps, or just over half-distance.

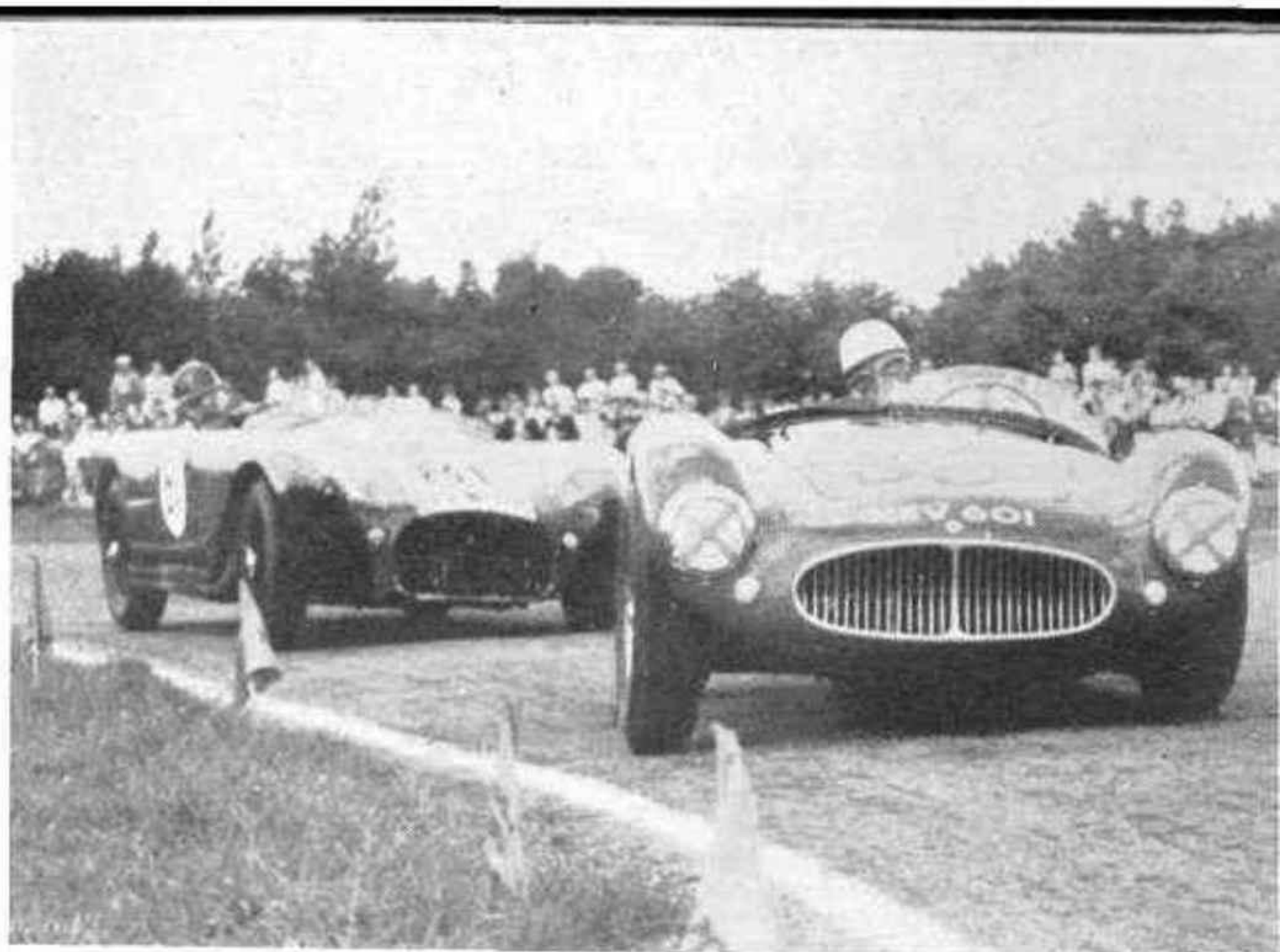
CHEQUERED HELMET.—Mantovani in the Maserati in which he came home in ninth place in the Italian Grand Prix at Monza.

NEW CLASS RECORD.—Tony Crook is depicted setting a new 2-litre sports-car class record at the August Shelsley Walsh Speed Hill-Climb, in a time of 39.06 sec. His Cooper-Bristol was supercharged on this occasion.





MICHAEL CHRISTIE, here seen ascending Shelsley Walsh, on the occasion of the Sunday hill-climb in August, in his E.R.A. in a time of 37.07 sec.

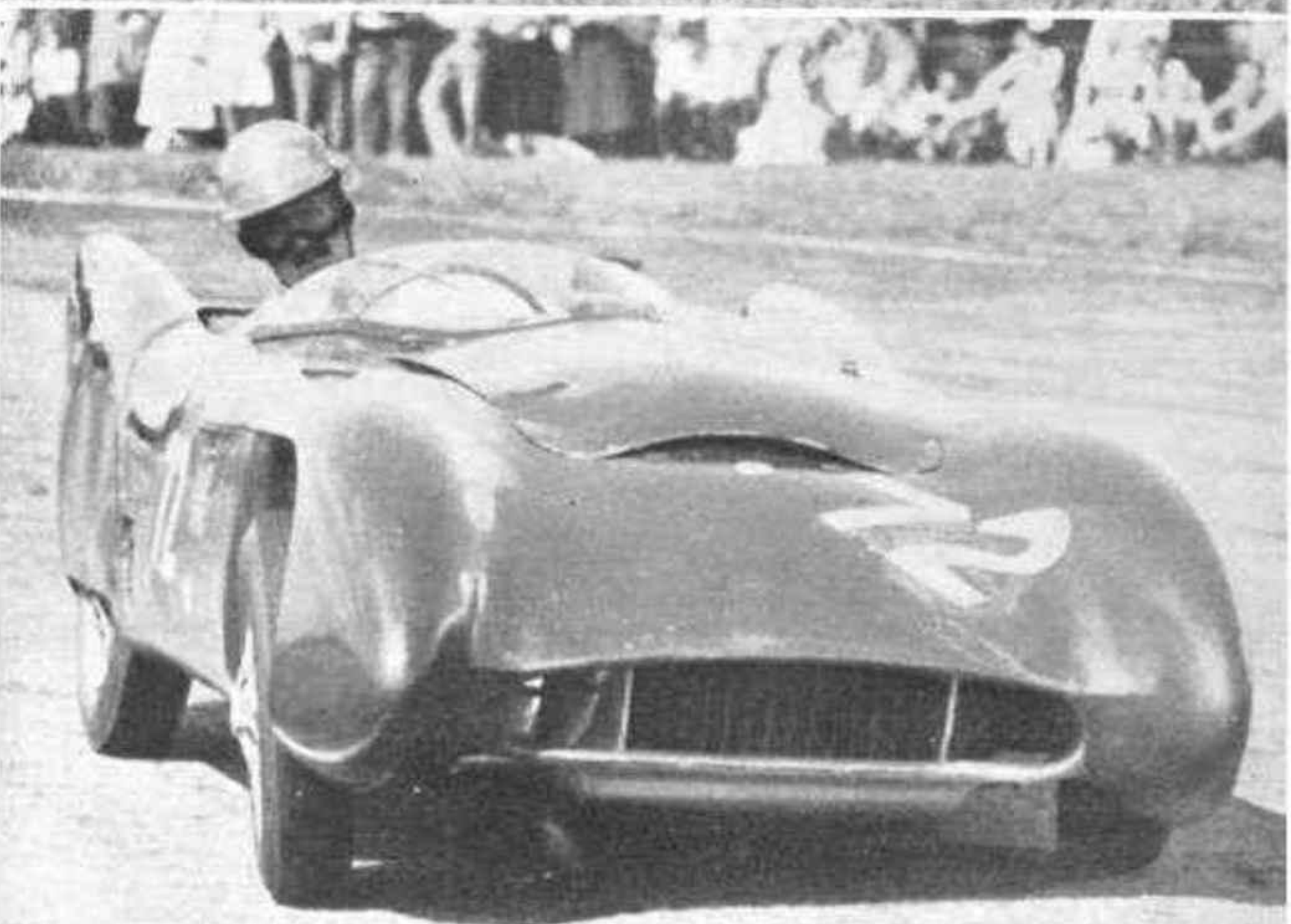
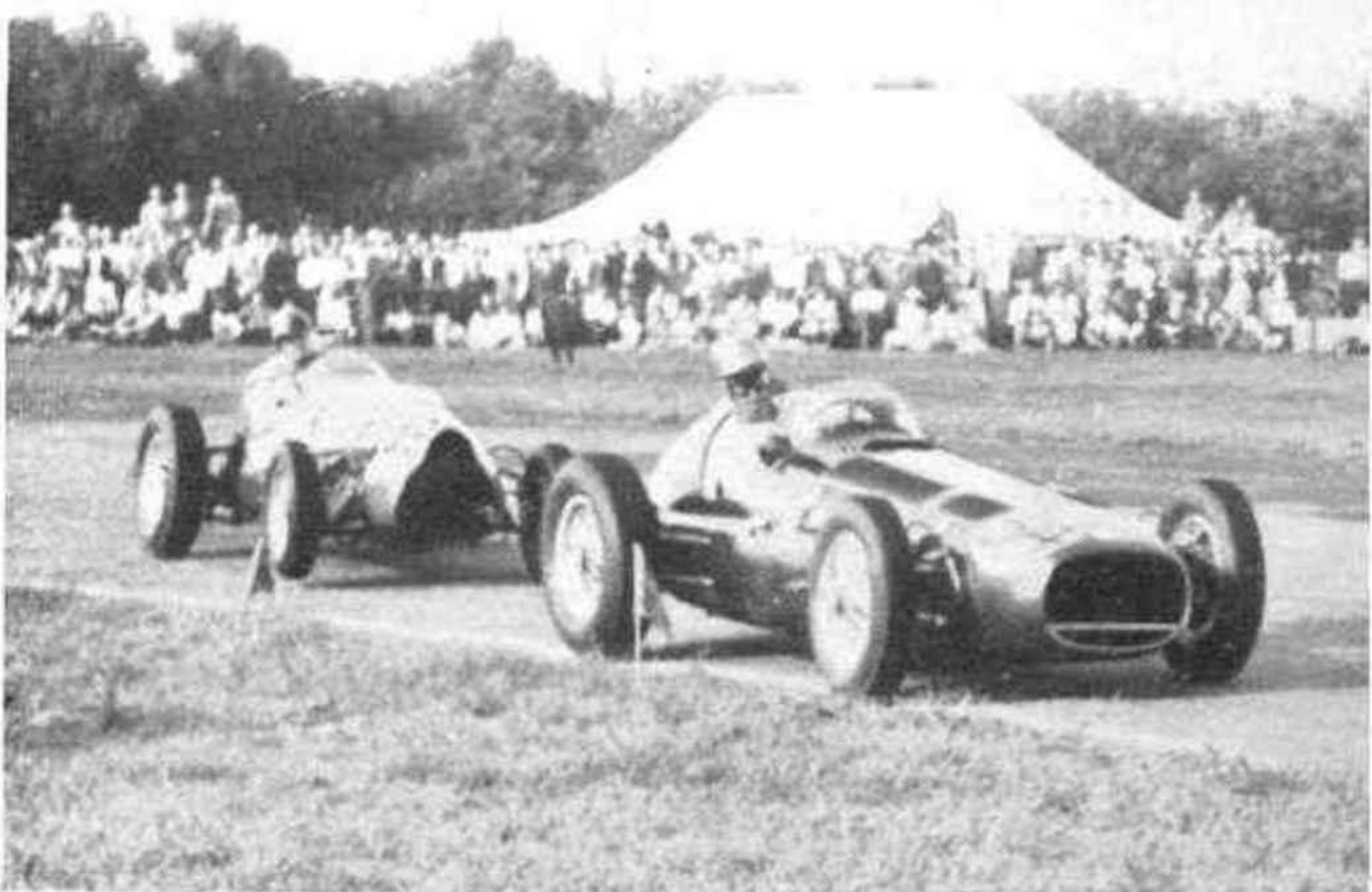


HARD AT IT!—W. A. Scott-Brown (Lister-Bristol) chasing Roy Salvadori in the Maserati of the same engine capacity at Castle Combe. Salvadori drove one of his busiest races of his life and just kept ahead.

LOOK OUT, FLOCKHART!—At Castle Combe, on the occasion of the Bristol M.C. and L.C.C. August meeting, Bob Gerard gave one of his usual brilliant demonstrations of driving virtuosity in the Cooper-Bristol, and beat a worried Flockhart in the B.R.M. fairly and squarely.

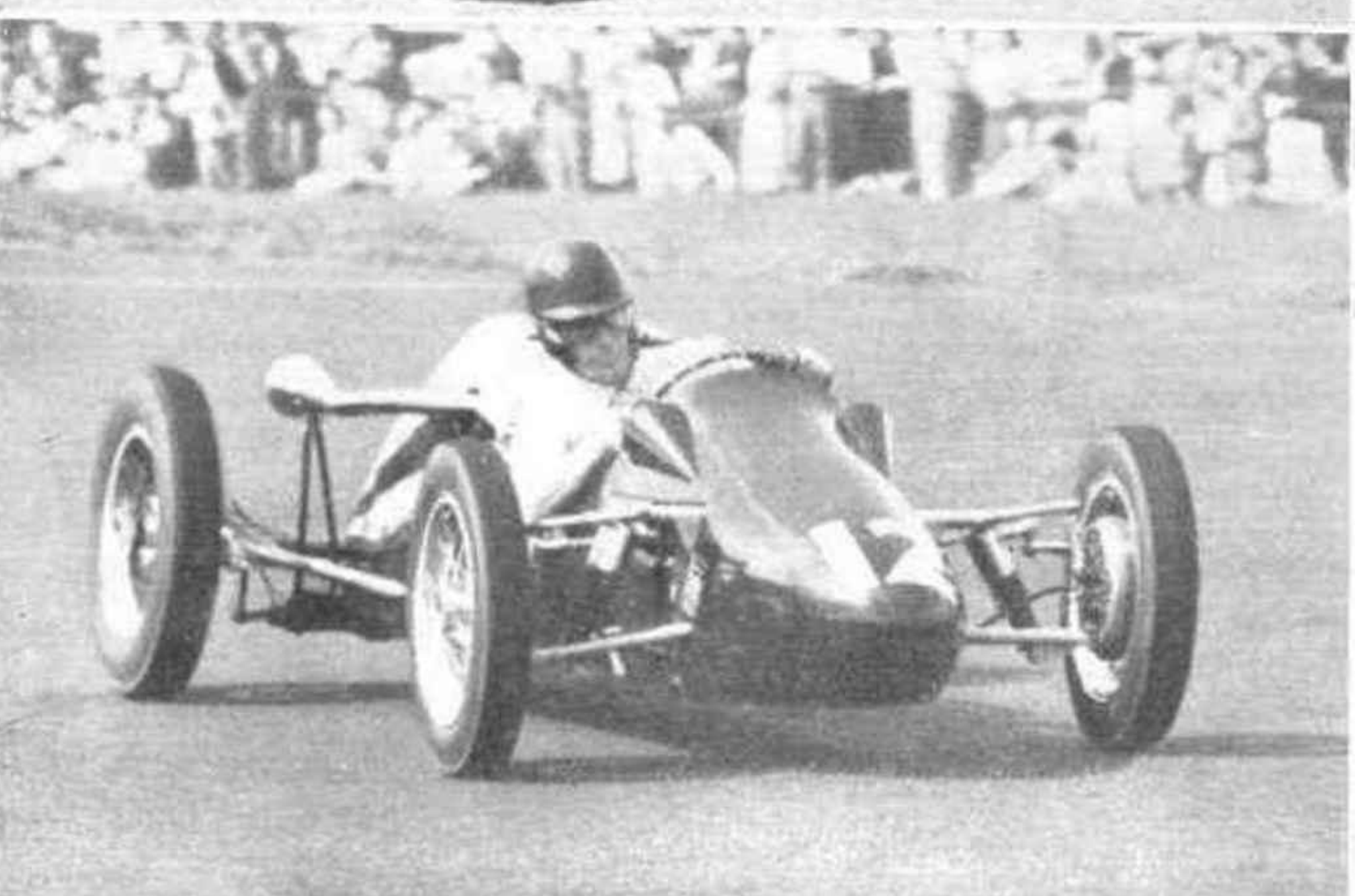
CORNERING AT CASTLE COMBE.—It is generally agreed that the aerodynamic Lotus is a very clever little car, deserving of success. Here Colin Chapman, who weans them, is shown winning the 1½-litre sports-car race at Castle Combe, where he established a new class lap record of 81.18 m.p.h.

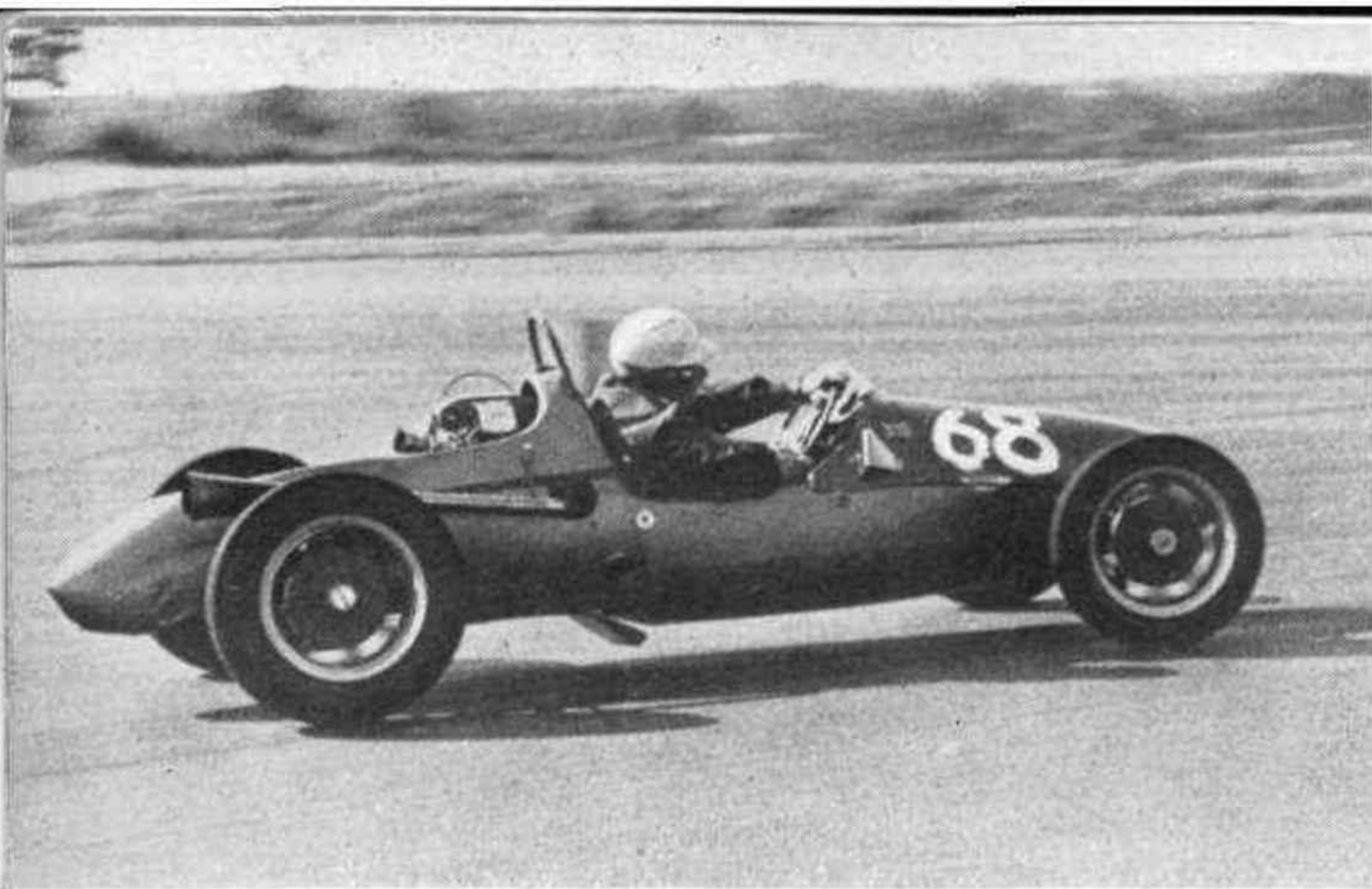
HE NEVER LOOKED BACK.—Don Parker's Kieft-Norton won the 500-c.c. race at Castle Combe in his Kieft-Norton, at an average speed of 79.74 m.p.h., after lapping at 81.58 m.p.h. Note that he used an exhaust-megaphone for this circuit, but not at Shelsley Walsh.



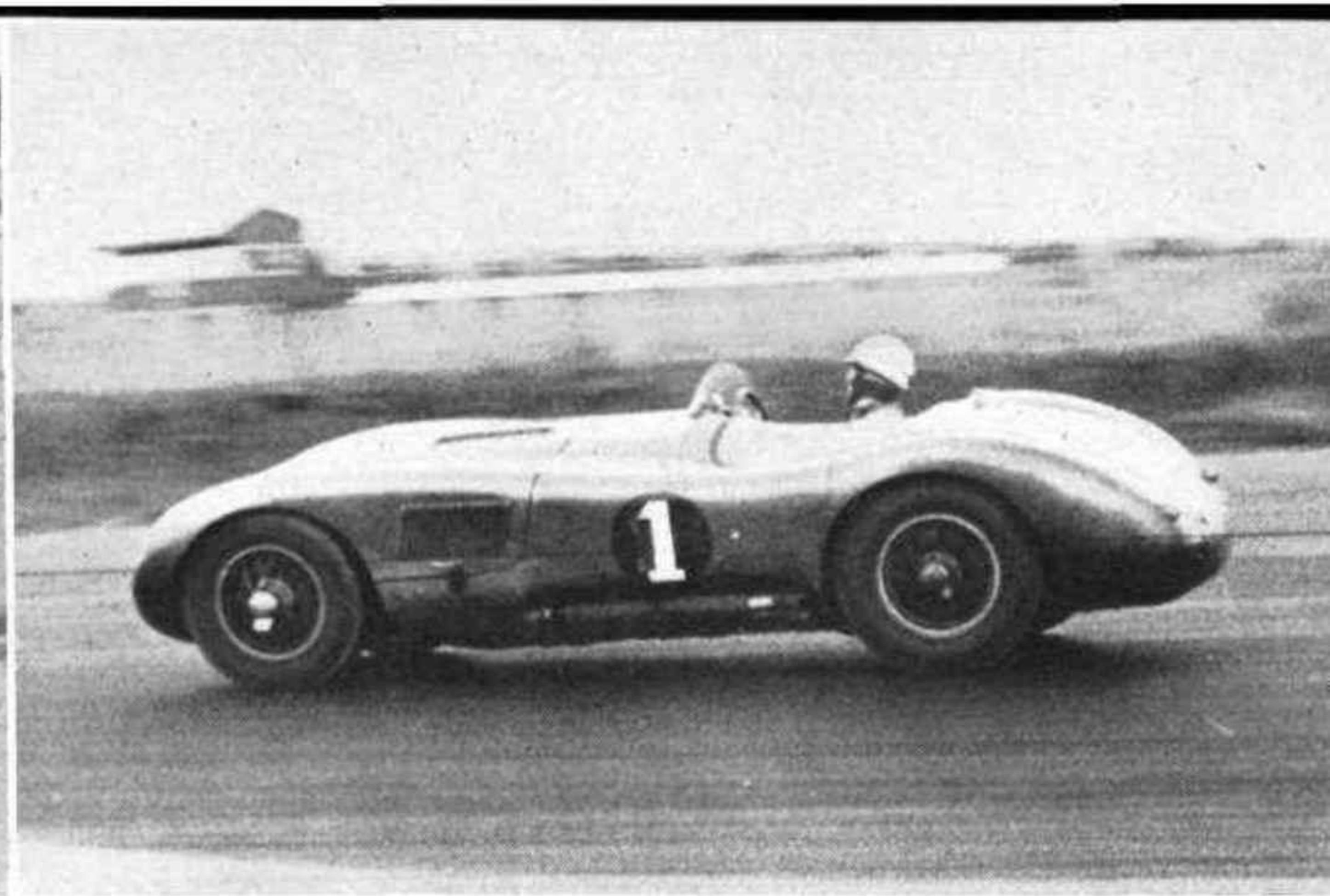
Mr. Tony Vandervell of his new Thinwall Special to represent Britain in the Italian Grand Prix. The car was still in 2.3-litre class, but the radiator is no longer used. A team of 2.5-litre Vanwalls are scheduled for next year.

A RECORD FOR PARKER.—Don Parker's well-known Kieft-Norton set a new 500-c.c. class record at Shelsley Walsh in a time of 39.79 sec.

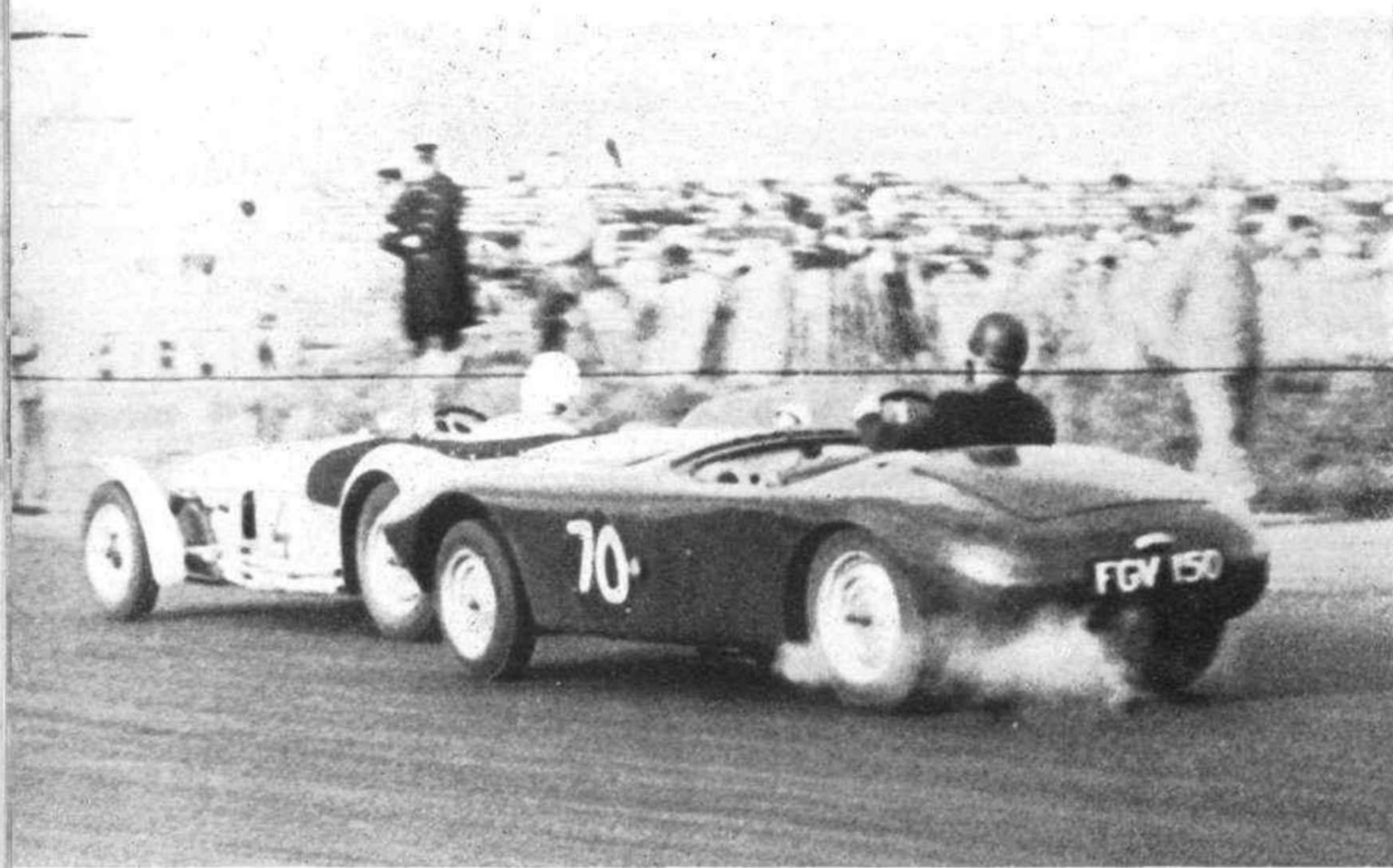




OUT IN FRONT.—I. Bueb, of the Ecurie Demi-Libre, in process of winning the Formula III race at the Peterborough M.C.'s Silverstone race meeting.

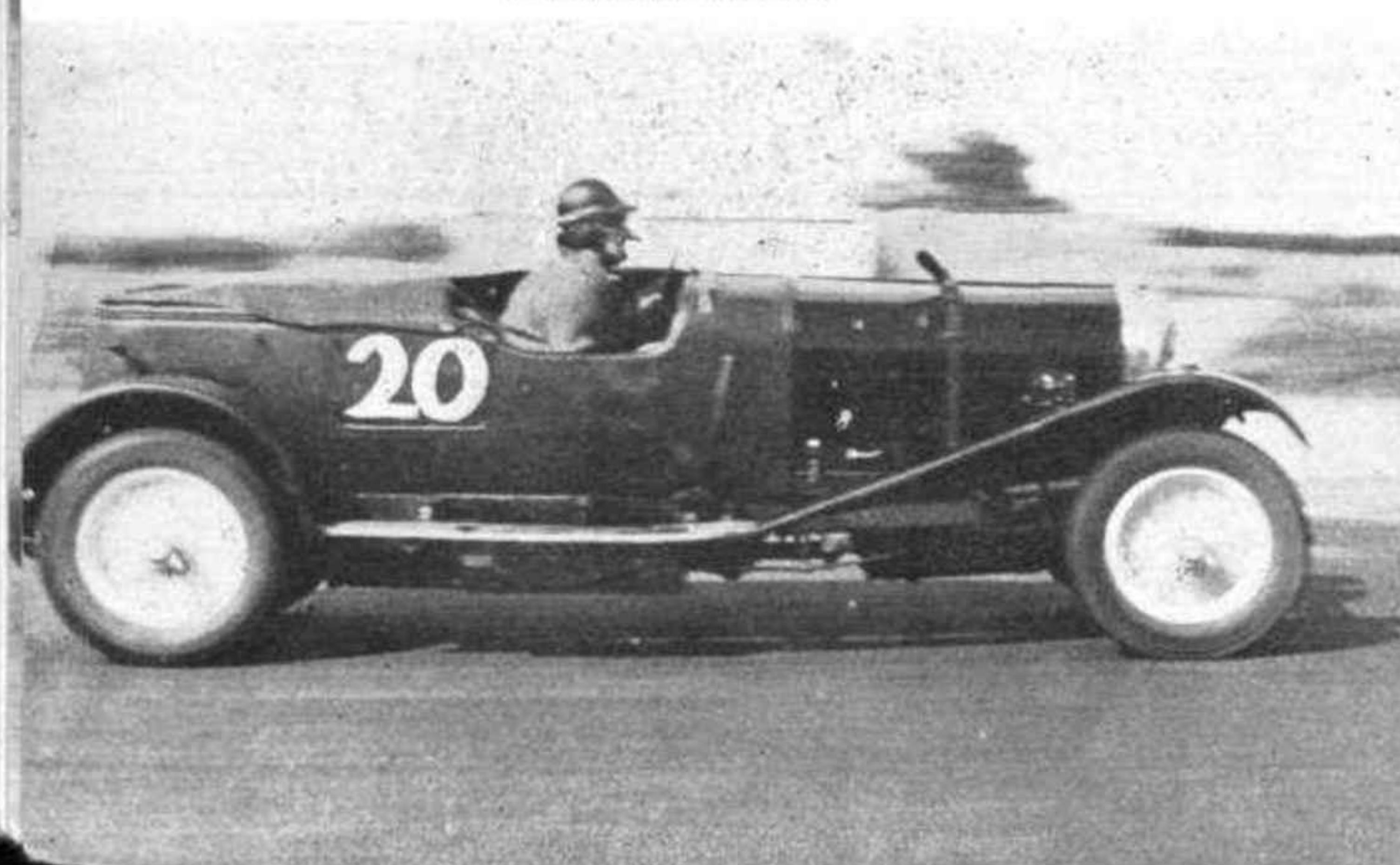


FORMULE LIBRE.—B. Baxter drove his C-type Jaguar very effectively at the Peterborough Club's Silverstone meeting to win the Formule Libre race and also the Jaguar handicap class in the same event.



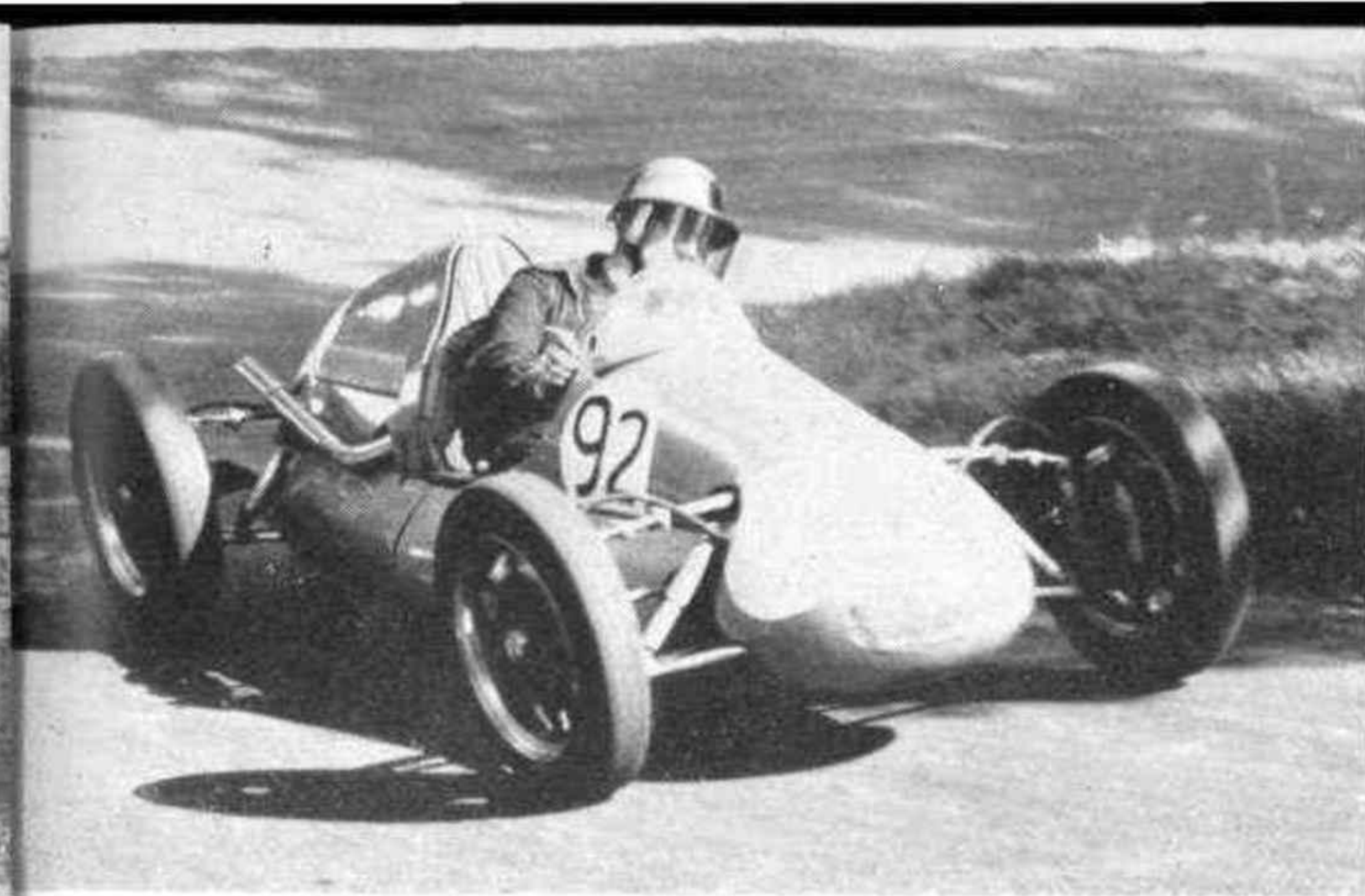
1,172-C.C. FORMULA.—W. Marriott's Buckler blows smoke as it endeavours to get past a Lotus during the Peterborough Motor Club's Silverstone meeting. He won the 1,172-c.c. race and also netted second place in the handicap event for up to 1,500-c.c. sports cars.

BENTLEY AT SILVERSTONE.—Bill Mason's very nice 4½-litre Bentley going great guns, as it usually does, at the Peterborough M.C.'s Silverstone meeting.



SUCCESSFUL SPECIAL.—J. W. Whitehouse had a good day out at the Peterborough Silverstone meeting with his 747-c.c. Austin-based Arden, winning the 1,500-c.c. handicap and the 750-c.c. Formula race.

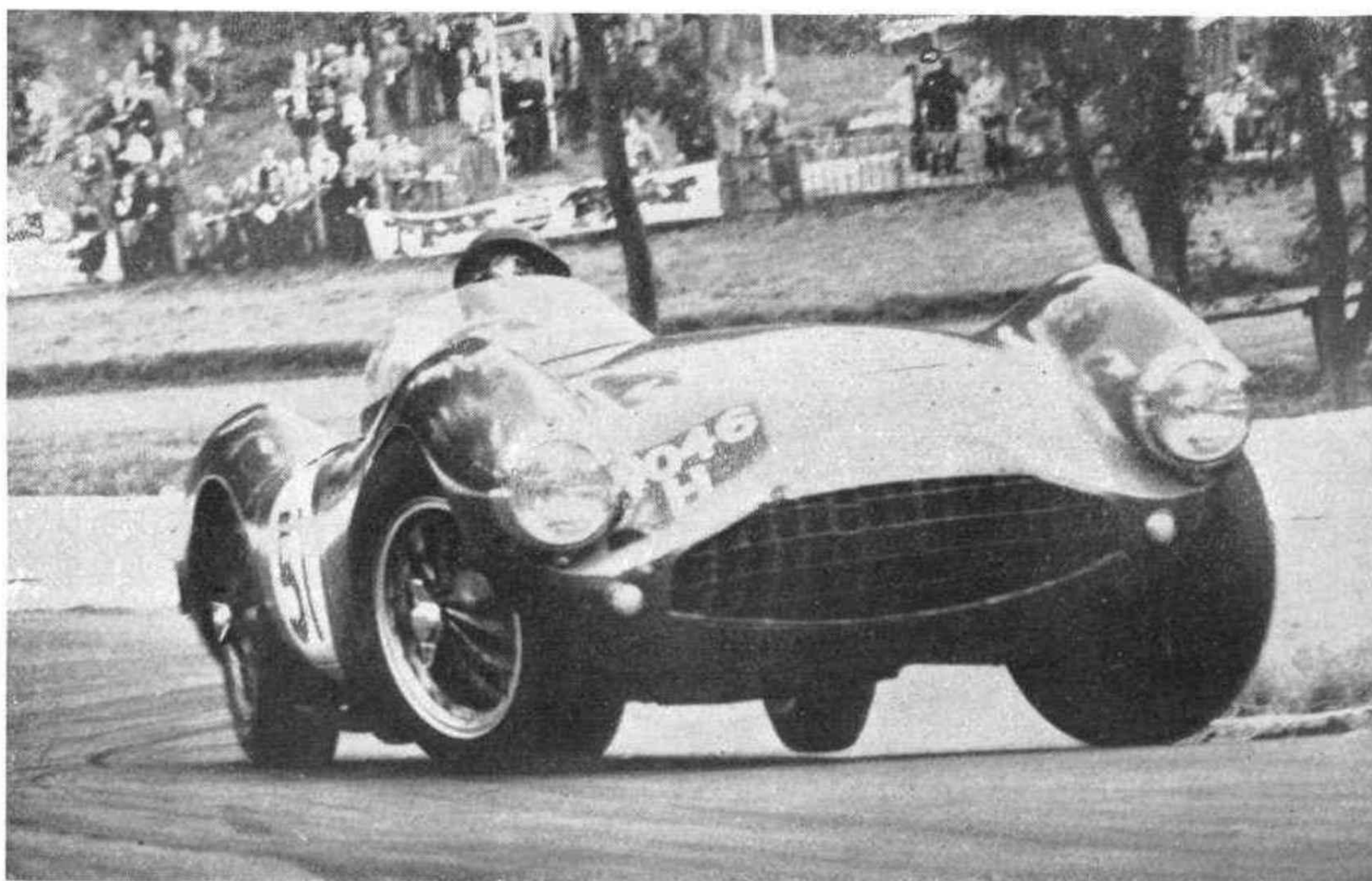




LUCKY MAN.—C. A. N. May did a superb climb of Prescott to set up a new Formula III record in 45.22 sec., then the rain came down and defeated the larger cars so this time stood as f.t.d.

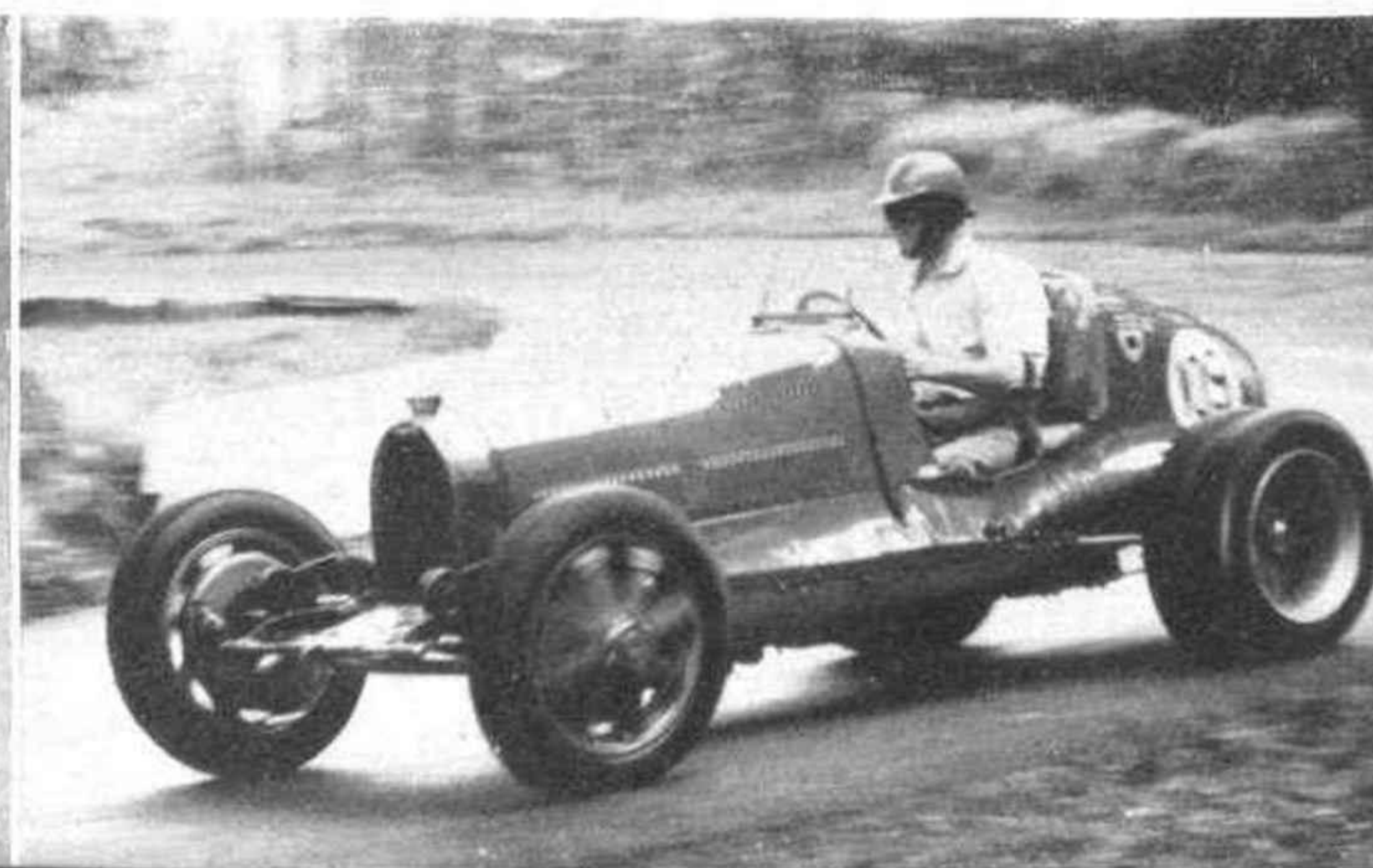
NOT QUITE.—Driving in his usual brisk style Don Parker just failed to make fastest time in the Formula III class. The smooth lines of his special Kieft-Norton can be appreciated in this full-side view as he rounds Pardon Hairpin.

RECORD MAN.—Dennis Poore forcing the works DB3S Aston Martin round Pardon Hairpin during the International Prescott meeting. The nearside rear wheel can be seen clear of the ground, a wheelspin provoking position, but in spite of this Poore set up a new sports-car record in 47.63 sec.



POWERFUL COMBINATION.—The very noisy Lister-Bristol sports car driven by Scott-Brown was most impressive, being among the elite in the 2-litre group who got below 50 sec. for a climb in the dry at Prescott.

FIRST ONE.—As Peter Stubberfield rounded Orchard Hairpin during the International Prescott meeting the first shower of rain fell, ruining any hopes of record runs, the track remaining damp and slippery for the rest of the afternoon.



CASTROL WINS

ITALIAN GRAND PRIX

1ST **MERCEDES - BENZ**
(J. M. Fangio)

SWISS GRAND PRIX

1ST **MERCEDES - BENZ**
(J. M. Fangio)

3RD **MERCEDES - BENZ**
(H. Herrmann)



THE MASTERPIECE IN OILS

THE ANGLO-AMERICAN VINTAGE-CAR RALLY—

continued from page 568

joint had blown out half a mile from Goodwood, a happening which the B.B.C. and the popular Press recorded as the "engine blowing out"! It was towed in, appropriately behind a vintage Packard breakdown truck and later did two hesitant laps of the circuit.

The big Ford took the test well, sliding a little under the brakes. Its fine multi-tube exhaust horn was a notable fitting. FitzPatrick handled the Wolseley-Siddeley very ably indeed, stopping it gently without a slide and "holing in one." Arnold-Forster had a little axle judder reversing the Vauxhall, the Stutz Bearcat, reverse crunched-in, went steadily into the "garage" and showed fine acceleration, and Rod Blood handled the big Lozier very neatly indeed.

Skinner's Rolls-Royce, emitting much black smoke, was silent as to gears as well as exhaust, the Mercer Raceabout was most ably driven by Ralph Buckley, the car sliding to a halt and reversing fast. Denne got a true r.w.b. slide, failed for a moment to find the opening and then set the old Sunbeam leaping on its springs to the finish. Austin Clark was brilliant in his long Pierce-Arrow, and Bailey drove the chain-drive Simplex very nicely. Carson really used his brakes, checked his backward run with the outside hand-brake, and sent the Vauxhall tail-sliding to the finish. Hutton-Stott defaulted for Britain when the Lanchester slid well beyond the stop-line. The Biddle sent little puffs of steam from its back tyres as it pulled up, and blew its horn, the 1919 Stutz Bulldog was sedate, and the crowd appreciated the drive of Clarke, even if his Alvis' clutch did protest as he swapped cogs, and reverse gear jumped out. Perhaps neatest of all the Englishmen was Anthony Heal in his 3-litre Sunbeam, tying with the Pierce-Arrow. The Kissel whistled as it braked, the Frazer-Nash was all slides, over-corrections and swerves, on a good run, Breen's Bentley was thunderous, axle juddering. Pugh's Frazer-Nash was fastest, in 26.6 sec., Arnold-Forster second fastest in 27.4 sec., and the Pierce-Arrow and Heal's Sunbeam both took 29.0 sec.

A very instructive "bending-test" followed, having nothing to do with the competitors ridding themselves of rheumatic joints but being a high-speed swerving exercise, ably laid out, we believe under the jurisdiction of Arthur Jeddere-Fisher. The times tell the story of good steering and low-speed pick-up better than words, and are appended. The "Prince Henry" Vauxhall leapt off to a fine run, the Stutz Bearcat was outstanding, Denne puffed his pipe, the Mercer Raceabout was truly rapid, the Lanchester delighted the spectators by rolling round on an excellent caper, Heal, the Sunbeam faltering a trifle at low speed, had his rear wheels sliding, the L-head Mercer, Moore in his white cap and overalls, was excellent, and Pugh got into a higher dog at the finishing line. *The times:—*

Barker (Vauxhall) ...	46.2 sec.	Hansen (Biddle) ...	51.6 sec.
Clarke (Alvis) ...	49.2 "	Blood (Lozier) ...	51.8 "
Koveleski (Stutz) ...	49.6 "	Bailey (Simplex) ...	52.0 "
Heal (Sunbeam) ...	49.8 "	Kay (Stutz) ...	52.8 "
Moore (Mercer) ...	50.2 "	Baker (Kissel) ...	53.6 "
Breen (Bentley) ...	50.4 "	Skinner (Rolls-Royce) ...	54.2 "
Buckley (Mercer) ...	50.6 "	Hutton-Stott (Lanchester) ...	54.4 "
Carson (Vauxhall) ...	50.8 "	Denne (Sunbeam) ...	54.8 "
Pugh (Frazer-Nash) ...	51.0 "	FitzPatrick (Wolseley-Siddeley) ...	55.2 "
Austin Clark (Pierce-Arrow) ...	51.4 "		

The afternoon session opened with a perfectly joyous parade of veteran cars, from the early perpendiculars to a very fast Mercédès driven by Cook, pursued by a determined Renault. Later in the afternoon came an equally enthralling demonstration by vintage and Edwardian cars, flying in formation, as one-make clusters, at first, followed by two laps all out; credit to the V.S.C.C. for letting chaps, and cars, have their head. These parades were seen at their best in the Goodwood September sunshine and the parade at the opening of Brooklands must have looked much the same. The vintage motorcycles had a similar show, Allen raising ghosts as his blown Brough-Superior combination cracked a rousing war-song—and accelerated with real gusto. But perhaps happiest of all was the veteran parade, whole families occupying the bigger cars, with mother solemnly doing the knitting, while early Benz Ideals staggered along under a weight of happy humanity, bells rang, steam swirled and a Sunbeam-Mabley was still circulating, along with a Benz, when the Americans came out on their parade, allowing Clark to turn lazily in the driving-seat of his Pierce-Arrow to take a close-up photograph. Yet it was all as dignified as the V.C.C. would have required, yet far more intimate than a Brighton Run can be.

The next contest was a 40-minute Stamina Test, in which both teams had to cover an aggregate of 150 laps to avoid penalty. This was really interesting, although it can be fairly said, we think, that the American cars generally were disappointing in respect of speed claims. The 12½-litre Pierce-Arrow drew away along the straights

but otherwise was equalled by the 1½-litre side-valve Frazer-Nash. The model-K Ford was not fast, the Lozier's brakes began to catch fire, and it seized its engine, and the yellow Bearcat Stutz misfired and finally retired when the throttle became detached. The L-head Mercer, Moore in a close-fitting white helmet and with "Mercer" on the back of his overalls, seemed a handful at the corners, rear axle juddering, but the Mercer Raceabout, Buckley shielded behind its circular wind-screen, right foot braced in an out-rigger rest, ran beautifully and sounded in fine fettle. The British cars ran rings round their rivals, Breen's Bentley leading with Heal in hot pursuit, until the Bentley broke a piston and went on to three cylinders and the Sunbeam had to stop to refurl its hood. For a while Hutton-Stott's Lanchester led Skinner's Rolls-Royce, then positions were reversed, later to alter again. Clarke's Alvis went splendidly for a 12/50 tourer and Barker really went motor racing in the Vauxhall, taking his corners in a fashion fine to behold. Incidentally, it was rather naughty of the organisers not to insist on crash-hats, especially as these were compulsory at Prescott. Some drove bareheaded, one American in a wonderful helmet with chin-pad, Skinner in a polo helmet and Hutton-Stott in a beautifully-tailored crash-hat.

There remained only the Concours d'Elegance before His Grace the Duke of Richmond and Gordon was driven in the original Silver Ghost Rolls-Royce to the dais, to present the R.A.C. Trophy to Tim Carson on behalf of the British team. A very full and thoroughly happy day concluded with the dispersal of the hundreds of old cars on their homeward journeys. Bravo, V.S.C.C. !—W. B.

Road section ...	Results :	
	British Team Marks	American Team Marks
Easy-starting ...	2,495	2,394
Slow/fast ...	798	748
Prescott ...	199	295
Stop/restart ...	— 950	—1,880
Parking ...	400	400
Bending ...	168	159
Stamina ...	2,000	1,956
Concours ...	2,820	2,480
	449	429
	<hr/>	<hr/>
	8,376	7,001

R.A.C. Trophy and Individual Marks : British team.

B.H.T.A. Award (best individual) : A. J. Clarke (Alvis).

Bugatti O.C. Award (fastest at Prescott) : R. Barker (Vauxhall).

V.S.C.C. Award (best American at Prescott) : P. Tusek (Stanley).

V.S.C.C. President and Past-Presidents' Award (best in Concours) : F. Hutton-Stott (Lanchester).

Sir William Rootes' Award (best individual American) : A. Clark (Pierce-Arrow).

Club Concours d'Elegance :

Veterans :

1st : P. G. Waring (1904 Renault).

2nd : P. Bradshaw (1901 Benz).

3rd (tie) : G. F. Hodgkinson (1904 de Dion) and

R. C. J. Hardy (1914 Rol s-Royce).

Vintage :

1st : J. G. Whale (1930 Bentley).

2nd : C. G. Duce (1925 Alvis).

3rd : L. Taylor (1926 Rolls-Royce).

AFTERTHOUGHTS

The entire entry came unscathed through the 768-mile run from Edinburgh to Chichester, with the exception of the unfortunate 1906 Stanley steamer. Average speed had to be maintained between 25 and 35 m.p.h.

* * *

To enable him to do this after a late start from Darlington, Denne had a very efficient police escort for his 1913 12/16 Sunbeam.

* * *

To whose inspiration do we owe the presence at Goodwood of a vintage Packard breakdown truck?

* * *

Amongst the spectators at South Harting was a gentleman who remembers the speed hill-climbs there dating from 1913 and who has a scrap-book relating to them.

* * *

Breen's Bentley was examined in Scotland by a knowledgeable person who, when asked why he was so interested, said he was "W.O." Breen thereupon asked if his Bentley could be said to have been decently restored. "Why," replied W.O., "we never turned out the new ones as well as that!"

* * *

How often did Austin Clark slide his three spare covers on and off the Pierce-Arrow's tyre drum?

* * *

Whose dog, sans collar, did the bending test at Goodwood in company with the Stutz Bearcat? And which member of the cheerful Sussex constabulary ran fastest in chasing it?

How do the Americans contrive to keep so clean-looking when riding in such exposed cars in English weather? Mrs. Buckley deserves special credit for occupying the bucket-seat of her husband's 1914 Mercer Raceabout.

* * *

In defiance of the writings of a certain Dr. Kinsey six of the ten American competitors brought their wives with them and the Kissel pair were celebrating their 13th wedding anniversary. The British? The number of wife-passengers was the same!

* * *

The following makes of cars entered for the V.S.C.C. Concours d'Elegance: A.C., A.B.C., Alfa-Romeo, Alvis, Austin, Autocrat, Ballot, Bentley, Belsize-Bradshaw, Bugatti, Calthorpe, Clement-Talbot, Crossley, Deemster, Delage, Essex, Fiat, Frazer-Nash, Gwynne, Hampton, Hispano-Suiza, Humber, Invicta, Jowett, Lagonda, Lancia, Lea-Francis, Le Zebre, Lincoln, Marmon, Mercedes-Benz, M.G., Morris-Cowley, Morris-Oxford, Napier, O.M., Peugeot, Riley, Rolls-Royce, Rover, Sunbeam, Talbot, Vauxhall, Voisin,

Wolseley, Wolseley-Siddeley—and that doesn't include the V.C.C. entries, which contained Benz, Panhard, de Dion, Renault, Sunbeam-Mabley, Beaufort, Cadillac (driven fast by F. S. Bennett), Gladiator, Humberette Darracq Oldsmobile Wolseley, Albion, Cupelle, Lanchester, Napier, Rover, Mercedes, Clement-Talbot, Zedal (driven by Mrs. Mawer), Adler, Ford, Maudsley, Metallurgique, Daimler, Th. Schneider, Sunbeam, B.S.A., A.C., Delage, Enfield, Unic, Perry, Rolls-Royce, Star and Swift. Nor the vintage and veteran motorcycles, numbering Slinger, Quadrant, Motosacoche, B.S.A., Rover, Singer, Zenith, Premier, Sunbeam, James, Harley-Davidson, Triumph, N.U.T., Indian, Douglas, Norton, Scott, A.J.S., Coventry-Eagle (a fine big-twin), Ariel and Brough-Superior.

Nostalgic? And these were only the cars officially entered in the Concours d'Elegance and do not embrace the many other old cars which were present on this notable occasion.

* * *

Accompanying the American team was T. McKelvie's 1929 Model-J Duesenberg roadster, said to develop 265 b.h.p.

FRANCE WINS THE DUNDROD T.T.

Loreau and Armagnac First at 68½ m.p.h. in 745-c.c. DB Panhard, Chased Hard by the Hawthorn/Trintignant 3-litre Ferrari and the Musso/Mantovani 2-litre Maserati.

THE above heading tells in a few words the story of the 1954 R.A.C. Tourist Trophy race and emphasises the point made recently in MOTOR SPORT that, whereas the Continent has developed 750-c.c. sports cars to a high pitch of speed and reliability, Britain not only hasn't, but has no sports car of this capacity.

There wasn't much wrong with the handicapping of this year's T.T., organised by the able Ulster A.C., yet although Hawthorn set a new sports-car lap-record of 92.38 m.p.h. (4 min. 49 sec.) he was unable to catch the leading 745-c.c. DB Panhard by a matter of 13 sec., although he and Trintignant averaged 86.08 m.p.h., highest average of the race. Their Ferrari was a four-cylinder 3-litre all-enveloping car. Musso and Mantovani also chased hard, with the 2-litre six-cylinder all-enveloping Maserati, to finish third at 80.88 m.p.h.

For the rest it was mostly a tale of disaster. Jaguar fielded two of the new 2½-litre cars, but both had engine trouble, the Wharton/Whitehead car finishing fifth behind the Taruffi/Fangio 3.3-litre Lancia, but at a speed of 4.79 m.p.h. slower, while Moss did his habitual halt-and-push by the finishing line into 18th place after his car had lost oil-pressure and, incidentally, clouted a bank. The highest placed Aston Martin was the Whitehead/Poore car, in 13th place.

Timed over a flying kilometre Taruffi's 3.3 Lancia clocked 140.5 m.p.h., Fangio's 3.8-litre Lancia 140.1 m.p.h., Ascari's 3.8-litre Lancia 144.6 m.p.h., and Hawthorn's 3-litre Ferrari 132 m.p.h. in the early stages of the race and you could almost hear Donald Healey's howls of wrath!

Fangio's Lancia then shed oil and was retired, leaving the World Champion to share Taruffi's car, Collins' DB3 Aston Martin broke its propeller shaft, Macklin's Osca succumbed to ignition trouble, two Loti were out, Perdisi's Maserati was disqualified for failing to start on the button, and Hamilton's 3½-litre Jaguar retired with a defective oil-scavenge pump.

Belucci's Maserati fell out sans water circulation, the Ascari/Villoresi Lancia was delayed after spinning and hitting a bank (grass, not cash) and Salvadori, for the same reason, retired his Aston Martin.

Ascari finally went out when the Lancia discarded its propeller shaft.

So ended a very well-fought, exciting French/Italian T.T., with Britain consoled by the splendid driving of Hawthorn and by the very fine running of a team of Triumph TR2s in the hands of McCaldin/Maunsell, Lund/Blackburn, Dickson/Richardson, another team of TR2s also finished intact, taking the second team award and following this make's very fine showing in the Alpine Rally. Frazer-Nash took the series-production sports-car award.

Results:

1st:	G. Loreau/P. Armagnac (DB Panhard)	68.75	m.p.h.
2nd:	M. Hawthorn/M. Trintignant (Ferrari)	86.08	"
3rd:	L. Musso/Mantovani (Maserati)	80.88	"
Up to 750 c.c.:	Loreau/Armagnac (DB Panhard)	68.75	"
750-1,100 c.c.:	Ferguson/Rippon (Kieft)	61.11	"
1,100-1,500 c.c.:	Gallagher/Cahill (Gordini)	74.15	"
1,500-2,000 c.c.:	Musso/Mantovani (Maserati)	80.88	"
2,000-3,000 c.c.:	Hawthorn/Trintignant (Ferrari)	86.08	"
3,000-5,000 c.c.:	Taruffi/Fangio (Lancia)	85.64	"
Team Prize:	Triumph TR2 team.		
Series-Production Sports-Car Award:	R. Odium and C. Vard (Frazer-Nash).		
Sports Car Lap-Record:	Hawthorn (Ferrari) 92.38 m.p.h.		

B.O.C. PRESCOTT SPEED HILL-CLIMB (Sept. 19th)

Sports Cars up to 1,100 c.c.:	W. A. Cleave (Morris)	52.68	sec.
Sports Cars, 1,101-1,500 c.c.:	P. S. Hughes (Tojeiro)	47.83	" *
Sports Cars, 1,501-3,001 c.c.:	R. D. Poore (Aston Martin)	47.63	" *
Sports Cars over 3,001 c.c.:	R. A. R. de Larrinaga (Allard)	52.77	" *
F. I Racing Cars:	D. Riseley-Pritchard (Connaught)	47.76	"
F. III Racing Cars:	C. A. N. May (Cooper)	45.22	" *†
Formule Libre Racing Cars:	K. Wharton (E.R.A.)	50.35	"
Formule Libre Racing Cars (less than four cylinders):	M. A. H. Christie (Cooper)	49.27	"
Bugatti Handicap:	T. A. Roberts (Type 57) (handicap 48.05 sec.)	62.12	"

* New class record. F.T.D.



[Photo by J. F. Hughes.]

HOME FROM HOME.—Last month our Continental Correspondent remarked that although no German Bentley-owners' club had visited Derby, the sentiment-loving British recently arrived at Stuttgart, home of Mercedes-Benz, in appropriate cars. Here are two of them doing just that—G. E. Milligan and friend in their 1930 38/250.

25th GRAN PREMIO D'ITALIA

MONZA, September 5th.

AS the World Championship series draws to a close at the end of the season, the Italian event is traditionally held at the Monza track, which while not being a pure road circuit calls for some pretty steady driving, but the main thing required is high speed and acceleration for the 6.3 kilometre lap. In consequence of this all the regular runners in the season's Grand Prix events tend to put in all they have for this end-of-season blind. It is at Monza, where the car as a whole is not strained so much as at Spa or Nurburgring, that the factory technicians pull out all the stops.

This year, although practice did not start officially until Friday, the previous two days saw some activity, for the track is always available for testing, and unofficial timing showed that lap times of 2 minutes were possible with the new Formula I cars of 2½-litres capacity. Maserati had set the pace by letting Gonzalez do a lap in one of their cars and he recorded just under 2 minutes, while Ferraris turned up after that and it was reported that they too had been going round in 2 minutes. Then Mercedes-Benz hired the track and Fangio did some very definite "under 2-minute laps," and later it was officially announced that Ascari was going to drive a Ferrari in the race, and it was he who had been going round so fast. Gonzalez had only borrowed the Maserati for fun, but as Moss was driving a works entry he would obviously be lapping about the same as Gonzalez. The result of all this pre-race activity meant that by Friday things were getting very interesting. Practice was in the afternoon and Mercedes-Benz had two streamlined cars of the Reims type and two normal "Nurburgring type" single-seater models. They had only entered three cars so one of the open ones was marked T and run purely for training purposes and this was used by Lang and Herrmann, for the quicker of these two was going to drive in the race. Fangio and Kling were the mainstay of the Mercedes-Benz team and they set out to find out which of the two types of W195 models was going to be most suitable for the Monza circuit. Fangio soon showed that the streamlined car, in spite of any difficulties he might have on the corners, was the faster car and consistently showed it to be 2 seconds a lap faster than the normal single-seater. Kling was not quite so quick as Fangio, but he too confirmed that there was about 2 seconds difference between the two types of car. In addition to these satisfying results both of them were doing under 2 minutes, Fangio being fastest with 1 min. 59 sec. and Kling with 1 min. 59.6 sec. Of the other two Lang was doing just under 2 min. 6 sec. and before Herrmann could really get going the car gave some bother and was wheeled away.

In the Ferrari camp things were not at all well, for the regular "prima donnas" of the Rampant Horse cars were having their noses put a little out of joint as all attention was being given to Ascari, who had returned to the fold for this occasion, Mr. Lancia having agreed to lend him again as the Turin cars were still not ready for racing. Having tried Maserati at Reims and Silverstone with rather miserable results, Ascari was going to have a go with Ferraris again, and they realised that he was probably the only possible driver who could out-drive Fangio, though whether he could after so long an absence and with Fangio in his present high state of tune, was not certain, but it was worth a try. The Ferrari factory were still working hard when practice started with the result that there were only four cars available and they had six runners. Trintignant had a 1953/54 car with the new type of engine, now with the twin magnetos back in the forward facing position as at Rouen earlier in the year, while there were two similar cars for Ascari to use and choose the best. Gonzalez and Hawthorn had no cars as yet and had to share a normal 1953/54 car, with early type engine, with Maglioli, who was going to drive it in the race. The sixth Ferrari entry was that of Manzon who was supposed to drive a works car, he now being fully recovered from his Berne crash, but Ascari was busy trying to make up his mind about his two cars, so that Manzon had to stand by to see what was left; the 1954 type engines in these cars were of 94 by 90 bore and stroke and had the 100 deg. valve layout. Not only was there a considerable amount of shuffling about going on in the Ferrari camp, but times were not very satisfying, and oddly enough it was Gonzalez who made the fastest Ferrari lap while driving the old hack car when he lapped in exactly 2 minutes. Ascari was not much off form, for he did 2 min. 0.2 sec., but he had clearly lost the art of getting a four-cylinder Ferrari away from a standstill. In the past his take-offs were perfection, but now they were far from clean.

In the Maserati camp there was more activity than ever seen before, there being no fewer than six de Dion cars being looked after officially, while a seventh Maserati under the care of the factory was the old model of Daponte. Number one runner was Moss, his own car having a works engine, though being prepared by his own mechanic, and for the first time he had the rear-mounted oil tank with the "Heath-Robinson" pipe system as illustrated in *MOTOR SPORT* last month. This tank is bolted onto the rear of the petrol tank, the whole weight being taken by bolts in shear, and as none have broken up to now, it was felt that it would probably be all right. The main advantage of this rearward placing of the tank was a reduction in temperature of the oil with resultant improved oil pressure. As second string was Villorosi with a works car, while supported by the works, but actually customers, were Mantovani, Musso and Mieres, and a surprise addition to the ranks of the Modena trident was the Frenchman Rosier. Having struggled along with his four-cylinder Ferrari until Pescara he finally got tired of it and decided to buy a Maserati, so as a preliminary outing he was driving one of the works cars under their supervision. It was painted dark blue for the occasion and in addition to the rear-placed oil tank it also had the new riveted alloy petrol tank, as had Villorosi, Mieres and Musso, the last-named also having a rather improbable looking exhaust system that was claimed to give more power at the top end. This consisted of the normal pair of three-branch manifolds, but instead of running into two tail-pipes one above the other, they fed into a large-diameter single pipe. As expected Moss did not hang about for long and his best recorded time was 2 min. 0.8 sec., which was not bad for a first practice session, but surprise of the day was Villorosi who turned in 2 min. 0.2 sec. and it was not only a question of the Maserati being very fast, but Luigi was having a real go on the corners. The speed of the Maseratis was proving to be much more than anyone anticipated and to prove this Mantovani did 2 min. 2.7 sec. and Musso 2 min. 4.4 sec., two times that were very good for two comparatively inexperienced drivers, though Mantovani has been making steady but rather unspectacular progress all season, his driving being very safe and certain. Mieres was learning his way round Monza pretty quickly and was between the other two with 2 min. 3.6 sec., while Rosier toured quietly round finding out what the Maserati was all about; in spite of this it broke and he was given another red car for the race.

The fourth team of cars were the three Gordinis, driven by Behra, Bucci and Wacker, as at Berne, and apart from Behra they were rather wasting their time in this heated battle, though Behra only got down to 2 min. 2.4 sec. by tucking in behind Gonzalez while he was really trying and getting sucked along. Normally the Gordini limit seemed to be about 2 min. 0.5 sec., a time that was hopelessly out of the running. The only remaining runner was Peter Collins with the Vanwall Special and it was still fitted with the 2.3-litre engine, the new 2.5-litre one having damaged itself during some testing just prior to leaving. Mr. Vandervell deserved full marks for putting the car in the thick of the opposition, and though the four Amal G.P. carburettors were being a bit bothersome, Collins was by no means outclassed by giving away nearly a quarter of a litre in this battle where every c.c. was going to count. Knowing the Italian climate and the conditions of running at Monza, the Vandervell *equipe* wisely fitted a normal radiator to the car as they had not had sufficient experience with the surface-type one to try it under such extreme conditions. A small point this, but at least it showed a healthy appreciation of the job in hand and augured well for the future of the Vandervell team, for we have seen too often the results of lack of thought before leaving the home base when going to a big Continental meeting. That completed the list of runners and it was rather interesting to note the only individual entries by private owners were those of Daponte and Manzon, though the former was being looked after by the works mechanics and the latter was driving a works car, so in effect the whole entry for the Italian Grand Prix came from factories, a most healthy state of affairs for Grand Prix racing in the grand manner and one that has been approaching all season; if the expected teams of Lancia, Alfa-Romeo, Bugatti and B.R.M. join in next year, then a shortage of room is going to make itself felt and someone will have to drop out, while driver shortage is already a problem.

Practice ended with Mercedes-Benz on top with their two first-line drivers and they had set the pace, but it was very obvious that Ferrari and Maserati were breathing very heavily down their necks.

The order of the first six fastest was Fangio, Kling, Gonzalez, Ascari/Villoresi and Moss, with only 1.8 sec., or a flick of the timekeeper's eyelids, between the first and sixth. Things were indeed warming up and the next practice period was looked forward to with great interest.

Whereas Friday had been rather overcast and heavy as far as the weather was concerned, Saturday was a perfect Italian day and the heat was terrific. Although practice started at 2 p.m., no one was very keen to start because of the heat and only Mercedes-Benz were out to begin with. They were running their T car, the single-seater one, and all the team, including the chief of the technical department Uhlenhaut, were taking turns to thrash it round. Fangio and Kling almost got down to 2 minutes with it, Kling using 8,700 r.p.m. and Fangio being content with 200 less, while Uhlenhaut was doing consistent laps in 2 min. 6.0 sec., which was incredibly good for "chief-of-department" and "number 8 hat"; Lang and Herrmann were having a battle to decide who would drive in the race and eventually the younger man won, though the 1939 star was not so far behind. While all this was going on everyone else was sitting in the shade waiting for the temperature to drop a bit and it was not until nearly 4 p.m. that things began to liven up and then suddenly the pace became as hot as the weather had been. Ferrari produced all his cars, Gonzalez having a "stumpy" 1954 model, Ascari having a 1953 chassis with an engine from the "stumpy" model fitted, which is to say the 94 by 90 bore/stroke and 100 deg. valves, but with forward placed magnetos very low on the timing case and the water pump mounted horizontally just above them. Hawthorn, Trintignant and Manzon had normal late-type 1953/54 cars the second of the three having a reserve fuel tank fitted just forward of the driving seat on the floor of the cockpit, while Maglioli still had to be content with the old car that everyone had used the day before. Gonzalez could not improve on his time with the old car, which did not prove anything but merely puzzled everyone, Hawthorn got to within a fifth of a second of breaking 2 minutes, while Ascari did 1 min. 59.9 sec. which brought forth loud cheers from the vast crowd in the grandstand and a new lease of life to all Italians.

In the Maserati camp things were still going well, for Moss was within a tenth of a second of 2 minutes and confident of being capable of better things, and Villoresi had really got his teeth into the new Maserati, being only fractionally slower than the English driver. It looked as though Villoresi had regained his youth the way he was going round the corners, for he was really trying and occasionally he tried a bit too hard, once using a considerable amount of grass and another time spinning the car completely, but each time pressing on again without the slightest pause. As if to prove to themselves that the large-diameter tail-pipe did not really do anything it was taken from Musso's car and fitted onto that of Villoresi's, without any noticeable difference. Mantovani improved on his previous best, as did Mieres and Musso, these three now having laps at 2 min. 1.6 sec., 2 min. 1.7 sec. and 2 min. 3.5 sec., respectively. The Gordini's improved slightly, but still were not fast enough to keep up with the general pace, and the Vanwall had cured its bout of misfiring and now sounded really delightful as Collins flung it about. He got down to 2 min. 5.2 sec. and on occasions tried so hard that he had the car sideways-on coming out of the corners.

After this hard bout of activity there was a slight lull until 15 minutes before practice finished, when Moss went out again and with no apparent effort he clocked 1 min. 59.3 sec., which not only was fastest time of the day, but was only 0.3 sec. slower than Fangio's all-time best. This made everyone sit up and take notice and Moss thought he had fixed things, but Ferraris were equal to it and Ascari went off immediately afterwards, while everyone held their breath to see what would happen. It was very obvious that Alberto was giving his car the big stick and when he did 1 min. 59.2 sec. on the last lap of the day, just as the red flag announced end of practice, the Italians clasped each other and screamed with delight. The English were happy, for Moss had stirred things up well, while the Germans still had the best practice time, so everyone went home contented, while the mechanics set to work to get the cars ready for the following day.

A national sports-car race attracted the customers and generally got everyone into a racing frame of mind during the Sunday morning, and after lunch the Grand Prix cars were wheeled out and lined up in rows of three for the start at 3 p.m. Conditions were ideal for racing, it was warm and dry, but a cloudy haze covered the sun and kept the intense heat away. There were 20 cars on the grid, the only non-starter being de Riu whose old 2-litre Maserati was not fast enough to qualify, and in the front row were Fangio, Ascari and Moss, on Mercedes-Benz, Ferrari and Maserati, respectively, and as their nationalities were Argentinian, Italian and English, one could not wish for a healthier situation in Grand Prix racing. In addition to this, row two contained Kling, Gonzalez and Villoresi,

on Mercedes-Benz, Ferrari and Maserati, respectively, in the same order as row one and in row three was again one of each of these three makes, in the order Ferrari, Mercedes-Benz, Maserati, the drivers being Hawthorn, Herrmann and Mantovani, in that order. The race was clearly going to be an almighty battle and the result was as open as the grid was mixed, for in row four were Mieres, Trintignant, Behra; row five, Maglioli, Musso, Manzon; row six, Collins, Bucci, Wacker and at the back Daponte and Rosier, there being just 12 seconds covering the difference in time between the first car and the 20th car.

As the flag went up the tension rose and the whole pack of cars strained to be away and as it fell Kling made a perfect start from row two and was abreast of Fangio as everyone surged forward. Ascari was slow off the mark and it was Moss who nipped in behind the two Mercedes-Benz cars as they accelerated away up the wide straight. From the start the cars can be seen as they go down the return leg of the course and after a brief pause as the field jostled its way through the tricky Lesmo corners in the woods on the far side of the course the two streamlined German cars were seen leading the pack down the back leg. This opening lap saw Kling leading by a few feet from Fangio and just behind, literally side by side, came Ascari, Gonzalez and Moss, followed by Hawthorn, Herrmann, Maglioli and the rest all in a bunch in this mad scramble of an opening lap. At the end of the next lap the two Mercedes-Benz were still together, in front of the field, and it began to look as though a repetition of Reims was going to take place, and when the third time round saw Kling, with Fangio a few inches behind him, still leading by some yards from the Italian cars, everyone was sure that the streamlined Mercedes-Benz were going to be uncatchable. For third place there was an almighty scrap going on between Ascari, Gonzalez and Moss, the three of them being hub to hub as they raced past the grandstands, while behind them the rest of the field were spreading out, the pace already telling on some of them. Behra's Gordini was the first to give up, only to be followed a little while later by Bucci's Gordini losing a tyre tread and having to stop at the pits to change the wheel.

Lap five saw Kling make a slight error on one of the corners, and so close was the racing that before he was sorted out not only had Fangio gone by but Gonzalez, Ascari and Moss also, they having already changed their positions. Kling was now fifth, with Hawthorn not far behind, followed by Herrmann and Villoresi. The leading four cars now were out on their own and Gonzalez was beside Fangio on lap five, while Moss passed Ascari, and the next lap saw Ascari pass the lot of them so that the order was Ascari, Gonzalez, Fangio and Moss, but with only a few feet separating the first and fourth. Now there was no possible chance of a German runaway victory, for Fangio was surrounded by Italian cars, Kling could make up none of his lost ground and Herrmann drew into his pit on lap seven to have a plug changed, which lost him a complete lap, so the German team were now very badly placed. Once in front Ascari really showed that he had lost none of his touch and is still a master-driver, and by the time 10 laps had been completed he had made 6 seconds lead over Fangio who still had Gonzalez and Moss alongside him. Villoresi had not only got past Kling, but also past Hawthorn and was 20 seconds behind Ascari and he was staying there, losing no ground whatsoever, which was quite remarkable. Already the tail-enders had been lapped and in spite of some spirited driving going on in the middle of the field, the leaders were not far from lapping people like Maglioli, Mieres and Musso who were having a wheel-to-wheel battle the whole way. At 15 laps Fangio had managed to shake Gonzalez and Moss from his slipstream and began to close up on Ascari, while Moss got past Gonzalez and settled in third place. It was not until lap 17 that the pattern of the race began to settle down for Gonzalez dropped out of the running with "stumpy" Ferrari when its gearbox gave out, and on the same lap a second Ferrari retired, when Manzon's car had engine trouble.

At 20 laps, a mere quarter of the total distance, Fangio had got alongside Ascari, Moss was 10 seconds behind, so obviously sitting and watching the two great masters carve each other about that it was amusing, while Villoresi was back in his youth and never dropped as much as a second on Ascari. Some way back came Kling and he had left Hawthorn well behind, while young Mantovani was driving a very smooth race and steadily making up ground on Hawthorn. The remaining nine runners were spread out behind, the Mieres, Maglioli, Musso battle having been broken up when Ferraris called their man in so that Gonzalez could take over. Collins was running in the middle of the "rest," the Vanwall sounding extremely crisp and smooth, but in spite of the fact that it was performing well for a 2.3-litre car, the leading pace was so hot that on lap 20 Moss lapped Collins, Ascari and Fangio having already done so. The issue was now pretty clear and Fangio was not going to have any nonsense from Ascari, for on lap 22 they dead-headed over the line, lap 23

Fangio led, lap 24 Ascari led and for the next six laps they were never more than 2 seconds apart anywhere. All this time Moss was comfortably relaxed in third place, a consistent 7 seconds behind, sufficiently close to watch the two masters trying hard to push each other off the track, and still Villorresi was in fourth place just 20 seconds behind the leader. Kling was now in some difficulties, as oil was blowing from the engine, he could not see through his goggles and his windscreen was getting smothered, but he managed to hold on to fifth place in spite of this. Mantovani had now come to grips with Hawthorn and the two of them started a battle that was remarkably evenly matched, Hawthorn's superior driving ability overcoming the difference in speed between the Ferrari and the Maserati. Among the remainder Musso retired out on the course, Mieres had a rear shock absorber and part of the chassis frame break off, Trintignant had a split exhaust pipe and the chassis had to be wired up and Gonzalez stopped for an extra seat cushion as he could not really control the Ferrari using Maglioli's driving position, the Italian being very tall.

Just before half-distance Ascari was still leading Fangio by 1 sec. and the two Maseratis of Moss and Villorresi were sitting behind. The Englishman then decided to move up and see how the battle between the two World Champions was going and on lap 37 he was on Fangio's tail, but at the same time Villorresi also speeded up and reduced his gap from Ascari down to 9 seconds, so clearly the Maseratis were going incredibly fast, and in fact were probably the fastest cars in the race for sheer speed. Rather typically there was very little system in the running of the Maserati team, with the result that at the end of the 40th lap, which was half-distance, Ascari led by a few lengths, but Fangio had the two Maseratis right alongside, Villorresi now having passed Moss, while the next lap saw Villorresi ahead of Fangio and it looked as though he was going to start pressing Ascari. Fully appreciative of the absurdity of racing against his own team-mate Moss eased back and sat behind Fangio and on lap 43 Villorresi came into his pit and retired with a ruined clutch. In his efforts he had taken the Maserati engine up to 8,300 r.p.m. and bits had flown off the clutch. Moss now took up the battle and swept past Fangio; on lap 45 he got past Ascari and the young Maserati driver was now in the lead, with the two greatest drivers of this present age pressing him hard, but still Moss looked completely unruffled and when the three of them lapped Hawthorn, Mantovani and Gonzalez, the six cars went round in a bunch, the slower ones slip-streaming along the straights. While all this excitement had been going on Kling had gone straight off the road into the woods at Lesmo due to not being able to see through the oil mist, but luckily he was completely unhurt; so Hawthorn was now in fourth place, with Mantovani still only a few feet behind.

For two laps Ascari got the lead back from Moss, only to lose it again and on lap 49 the Ferrari dropped a valve into its engine and that was that, Alberto was out, but not until he had shown that he was still on the top of the tree. While this little battle had been going on, Fangio was having trouble with Gonzalez, for the fat Argentinian, although a lap behind, refused to be shaken off and clung onto the tail of the Mercedes-Benz for lap after lap, so that with Ascari out Moss had a clear run and built up his lead second by second until he was 15 seconds in front by lap 60. Gonzalez eventually had to let Fangio go and after this little dice he stopped and gave the car back to Maglioli, now being in fifth place. A lap behind the Hawthorn/Mantovani duel was still waging, there never being more than 1 second between them.

Collins had been running very steadily and had moved up into sixth place on consistency as others dropped out, but on lap 63 he had to stop at his pit as the oil pressure gauge had burst internally and was leaking into the cockpit. After stopping the leak by the simple expedient of flattening the pipe, Collins continued, the Vanwall four-cylinder still sounding very healthy. Moss was now way out on his own, 20 seconds ahead of Fangio, and was driving so smoothly and relaxed that it was hard to believe that he was leading the Italian Grand Prix, having battled with all the great Grand Prix names. There was no question of straining the Maserati, the car was running well within its limits, but on lap 68 the Moss bogey arose and he pulled into his pit. The oil pressure had started to fall on corners and he was losing oil. Very quickly, almost too quickly, oil was poured in and he was away, but Fangio had gone by and as Moss finished the next lap oil was streaming out of the tail of the car. He was running just in front of Hawthorn as they went by and Mike waved frantically at the Maserati pit and pointed to the tail of Moss' car, but it was too late, the engine had already suffered from the loss of oil and Moss completed the lap pushing the wrecked Maserati and had to watch Fangio take his victory from his grasp. He pushed the car to within a few feet of the line and sat and watched the Mercedes-Benz tour round to complete the final 12 laps. Most people would have torn their hair out and screamed blue murder, but Moss drank

his Coca-Cola and was satisfied that at least he had shaken the opposition in no mean manner. What had happened to the Maserati was that the suction pipe from the rear-mounted oil tank had cracked round the flange where it joins the tank, and consequently had drawn in gulps of air, and air is not a good lubricant for bearings. The Maserati team were heartbroken for a win at Monza meant more to them than anything else, and as if the Modena Trident had not suffered enough, two laps later Mantovani stopped with a broken de Dion tube and then continued to drive slowly round in an endeavour to finish, letting Hawthorn go unchallenged on into second place, a lap behind the leader. The last few laps saw Fangio touring round, with a straggling procession following him and for the second year running Fangio won the Italian Grand Prix due to other people's misfortunes, while Mercedes-Benz chalked up another win in the 1954 Grand Prix series, but this time a very shaky and chancey win. One lap behind came Hawthorn in second place, through no fault of his own, followed by Maglioli in third place, thanks to Gonzalez having driven the car most of the way, while fourth was Herrmann who had quietly made up for his pit stop at the beginning of the race. The rest of the eleven finishers came straggling in, Moss pushed his car over the line into tenth place, and Mantovani kept his Maserati in a hard battle to finish ninth.

The Italian Grand Prix had been a hard battle from the moment practice started and the scene of desolation among the cars was enormous, while the result as such gave no indication whatsoever of the character of the race. Morally everyone, even the Italians, felt that Moss was the winner, for he had driven the most intelligent race, being content to sit just behind Ascari and Fangio while they tried to break each other up. Ascari had been out to prove that he could still drive and did so in no mean manner, while Fangio was out to win another Grand Prix, which he was lucky in doing. Although it was a lucky win for Fangio he deserved it in one way in that he was completely alone in upholding the Mercedes-Benz name and was attacked on all sides throughout the race. First Gonzalez battled with him, then Ascari, then Moss, then Villorresi, Moss again and in addition Gonzalez fought him furiously when he was being lapped, so that Fangio never had a moment's relaxation until 10 laps before the end when Moss was finally out; all the time he had to do battle against one or the other of the opposition, and it says a great deal for his tenacity that he stuck it out right to the end. He was very tired when he finished and there was no doubt that it was one of the hardest races he has ever won, but by doing so he became undisputed 1954 World Champion, having won the Grand Prix events of Argentina, Belgium, France, Germany, Switzerland and Italy, two with Maserati cars and four with the new Mercedes-Benz in their first season of Grand Prix racing since 1939.

Results :

ITALIAN GRAND PRIX—Monza—80 Laps—504 Kilometres—Hot			
1st :	J. M. Fangio (Mercedes-Benz)	2 hrs. 47 min. 47.9 sec.	... 180.218 k.p.h.
2nd :	J. M. Hawthorn (Ferrari)	2 hrs. 48 min. 11.5 sec.	... 1 lap behind
3rd :	U. Maglioli/J. F. Gonzalez (Ferrari)	2 hrs. 48 min. 47.4 sec.	... 2 laps behind
4th :	H. Herrmann (Mercedes-Benz)	2 hr. 49 min. 13.1 sec.	... 3 laps behind
5th :	M. Trintignant (Ferrari)	2 hr. 48 min. 27.8 sec.	... 5 laps behind
6th :	F. Wacker (Gordini)	2 hr. 48 min. 32.7 sec.	... 5 laps behind
7th :	P. Collins (Vanwall)	2 hr. 49 min. 11.5 sec.	... 5 laps behind
8th :	L. Rosier (Maserati)	2 hr. 48 min. 33.2 sec.	... 6 laps behind
9th :	S. Mantovani (Maserati)	2 hr. 49 min. 14.6 sec.	... 6 laps behind
10th :	S. Moss (Maserati)	2 hr. 47 min. 53.7 sec.	... 9 laps behind
11th :	J. Daponte (Maserati)	2 hr. 49 min. 34.0 sec.	... 10 laps behind
Fastest lap : J. F. Gonzalez (Ferrari) on lap two in 2 min. 0.8 sec. ... 187.748 k.p.h.			
Retired : Behra (Gordini), lap 3; Bucci (Gordini), lap 14; Gonzalez (Ferrari), lap 17, gearbox; Manzoni (Ferrari), lap 17, engine; Musso (Maserati), lap 33; Mieres (Maserati), lap 35, shock-absorber; Kling (Mercedes-Benz), lap 38, crashed; Villorresi (Maserati), lap 43, clutch; Ascari (Ferrari), lap 49, engine.			

ITALIAN SHORTS

For a first serious attempt at Grand Prix racing the Vanwall 2.3-litre engine showed up well, never missing a beat throughout the whole race. This should encourage Mr. Vandervell to press on at full speed with his team of three 2.5-litre cars for next year.

* * *

Mantovani has proved to be Italian champion for 1954, being the only Italian driver to compete in Grand Prix events consistently, and also to finish. His driving at Monza showed a very steady hand and, while not having the required flair to make a top driver, his progress is steady.

* * *

If Wacker had not stopped twice for new goggles, he would have beaten Trintignant's sick Ferrari and finished fifth.

* * *

In spite of changing from four cylinders to six cylinders, poor Rosier was still running at the end of the field, though this time the car held together for the whole race.

CONTINENTAL NOTES



THE FORMULA - ONE LANCIA

LAST winter there was much speculation about the new Lancia Formula 1 car, and yet during the past season it has been doing a "B.R.M.," never being quite ready to race and always being promised for the next race, if it was ready. It seemed almost certain that it would appear at Monza for the Italian Grand Prix; in fact it was unlikely that Lancia would dare to refrain from running his cars in his own National Great Prize, but nevertheless Monza took place without any signs of the Lancia Grand Prix cars. Whenever efforts are made to find out why the cars do not appear the answers are always vague and evasive, the main excuse being that they are not ready. Most of the testing has been done on the Monza circuit and, though no times are officially recorded, no one has ever suggested that the Grand Prix Lancia could better 2 min. 8 sec., and that with Ascari driving it. At the recent Monza race the top boys got just below 2 min., so clearly the Lancia is pretty mediocre and it has been assumed that it lacked sufficient horsepower. Somehow this assumption never seemed to ring true, for the sports Lancias and the Gran Turismo competition cars have always had plenty of power for their size; why the Grand Prix engine, which is a 2½-litre V8, should suddenly refuse to produce sufficient power, has always been rather a mystery.

Recently a suggestion has been made that may throw some light on this apparent "washout," as the Grand Prix Lancia has come to be regarded. The suggestion is that it is a four-wheel-drive car. Normally such wild rumours I tend to discount, but having been puzzled by Lancia's apparent flop I decided that this rumour deserved a little thought. Four-wheel drive for a Grand Prix car today is not a bad idea in theory, the practice is another matter, but with present-day power outputs of around 250 b.h.p., and more to come, the problem of keeping the overall weight of the car low enough to ensure a good performance, but at the same time having sufficient weight to ensure adhesion for the driving wheels, is one that many people have spent much time over. Connaughts have thought about the problem and decided that the only way out will be to have the engine over the rear axle, to ensure sufficient weight on the driving wheels to get traction. This solution brings in many complications with regard to steering and roadholding, but they are not insuperable; four-wheel drive is another solution, but it too has its problems, especially as regards steering. However, if Lancia decided on four-wheel drive in order to transmit his power to the road, and yet keep the overall weight of the car low, it was a reasonable decision that also had a big advantage from the acceleration point of view, as was demonstrated a few years ago by Archie Butterworth. The problem of solving the steering problem is another one which up to now Lancia would appear not to have overcome.

On numerous occasions this season the Grand Prix Lancia has been tested at Monza, which is not a difficult circuit, and nearly every time the car has been reported as having spun off the course. Ascari has always been the driver and just why he should be unable to control the Lancia has always been rather a puzzle. If this new car has four-wheel drive it would explain his inability to keep it on the road. In addition to this, the places that he leaves the road are seldom the normal ones, for it is well known that if a driver tries too hard it is not difficult to imagine just where he is going to slide off the track. The Lancia has been known to go off the Monza circuit in the most peculiar places, so maybe the cause can be traced to four-wheel drive. Another thing about this new car that has always appeared strange is the weight distribution. From photographs it is evident that the designer has gone out of his way to keep the weight well within the wheelbase, with no overhang either end, and this fact also adds up with four-wheel drive. The general opinion about Grand Prix teams is that Mercedes-Benz are terribly secretive and have armed guards about the place, whereas in fact they are very friendly and reasonable. Ferraris are generally known to be ready to tell you anything, but about Lancias nothing is known, except that they have always made good road cars, the factory sports cars are as good as they come, and they definitely intend to enter the Grand Prix field, as they put it "when we are ready." Consequently, any enquiries after details of the Grand Prix car are met with polite evasions of the subject. Bearing in mind Lancia's ability to design things which will not work in theory, or are bad in theory, and yet to get away with them, it is not beyond

the realms of possibility that they are solving the four-wheel drive problem. After all, Mercedes-Benz have solved most of the problems as regards fuel-injection, Alfa-Romeo and B.R.M. took supercharging to its absolute limit, Ferrari conquered the unsupercharged engine, so why should not Lancia have a monopoly on four-wheel drive. Obviously time will tell and the day will come when all is known about the Grand Prix Lancia, just as everything is known about Ferraris, but in the meantime the idea makes interesting conjecture.

THE 300SLR MERCEDES-BENZ

As a yardstick for the sheer speed of a car the lap times at Monza are interesting, especially as most cars are tested there at some time or another. On the Monday and Tuesday following the Italian Grand Prix the track was monopolised by Mercedes-Benz and they had the two cars that had finished in the Grand Prix, the streamlined one that Fangio drove to victory and the exposed-wheel type that Herrmann drove home into fourth place, while a 300SL coupé formed the personal transport of the head of the development department, Rudolph Uhlenhaut. In addition to these three cars was the new 300SLR prototype, which was supposed to have been ready for this year's racing, but which will now not appear until next season. The car being tested was a 3-litre with fuel-injection, based on the current Grand Prix car, complete with wire-wheels and inboard brakes, and was in open two-seater form with left-hand drive. As will be seen in the photograph on page 557 the car resembles closely the streamlined Grand Prix car and has two short stub exhaust pipes, while the noise was very little short of that of the single-seater. There is little doubt that it is fast, for it was lapping in 2 min. 3 sec. driven by Uhlenhaut, and in the streamlined Grand Prix car he could not better 2 min. 6 sec. During the Grand Prix practice Fangio ably demonstrated that he could improve on the chief's time by nearly 6 sec., so a small sum will indicate that the new Mercedes-Benz 3-litre sports car is very fast indeed.

Throughout the two days Uhlenhaut was driving almost continuously, first in the sports car and then in the two Grand Prix cars and always at speeds that would not put him to shame in a present-day Grand Prix field. Having got the sports car going to his liking he let Herrmann and Lang do continuous running in it, sometimes as many as 15 laps straight off as hard as possible. In addition to all this, comparative tests were made between Continental tyres and Pirelli tyres, but the outcome of those tests was not decided in public. It is interesting to record that on the streamlined Grand Prix car the front wheels are joined by a limited slip differential, presumably to ensure even braking at all times, while on the exposed-wheel type this device has been discarded. With the inboard brakes in the centre of the car, only 6 in. apart, a limited slip mechanism could easily be installed or left out as occasion demanded. While the mechanism could not be inspected the result was obvious as the mechanics changed wheels and the idea is certainly worth trying out even if the gain is not very much. Throughout the two days the thoroughness of the Mercedes-Benz technical team at times seemed almost over-done and often unnecessary, but in principle such thoroughness is bound to build up a tradition of always knowing as much as possible about your subject, even though it may be possible to get by with a lot less knowledge. Maybe this attitude removes a lot of the "sport" from motor-racing, but it undoubtedly has enabled Mercedes-Benz to provide Fangio with a mechanism with which to win this year's World Championship, however lucky some of the wins have been and in spite of a miserable catastrophe at Silverstone. Having an admiration for things Germanic in engineering, especially racing, and therefore standing the risk of being accused of being biased, I still think that as a beginning, after a lapse of 15 years, the three-pointed star of Stuttgart has not disgraced itself, especially when it is considered that the chief rivals, Ferrari and Maserati, have been racing consistently since 1947, which is seven years' advantage, whichever way you look at it. When a team of new cars appears for a race one would normally consider how they were going to shape up to the existing giants, but this year everyone, without exception, has been considering whether Ferrari or Maserati, or the two combined, were going to be able to give the Mercedes-Benz cars a beating. There has never been a question of "shaping up," Stuttgart set a new standard on their first appearance and, while they have had to struggle to keep it up, everyone else has been struggling much harder. Having already proved how wrong I can be in the past it is likely that I may be wrong in the future, but I am prepared to take a chance on that. Of one thing I am certain and that is that the new 300SLR Mercedes-Benz sports car is as many years in advance of its rivals, technically, as the Grand Prix cars, and this is only the end of the first season, there are many more to come.—D. S. J.

FIRST AGAIN



leads!

R.A.C. International T.T. Race

1ST D. B. PANHARD

PAUL ARMAGNAC
G. LAUREAU

2ND FERRARI

MIKE HAWTHORN
M. TRINTIGNANT

Series Production Sports Car Competition

1st FRAZER NASH

R. E. ODLAM C. VARD

2nd PORSCHE

R. FLOWER E. T. McMILLEN

Class H

1st D. B. PANHARD

PAUL ARMAGNAC G. LAUREAU

2nd D. B. PANHARD

G. ALLEGRE A. BARBEY

Class D

1st FERRARI

MIKE HAWTHORN M. TRINTIGNANT

2nd JAGUAR

P. M. WHITEHEAD KEN WHARTON

(Subject to official confirmation)

These cars used SHELL with I.C.A. and SHELL X-100 MOTOR OIL

You can be sure of



LETTERS from READERS

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

ETHICS

Sir,

Mr. Millington's outburst scarcely seems to warrant the expenditure of paper, time and postage on a reply, especially as the editorial footnote effectively "shot this one down," but I feel that I should point out that the whole thing is based on a false premise.

There was no public car park at Silverstone on the occasion of our club meeting. Only members of the Bentley Drivers' Club, invited clubs and their friends were eligible to spectate. We are a very friendly lot, but could it be that Mr. Millington was an uninvited "guest"?

If Mr. Millington is fortunate enough to be invited to our annual dinner and dance, I do hope that he won't put a "For Sale" notice on his overcoat in the cloakroom at the Dorchester.

I am, Yours, etc.,
STANLEY SEDGWICK,
President, Bentley Drivers' Club.

* * *

FOG AT LINDLEY?

Sir,

I am writing to you about the curious attitude of the British motor industry regarding Grand Prix racing. Recently Connaughts have brought out their latest Grand Prix car, which could be a successful venture provided it could be tested thoroughly. The motor industry proving-ground test track at Lindley would be a good place for high speed testing and yet Connaughts are not allowed to test a racing car at this place because of the ridiculous attitude of the British motor industry to Grand Prix racing in not letting the track be used by racing cars. Yet the M.G. record-breaker car was recently tested at Lindley; evidently this car is *not* a racing car and therefore allowed to use the track! But surely this car cannot be called an everyday sports car? Also the D-type Jaguar is a really hot sports car and more in line for a Grand Prix performance, yet this car has also done a lot of practice and testing at Lindley. Surely one Connaught running around Lindley now and then would not be any more of a menace or track surface destroyer in the eyes of the so-called "bread and butter" car industry types than the M.G. record-breaker or D-type Jaguar!

This attitude of the British industry is really beyond me and I am sure that every real enthusiast must share my views. We have British drivers already acclaimed by the Continentals, why not British cars as well. Sports-car successes are a good thing, but the World Championship Grand Prix series really takes the honours.

I am, Yours, etc.,
F. G. CHIVERS.

Aylesbury.

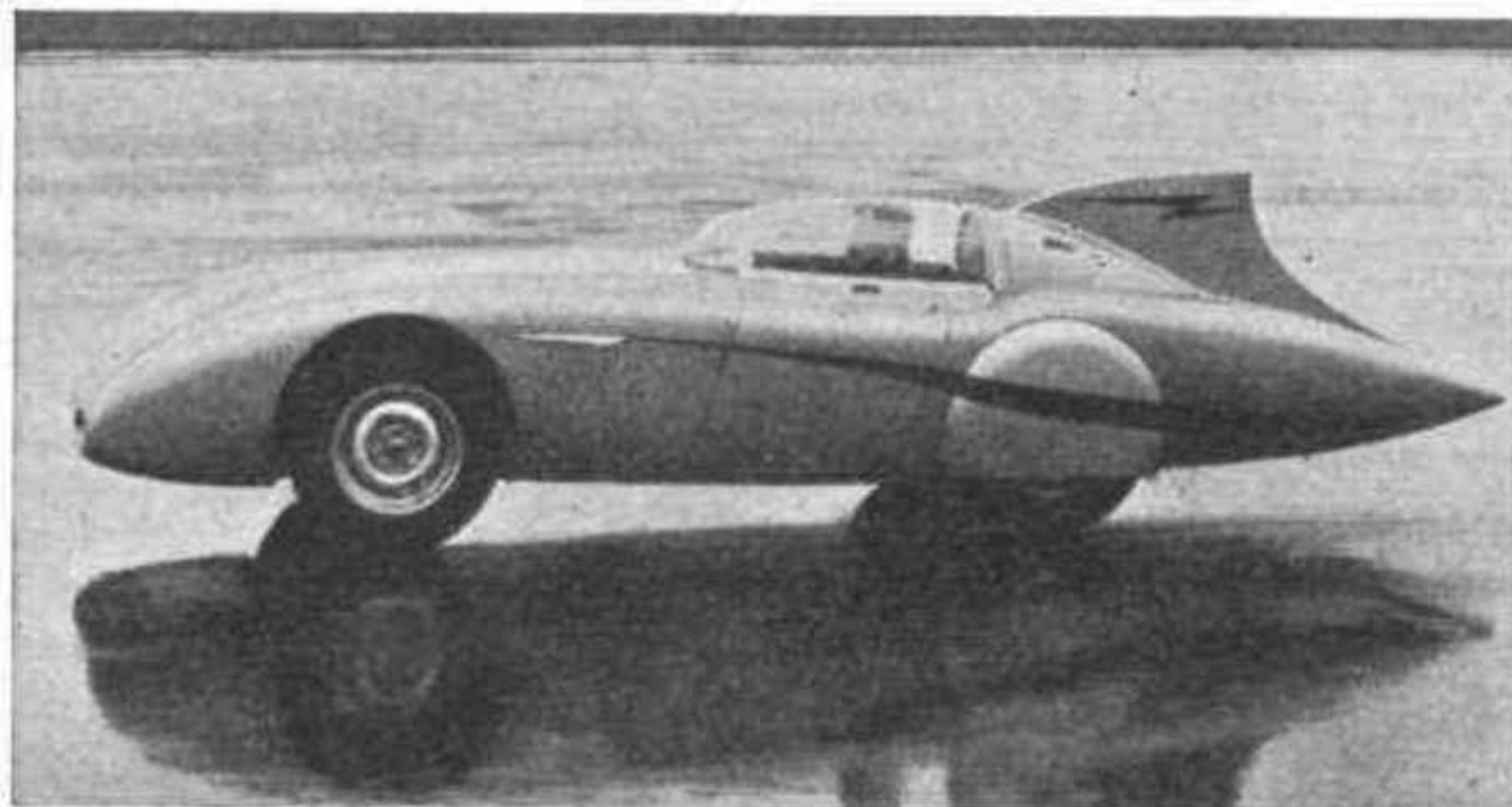
[We had observed that the M.G. record car was tested at Lindley. Is the door still closed to others in the motor-racing field?—Ed.]

* * *

A 190-M.P.H. AUSTIN-HEALEY

Sir,

I see that Mr. Donald Healey, who recently voiced his disapproval of using extensively and expensively modified cars for competitions, is reported to have covered a flying mile at a speed of 190.9 m.p.h. with an Austin-Healey.



No doubt there are many of your readers who own Austin-Healeys and would like to make them go as fast as this; could you persuade Mr. Healey to tell us what are the (presumably) simple modifications necessary to attain this speed?

I am, Yours, etc.,
JOHN M. HINGHLIFFE.

London, N.W.8.

Sir,

The recent records gained by the Austin-Healey 100 on the Bonneville Salt Flats are wonderful achievements. But, thinking back to Le Mans and the withdrawal by Donald Healey of his cars from the race and also of his remarks at the time, it appears his record-breaker is the exact opposite of his cry at the time for standard production machines.

To say that the car, with its lengthened nose, finned tail, bubble-type cockpit cover and supercharger, was just a modified production car seems nonsense to me; more appropriate to call it a "one off single-seater special" having no resemblance to the current production model. Then to announce the "Hundred S" with its high-compression engine, disc brakes and what have you, is a far cry from what was said just prior to Le Mans. Are we, therefore, to assume by recent events that the saying "all is fair in love and war" is applicable in this instance?

I am, Yours, etc.,
S. LIGHTFOOT.

London, N.13.

* * *

FLUTTERING IN THE DOVECOTE

Sir,

By all means let us be biased, but surely the decent limits of partisanship are exceeded when in the August number of your esteemed journal there appear *two* letters from a Major Warliss, who is infatuated with the 2 c.v. Citroën. Deep gloom envelops me at the thought of our island roads infested with these things, for they have literally to be flogged with skill to produce any performance at all, and after 20 miles' driving experience I cannot understand how anyone calling himself a connoisseur of cars can contemplate without nausea a longer journey in this dreadful implement, which was designed for the agricultural community of a country where living standards are now, alas, lamentably low. In the United Kingdom at its present price it can only appeal to the lunatic fringe which is intoxicated still in 1954 with the quaking cacophony of the 1920 G.N. and with the Thunder Box.

From which you will understand my plea to you to put the opium away in the Louis Quatorze commode.

I am, Yours, etc.,
J. M. B. DOVE.

Ashtead.

[The double-dose of 2 c.v. publicity was obviously an error but we are surprised at Major Dove, who is prominent in vintage circles and motors about rather more slowly than any sane 2 c.v. owner in his 1929 Sunbeam or otherwise in a car even cruder than the 2 c.v., his old Ford Anglia, which on one occasion was well "lost" by MOTOR SPORT's 2 c.v. test car within a few miles of leaving a V.S.C.C. rally at Slough. It surprises us, too, that such a prominent vintage-car owner should sneer at the 1920 G.N.—we can only hope Basil Davenport never has occasion to enter the Dovecote!—Ed.]

* * *

ENGINE CAPACITIES

Sir,

For years it has always been a source of wonder to me how manufacturers designing engines to come within a certain cubic capacity such as 1½ or 2 litres, always arrived at a figure 2 or 3 c.c. different from their contemporaries; e.g., Bristol 2-litre Six, 1,971 c.c.; A.C. 2-litre Six, 1,991 c.c., etc.

But at last the mathematical odds have been evened and I see the following: Ford Zephyr Six, 2,262 c.c.; Vauxhall Velox Six, 2,262 c.c. What a remarkable coincidence!

I am, Yours, etc.,
E. J. HIGGINS.

Woodlesford.

[Another curious example is the 803 c.c. of the Standard Eight and Austin A30.—Ed.]

THE BISHOP BAN

Sir,

May I say that I consider your road tests are of the greatest interest and long may they continue.

Your unbiased report of the Citroën Big Fifteen made me buy one, and I hope in a month or so to write you a letter regarding the car and my impressions, which I trust you may publish.

I am, Yours, etc.,

Caterham-on-the-Hill.

C. K. SHONE.

Sir,

As a reader for several years, I have always admired your unbiased approach when evaluating cars you have tested.

The "If I Can't Win I Won't Play" attitude expressed by the Nuffield Publicity Manager will certainly not harm you, but will damage Nuffield.

Any publication's life depends on reader loyalty, and your free-swinging attitude has pleased everyone in this country I have talked with who reads your magazine.

Unfortunately, several of the American motor magazines demonstrate a tendency to fawn on advertisers or prospective advertisers. This is of course readily detected by the reader. It does not seem to occur to the management of such magazines that a well-battered advertiser is not of much value if the readers lose confidence and drop their subscriptions.

I am, Yours, etc.,

Idaho, U.S.A.

WILLIAM MULHALL.

* * *
NOMENCLATURE

Sir,

If Mr. Geoffrey E. Barlow refers to Chambers' Mid-Twentieth Century Dictionary he will find that a dash-board is defined as "a board, screen, or partition in front of a driver, on a horse-vehicle to keep off splashes of mud." I have looked in front of my dash-board (facia-board?) and cannot find a recognisable horse (I know the engine wants overhauling).

In the same reference book, facia is also spelt fascia, and a fascia-board is defined as "the instrument-board of a motor car."

Why not, therefore, in view of these alternatives return to basic English and refer to the structure as "the piece of wood/metal/tin holding the instrument(s)?"

I am, Yours, etc.,

Hurlingham.

A. W. DAVIDSON.

Sir,

A dashboard is a dashboard, and keeps the horses and the mud they throw up away from the driver. An instrument panel is an instrument panel, and what's the matter with you?

I am, Yours, etc.,

Sutton.

P. WRIGHT.

[No, sir; no, sir! An instrument panel is an instrument panel but the addition of warning lamps and hexagonal dials and square dials and all the modern clobber to that part of a one-piece body/chassis structure which comes approximately in front of the driver does not constitute such a panel and never will. Incidentally, what ammunition this correspondence is going to provide with which to bombard bored sales-gentlemen at Earls Court!—ED.]

* * *

PORSCHE COMMENTS

Sir,

I really must call to your attention the figures which you quote on page 436 of August's MOTOR SPORT, concerning the performance of the Type 356 Porsche. I thought them rather remarkable at the time of your road test, but, having some knowledge of the car tested, remained silent. However, the 20.1-sec. figure quoted for the quarter-mile, in comparison with the recent times at Ramsgate, forces a comment. My own 1,500 Super clocked 17.55 sec. for its best run at Ramsgate, even with the handicap of my personal 230 pounds (how many stones?) aboard, and Mr. Wooley's standard 1,500 did a quite creditable 18.40. Surely these times are more nearly representative of the incredible Porsche than the 20.1 sec. quoted.

While on the subject, perhaps you would like to hear the story of a trip to Stuttgart last April. My wife and I were enjoying a leave on the Continent, when, on the Autostrada just out of Brescia, we were unfortunate enough to break the distributor drive of the Porsche while at speed. The end of this caught the ring gear on the crank, with appropriately expensive noises. (Some of your motoring terms, clichés though they may be here, are most refreshing to

foreign ears.) We were towed into Brescia, where Messrs. Saotini, the local VW representatives, made emergency repairs using dimensionally similar VW parts. The condition of the engine, however, made it apparent that a change of itinerary to include Stuttgart was imperative.

After a lengthy conference with my long-suffering wife, who regards the American Kaiser as all the car really necessary, I proceeded over the Alps to Stuttgart. I arrived at the works, quite unheralded, on the morning of Easter week, a short work week, to find their shops full of Mille Miglia and Tulip Rally cars, in all states of disassembly. After I had explained my situation, including the all-too-near expiration of my leave, they took the car in hand, with instructions to return late Thursday.

My car had done something over twenty thousand miles, was more than a year old, and had been entered in at least five speed events. When I returned to pick it up, I learned that a night shift had been specially employed to work on it, and that it had been completely disassembled from the front wheels back. All parts damaged in the disassembly had been replaced, all parts showing measurable wear had been replaced, and the car had been brought up to 1954 specification, including a redesigned crank, new light alloy valve gear, a redesigned cam, modified carburettors, and page after page of minor parts. At the thought of the inevitable bill I experienced sheer panic. However, it was explained to me that I was to be charged only normal assembly and disassembly labour, and only for those parts replaced as a result of normal wear. Excluding an oil filter and petrol gauge which I had ordered, my entire bill amounted to just over fifty pounds sterling. Further, I was informed, they did not feel that the dark red paint on my car had stood up to the weather as it should, and if I would leave the car for another ten days, it would be painted.

I should like to stress that I am in no way connected with this, or any other, motor firm, and certainly I am not a driver who can, by reason of his competition success, expect works support. Rather, I was treated as a customer, and a person whom they desired to be completely happy with his purchase. I would be ungrateful to many of the pleasant people I have met, and who have befriended me, during my three years in your country if I were to add my own stories of poor service and dissatisfaction with English automobiles. Nevertheless, two of the three I have purchased since the war have been grossly unsatisfactory, and my efforts to achieve satisfaction from them have been largely unavailing. With the above experience accruing from my one post-war German car, and with happy pre-war memories of seven litres, supercharged, does it take a necromancer to determine the most probable source of my next car?

I am, Yours, etc.,

Manston, Kent.

WILLIS H. BLEDSOE
(Captain, U.S.A.F.)

[The Porsche performance figures were approximate, for purposes of comparison, only and were not taken by MOTOR SPORT.—ED.]

* * *

A LAGONDA IN INDIA

Sir,

The accompanying photograph of my somewhat modified 3½-litre Lagonda four-seater sports/tourer might be of interest.

In February of this year I won with this car the Calcutta Grand Prix, a handicap, over 50 laps of the Alipore Airstrip Circuit for sports and racing cars, organised by the Calcutta Motor Sports Club, the premier body for motor sport on this sub-continent. Incidentally,



my car was only 0.622 m.p.h. slower in this race than the runner-up, a 2.1-litre Rover-based special of full monoposto type, known as the Robertson Special. My car also shared with the afore-mentioned car the distinction of putting in the fastest lap of the day.

Besides another win and two places in club events, earned during the rare occasions when I can race it (I live 250 miles from Calcutta, where the racing takes place), I won with this car the Netarhat Hill-climb run in 1952, this being a hill-climb of the Alpine variety over 13 miles and up to a height of nearly 4,000 feet above sea level, and run in the wilds of the Chota Nagpur Plateau.

Lagonda enthusiasts will be interested in the fact that my car, of 1935 vintage, has yet to have a rebore and crank-grind—it has done over 250,000 miles to date!

I am, Yours, etc.,

Bihar, India.

A. IMAM.

* * *

A MATTER OF LAP TIMES

Sir,

I regret to see that, in your report on the German Grand Prix, you fell into the error of many contemporaries in describing the fastest-ever lap of the Nurburgring prior to this year as 9 min. 52.2 sec. (86.0 m.p.h.) by Lang. This is in fact the circuit record set up in the 1939 Eifelrennen, but the fastest-ever lap is 9 min. 43.2 sec. (87.5 m.p.h.) by Lang in practice for the 1939 Grand Prix. Therefore the Fangio-driven 2.5-litre Mercedes did not establish an all-time-high this year.

Again, most observers (including your Continental Correspondent), in reporting the post-war Swiss Grands Prix constantly compare practice times with the circuit record of 2 min. 34.5 sec. (105.4 m.p.h.) set up by Rosemeyer in 1936, whereas the fastest-ever lap of 2 min. 32 sec. (107.1 m.p.h.) by Caracciola in 1937 practice seems to have been forgotten. Obviously, in practice a driver can pick his moment for an all-out attempt, is not fatigued and can carry the minimum amount of fuel in the tank, so that race and practice lap times are not truly comparable. The failure to distinguish between official records established in a race and fastest-ever laps which may have been accomplished in practice at some other date thus causes errors in appraising the relative merits of past and present machines and drivers.

While on the subject of lap times, I should like to make a couple of suggestions to meeting organisers:

First, that a copy of the times should be posted up in the paddock after practice for the benefit of enthusiasts who are extremely keen to know them, but are reluctant to pester the officials for a bulletin; and, secondly, that there should be a closer liaison between time-keepers and P.A. chaps, so that fastest times to date, new records and the variation of critical time gaps are given promptly to the spectators who are not armed with a battery of stopwatches. Frequently otherwise excellent commentaries are sadly lacking in these figures, which add so much to the interest and enjoyment of a race.

I am, Yours, etc.,

Derby.

DEREK TAULBUT.

* * *

A RENAULT 750 IN HONG KONG

Sir,

My copy of MOTOR SPORT arrives so belatedly that my comments on the French small-car controversy may no longer be topical. However, here they are for what they are worth.

An overseas posting giving me the chance of a new car without purchase tax, I ordered a Renault 750—a car after which I had hankered for some time. I drove the car from the factory on the Western Avenue (two miles on the speedometer) just prior to the Coronation, and ran it in England for some 700 miles. I then took it back to the factory for minor adjustments and export to Hong Kong. The adjustments consisted of taking up the stretch in the clutch cable and un-sticking a trafficator.

On arrival in the Colony, I found that I could out-perform equivalent British-designed cars in most respects, but sometimes found myself at a disadvantage due to my three-speed gearbox. A 22 DRS Weber carburetter provided by Alan Southon cured this. (Why are they not fitted as standard?)

The car has now done 125,000 miles, mostly the daily 20 miles to work and back, and given absolutely no trouble, though I decoked it 500 miles ago as our very poor grade petrol at 2s. 9d. per gallon was making the motor pink quite a lot. On the sporting side, it won the 1,100-c.c. closed-car class in the local sports-car club hill-climb (two hills, each of half-mile, and two meetings at each one).

I have no garage, but tropical sun and torrential rain have not affected cellulose, nor chrome; nor have any leaks occurred.

Snags? Well, the interior door trim was peeling off before I left England, and the low roof line, combined with my height, has resulted in my not noticing the odd point-duty policeman and subsequently contributing to the revenue of the Hong Kong government.

My car has called forth a great deal of favourable comment, and had we an agent with more initiative (and some 1954 cars for sale) there would be many more in circulation here than the dozen or so which are seen motoring around the well-surfaced but tortuous roads for which they are so suitable.

Finally, having read your Bol d'Or account, may I say that regrettably I have no connection at all with my gallant namesake, and his magnificent Renault-based Special.

I am, Yours, etc.,

Hong Kong.

J. P. FERRY (Lt., R.A.).

* * *

THE ANGLIA IN ACTION

Sir,

I feel I must comment on the last paragraph of Mr. A. J. Turner's letter when he says—"the need for a high-performance small saloon on the lines of the 1,100 t.v. Fiat." This car exists in the new Ford Anglia. It may not travel as fast in a straight line, but the Swedish Rally of the Midnight Sun results show its capabilities. In the 1,300-c.c. touring class 28 Fiat 1,100 t.v.s were beaten by the smallest Dagenham product. This car also finished sixth in general classification!

If Mr. Turner is not satisfied, what about something on the lines of the Riley Nine Kestrel?—and no need to make it slab-sided either. I like a car with wings, not a tortoise shell on wheels!

I am, Yours, etc.

Enfield.

A. SEYMOUR.

* * *

16,500 MILES IN A VW

Sir,

A year ago today I acquired a new Volkswagen, standard model, and looking back on the 16,500 miles of all kinds of driving with this grand little car, I would only be able to repeat all the compliments paid to similar ones in your columns.

However, I might be able to add a few details which may interest your readers: The oil consumption is still negligible and every 1,500 miles when the oil is changed it would appear that $\frac{1}{2}$ pint would top it up. In any case I do not begrudge the $4\frac{1}{2}$ pints used as overall it works out at 0.05 penny per mile for oil.

As the car is driven very hard and nearly always fully loaded on relatively short distances the petrol consumption is not as good as it could be (36 m.p.g.). However, during our holidays we toured the Continent, three up with a fortnight's luggage and the overall consumption was 40 m.p.g. for the 3,000 miles covered including the St. Gothard, Simplon and Furka passes.

On the way south we travelled along the Autobahn between Mannheim and Heidelberg and for curiosity's sake the accelerator was fully depressed for approximately 20 minutes, the needle taking position between 70 and 75 m.p.h. for this period. Even suspecting a slight tail wind this is not a bad achievement as two or three local Volkswagens took up the chase but were left behind, this may be due to the fact that the best grade petrol was being used.

While in Germany the car, being due for the 12,000 mile service, was taken to the local agent. Four hours later the car was collected looking very prim, washing-down being included, but on closer inspection my wife was rather surprised because the ashtrays had been emptied and dusted, my biggest shock came when I lifted the bonnet to look at the engine and found it had also been dusted, cleaned and polished. The servicing cost just under £2; also included on the bill was 5s. 6d. worth of spares, the only expense so far in this matter.

The only setback I experienced with the car was when I applied for insurance through the R.A.C. and was told that as this was a foreign car, some conditions, unacceptable to the average motorist, would be applicable. No wonder I did not renew my membership with this association but registered with another one.

In conclusion, I would say that I look to further trouble-free use of my car without any apprehension.

I am, Yours, etc.,

Newcastle.

G. SEYDEL.

IF THE CRASH-HAT FITS . . .

Sir,

Mr. F. K. Mason (MOTOR SPORT, September, page 521) makes an obviously sincere attempt towards controlling motor racing in this country, but he should be more certain of his facts before making savage attacks on competitors. I quote: "I will point out another feature of the same race meeting. A certain 'sports car' (in fact a racing car fitted with cycle-type wings) driven by a racing driver of considerable repute was matched against standard everyday sports machinery, driven by gentlemen who enjoy a club 'dabble' on the track. The sports car was driven to the track on a lorry . . . etc."

This refers to the West Essex meeting at Snetterton on Whit Saturday and the car referred to is my Cooper-Bristol. In the first place the car is not a racing car fitted with cycle-type wings. The F.I.A., the controlling body of motor sport in Europe, lays down certain measurements and so on for a sports car and my car complies with every one of them. The average racing car if fitted with cycle-type wings would not. It would not in the first place qualify dimensionally, nor would it have starter, dynamo, battery, exhaust system with silencer, horn, lights, etc., nor would it presumably run on pump fuel. Mr. Mason decries cycle-type wings but surely remembers that up to about five years ago all sports cars were thus fitted. In actual fact these are a handicap in so far as high speeds are concerned. My last year's car with all-enveloping bodywork is actually a good deal faster than the present car on fairly fast straights. The main reason for the shape I have adopted this year is to enable me to enter the car in racing form sometimes, by removing wings, dynamo, starter, etc., thus leaving an exposed-wheel-type car, acceptable by organisers of racing-car events who sometimes object to dish-body-type cars competing in racing-car events from a spectator point of view (although of course Mercedes are now doing so).

In the second place the car was not driven to the race in a lorry. It was started up from cold here at Caterham on the starter, and was driven through the Whit Saturday traffic to Snetterton (some 150 to 160 miles) by a member of my racing staff. I arrived some time later in my Bristol saloon. The plugs in the sports car were removed found in order and replaced. The car ran in four fairly well contested races, viz: (i) 2-litre sports-car race, first place; (ii) unlimited sports-car race, second place; (iii) Formula I race, fourth place; (iv) Formula II (2-litre) race, third place. The front wings were removed whilst in the racing classes, but otherwise no alteration was made between races. It ran on pump Esso all the time and averaged 14 miles per gallon. It was then driven the 150/160 odd miles back to Caterham by the same member of my racing staff, and I set off in another direction on a business trip in my Bristol.

More recent examples of the car's journeys are contained in the following activities which cover the last three weekends to the date of this letter. August 21st, driven Caterham to Silverstone (100 miles), competed in and won the 100-mile sports-car race, then driven 100 miles back to Caterham. Next weekend, August 29th, driven Caterham to Shelsley Walsh, 135 miles (fitted with supercharger). Came back in lorry because meeting not over until 7.30 p.m. and no point in one driving car, another the lorry. Next weekend, Saturday, September 4th, driven to Brighton; first in speed trials, driven straight on to practice same afternoon at Brands Hatch for race next day. Driven home after practice. Next day, Sunday, driven to Brands Hatch, won sports-car race and driven home.

Occasionally this car goes to meetings on a lorry. This is normally the case when other customers whose cars we prepare require spare taken on their behalf and in this case it is less expensive and more convenient to put the car in the lorry at the same time.

I should like to invite Mr. Mason to accompany my driver next time the car goes to Snetterton. He will then be able to check for himself the car being started from cold and driven some 150 miles through congested traffic (including London) and can potter through any of the towns at 20 m.p.h. in top gear. I sincerely hope Mr. Mason will accept this offer which is made in all sincerity, as I think he will be just as impressed as my 75-year-old Aunt Rachel was during a recent shopping expedition in the car!!

Perhaps your correspondent is not one of my supporters, because if he was he would remember that over the many years I have now been racing I have always included a perfectly drivable sports car in my stable. My 2.9 Alfa with twin superchargers was used on Air Force duties during the war. One of my many post-war Frazer-Nashes was driven from Caterham to Montlhéry where it broke the 200-mile world 2-litre racing record, and was then driven back again, and it was largely as a result of this performance that single-seater Frazer-Nashes and Cooper-Bristols started to appear. The engines used in these cars differed only very slightly from those in the saloon Bristols. The current 404 Bristol saloon engine is the same as that

used in my sports car except that the saloon has 8.5 to 1 pistons and my car 9 to 1. Truly sports-car engines as opposed to racing car engines.

Mr. Mason's suggestions as to categorising sports cars fall down especially as far as one-day meetings are concerned. The very efficient scrutineers (who mainly exist to check the safety of the cars) would be hard overworked to check that all cars purporting to be production cars were in fact not altered beyond the catalogue specification. Sports-car racing is already divided into specific categories, (i) sports cars complying with F.I.A. regulations, and (ii) production sports cars of which a certain minimum number must have been made. Why complicate the issue any further? There are many people who with families and business ties cannot afford a "production" sports car, because they must have a saloon car for family or business. Such people buy their saloon and for instance one of the excellent and reasonably priced Lotus-Fords and Lotus-M.G.s.

Ever since I can remember, the question "what is a sports car?" occupies page upon page of the motoring press every year. The F.I.A. lays down what is or what is not a sports car and this can be modified by each organising club as it wishes. According to one's pocket, business, aim in life, and so on, one must either therefore possess a very fast car complying with the qualifications AND drive it properly, or during your "everyday dabble on the track" drive your "everyday sports machinery" so much faster than the next man in the same type of car, as to be eventually incorporated in a works team.

I do not think the public wants to see too much production-car racing with the same type of car, and same looking car, all the time. I feel that the introduction of sports cars to Brands Hatch has tended to relieve the monotony of seeing all the same types of 500 cars going round, however exciting this obviously was for the competitors and their immediate supporters.

I think a lot of Mr. Mason's criticisms would be met, not by interfering with sports-car racing as it is, but by having a novices' race at each meeting, as is often done at Brands Hatch. This must provide a different winner at each meeting.

I do not think sports-car or any type of racing wants regimenting. Like the Editor of MOTOR SPORT, who very rightly writes what he thinks about cars submitted for test, I think drivers should be permitted to express their individualisms and ideas of the cars they drive. I personally chuckle quite merrily when I see a small home-built 1½-litre car harrowing and passing an expensive "production car" of over twice its size, even if this could only happen in short club races.

I am, Yours, etc.,

ANTHONY CROOK.

Caterham. [Whether Tony Crook was or was not the driver referred to by our correspondent we are glad to have his views on this very controversial subject.—ED.]

* * *

COMMENT

Sir,

I was surprised to see recent photographs in the Motoring Press showing a single-seater record-breaking car being tested on the M.I.R.A. high-speed circuit at Lindley before leaving for Utah. I was under the impression that racing and certain competition cars are denied the use of this track.

On consulting the regulations for the use of the proving ground, I find, under the heading "(A) Class of Vehicle," the following paragraph:—

"2. All single-seater cars shall be excluded at all times from the Proving Ground."

It would seem, therefore, that someone, somewhere, made an exception from a clearly worded regulation—much to the favour of a highly respected and large motor manufacturer.

Would it not be a reasonable gesture for that same someone, somewhere, to make a similar concession to S.M.M.T. manufacturers of new Grand Prix cars?

I am, Yours, etc.,

P. HUNT.

Sidcup.

Letters continued on next page

SINGER O.C.

London meetings are held on the third Wednesday of every month at 8 p.m. at Ashtons Hotel, Praed Street, W.2. The hon. general secretary of the club, Jean McDowall, 1, Halesworth Road, London, S.E.13, will be glad to supply membership details and names of organisers in various areas.

AMERICAN OPINIONS—OF THE ZEPHYR AND VW

Sir,

I am drawn to my typewriter in defence of a car that was maligned in the July issue of *MOTOR SPORT*, namely the Ford Zephyr. Mr. Sessions describes it as being of "bad design and poor workmanship." While I am naturally sorry to hear that he has had poor service from his model, I feel bound to disagree with his findings. If any reader should wonder from my following remarks if I am in any way connected with the Ford Motor Co., let me hasten to disabuse him of any such idea; I am not even on particularly good terms with any of the local dealers.

The workmanship is not wonderful, but it is at least as good as anything else selling for \$2,000 in this country, including the Volkswagen and any American car excluding the Hudson Jet, which is pretty well put together. On the other hand the design is excellent, as evidenced by a good competition record (my mother bought hers on the strength of the 1953 Monte Carlo Rally result), and it does especially well in this country as a mass-produced sports saloon. The steering and roadholding characteristics are exceptional, Mark VII Jaguars having difficulty in keeping up with it on winding roads. The engine does a good job, being tireless, and it is capable of cruising at any speed up to 75 m.p.h. all day. It is relatively easy to average 60 m.p.h. on the Parkways (this is well above the speed limit in this state, which is an uninteresting 45 m.p.h.).

Ours was obtained in September, 1953, and it has travelled 22,000 miles since then on all kinds of roads, from mountain tracks to eight-lane super-highways, and in a temperature range of from five degrees below zero to ninety-five above. It has had some troubles, mostly due to poor servicing, but we are very satisfied with it and we will probably get a new one fairly soon. There are a few improvements that I could suggest such as a four-speed close-ratio gearbox, wind-shield-washers, which are very necessary over here, and the addition of several "gadgets" which could be regarded as superfluous in England, but which add considerably to driving safety in a country where driving distances are greater than can be realised without experience of them.

In case anyone should think that we have indiscriminating tastes, I should like to point out that my mother learnt to drive on a Red Label Bentley, that the first car she bought was a 12/40 Lea-Francis, on which I learnt to drive before we came to this country in 1952.

With regard to the Austin-Healey controversy, all that I can add from this side of the Herring Pond is that they are selling very well on their good looks, but they have been beaten by Triumph TR2s in races in this country without the Triumphs getting high blood pressure or peptic ulcers.

I am, Yours, etc.,
DAVID J. ELLIOTT.

Connecticut, U.S.A.

Sir,

I would like to commend you on your excellent magazine, to which I have subscribed for several years. It even appears to improve with time.

As an ex-Volkswagen owner I would like to take issue with you on your editorial opinion in the July issue entitled, "Ridiculous in Retrospect!" The opinion expressed by the engineering department of Humber Limited appears to me to be the best evaluation of the Volkswagen I have seen published. It is ironic that only the adverse opinions of the make appear to be held in ridicule. It is particularly gratifying to see a fair evaluation in print at this time as the Volkswagen has become fashionable in this country and apparently can do no wrong (according to the American motor magazines—and sometimes *MOTOR SPORT*'s Editor).

The car was designed from scratch with no requirements to follow conventional engineering design, a rare privilege in the engineering profession, yet it shows no particular advantages over conventional designs, and, in fact, has some considerable disadvantages. These serve to substantiate the engineering maxim that most conventional designs are, after all, quite sound—they achieved their present status of conventionality only after years of experimentation. It is a tribute to Dr. Porsche's genius that he was able to obtain such a satisfactory design at the first try with an unorthodox approach.

Having owned a 1952 De Luxe Volkswagen for 17,000 miles, I formed the following impressions of it (before selling it):—

(1) Its quality of changing from a strong under-steer to a stronger over-steer in the middle of a bend can be very disconcerting, especially in the wet. It is true that one can become accustomed to this and play the game of guessing when it will occur—but why bother when satisfactory design should have prevented its occurrence.

(2) It suffers greatly from lack of power and top speed despite its over-1,100-c.c. capacity. The slightest gradient will drop its speed to 40 m.p.h., and its top speed, even on the "hot" 1954 model, is 65 m.p.h. (*Road and Track*, August, 1954). This has the tendency

of putting it behind trucks on the open highway, where it becomes impossible to pass them as they will follow the same tactics as the Volkswagen—slow up hills—go like mad down them. For this lack of power you achieve high fuel economy—not worth it in this country.

(3) The accessibility of the engine and transmission is very bad, making home maintenance almost impossible and garage maintenance very expensive. For example: when it is necessary to remove the engine to do a carbon and valve job. They claim that this engine removal only takes 20 minutes but half a day is more like it (we are not all factory-trained mechanics). Furthermore, it requires two jacks and at least two strong men. After it is out then there are yards of sheet metal ducting to remove—not much fun. To even inspect the big-ends it is necessary to remove the engine and split the crankcase. Except that before this can be done one must remove a nut from the end of the crankshaft which was factory-torqued to 240 foot-pounds. Just the thing for the home mechanic! To continue—it is impossible to see or inspect the spark plugs. I personally know a Porsche owner who drove over 5,000 miles with one plug screwed only half-way in, discovering it when doing routine plug replacement. To remove the starter (underneath the car please) requires a midget of exceptional dexterity—or you can, of course, remove the engine to inspect the starter brushes.

(4) Despite the apparently excellent reputation enjoyed by Volkswagen for parts service, the U.S. East Coast dealer had a very poor inventory, e.g., no brake cables for standard Volkswagen.

(5) That aeroplane feeling obtained from the wind-tunnel sound of the cooling fan is nice—but no conversation please.

I did find that I liked the size and seating capacity and that the luggage space was adequate.

Now to compare the Volkswagen and some of its derivatives with other cars available in this country:—

The price of the De Luxe Volkswagen (hydraulic brakes are a must) is approximately \$1,600 in New York, with a built-in heater which is not warm enough for this country. The price of a Chevrolet two-door sedan is \$1,623 for the utility model in Detroit, with a heater available for \$80 more. Not much comparison.

The Porsche is the logical engineering refinement of the Volkswagen. It is very fast, has good acceleration and hill-climbing, gives good gas-mileage, and its handling is better than the VW (but still not as good as with conventional design). It does not have nearly the room nor luggage capacity. But the least expensive Porsche (the America) costs \$3,450, and for \$3,400 one can have an XK120 Jaguar. Not much comparison.

If real performance is desired from the Porsche, the Super model is available at \$4,400. For \$3,600 one can have a factory-modified XK120 Jaguar, with over 200 h.p. and with stiff torsion bars and wire wheels. Not much comparison.

The Volkswagen is a nice car but it appears to me that the motoring press has lost its head over it. Fuel economy can be outweighed by performance, particularly in this country. Longevity of specific parts, if indeed it is as much as is claimed, can be counterbalanced by ease of accessibility (the cost of the part is seldom the major item in maintenance).

There is no substitute for good handling!

To show where I stand, I now drive an H.R.G. and an M.G. TC.

I am, Yours, etc.,

Tennessee, U.S.A.

PAUL J. FLICKINGER.

[These views are of interest but do not necessarily damn the VW in England or in Europe, where road conditions are obviously different.—ED.]

* * *

HOT VELOXES?

Sir,

One continually reads of conversion sets available to owners of Consuls and Zephyrs, but never for the poor owners of Wyverns and Veloxes, who probably bought these models, in preference to the Fords, because of their greater roominess and much better petrol consumption, but who, nevertheless, are just as interested in getting a more sporting performance from their engines.

Does anyone know of a firm which produces such a kit?

I am also interested to know if anyone has gone the whole hog, with either the Fords or Vauxhalls, and replaced the bench seat with two bucket seats, and fitted a four-speed box with a short central lever between the seats.

I am, Yours, etc.,

Kingston Hill.

R. F. COLEMAN.

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FOR SALE

- LANCIA LAMBDA**—7th Series open tourer, excellent order, serviced by West. Hood, tonneau cover. £120 o.n.o. Hawkins, 37, Cromwell Road, S.W.17. KEN. 7309. [2926]
- DISPOSAL** for 1939/52 135M Delahaye. New axle shafts, valves, springs, water pump, clutch plate, gaskets; also 700 x 17 new Michelin remould, £5; Med Dunlop 6.70 x 16 remoulds, £5; New 600 x 19 Dunlop "Sports," £4; new 500 x 17 remould, £3; new 500 x 20 remould, £3; new 5.50 x 19 Dunlop, £5 10s.; new 5.75 x 16 remoulds, Dunlop, £4; new 500 x 18 remoulds, £3. Carriage extra. Jones Garage, Syston, Leics. [2902]
- ALVIS 1933** Speed 20. Vanden Plas Coupé. Excellent mechanical condition, seen Portsmouth. £95. Box No. A903, MOTOR SPORT, 15, City Road, London, E.C.1. [2903]
- 1935** 24 h.p. Humber cylinder block, pistons, valves and many chassis parts. North End Machinery Ltd., Lower Station Road, Crayford, Kent. [2905]
- RILEY**, 1934 Kestrel 12/6. 3 S.U.s preselector, maintained in good condition mechanically and electrically, body roughish, no leaks in sun-shine roof or round centre main. Details on request. £100 o.n.o. Whellens, 34, Liverpool Road, Chester. [2907]
- ALVIS TG 12-50** 1927. Sound but scruffy, small ally box body at rear, neat hard top, engine rebored 6,000 miles ago. Offers over £35. Lawrenson Brothers, Billingshurst, 88. [2908]
- 1933**, 16/80 h.p. Lagonda open tourer for sale. Whole car in very good order, full all-weather equipment and good tyres, two owners from new. £185 or near offer for quick sale. Seen by appointment. Write Harvey Lane Garage, Harvey Lane, Norwich. [2909]
- 1937 MORGAN 4/4**. Reconditioned 1953, engine, axle, new batteries, horns, dynamo, distributor, fog lamp, indicators, carburettor, wiper, reversing and rear lights, well shod. £225 or offers. 112, Fenside Avenue, Styvechale, Coventry. [2910]
- GENUINE "Ulster"** Aston-Martin. Very fast car in good condition, body, chassis, steering rebuilt, 4 good tyres, must be tried. £390. Bracegirdle, 28, Pine Road, Bramhall, Cheshire. BRA. 1609. [2911]
- FOR M.G. T.A.** Alloy bonnet and fasteners, inlet and exhaust manifold, cylinder head with enlarged ports giving 8-1 C.R., 6 gal. alloy tank, ex. Cream Cracker. For Citroen Light 15. Front cradle, steering and slave box. Misc.: 1 lathe bed, back gear and tail stock, swing 14 inches, 1-17" Ford Ten wheel. Price list from Moorfield, 2, Bedford Place, Maidstone. [2913]
- AVON** Special Standard 15.96 h.p. 1931 fixed head coupé. Nearest £145. Rooney, 49, Moorfield Road, Salford, 6. [2916]
- M.G. MAGNETTE** K2 Saloon. Mechanically sound. £20 just spent on engine, new brakes, body-work rough. £50 or offers to D. J. Hammond, 2, James Street, Armadale, West Lothian, Scotland. [2917]
- ROVER 12** 1935. Cylinder block, crankshaft, camshaft, connecting rods, gearbox, etc. Box No. A918, MOTOR SPORT, 15, City Road, London, E.C.1, or telephone Cardiff, Llanishen 593. [2918]
- 1951 FAIRHOLME** Family Resident Caravan for sale. Five berth, bathroom, hot water heater, calor gas stove/lighting, Vancese coal fire, excellent condition. £500. Ft./Lt. Welcomme, c/o White Hart Hotel, Blackwater, Hants. [2919]

FOR SALE—continued

- B.S.A. SPARES**, 1935 8.9 h.p. reground crankshaft, flywheel, clutch, timing-case, con-rods, oil pump, clutch housing, distributor drive unit. Offers, Bell, Portman Street, Calverley, Nr. Leeds. [2920]
- H.R.G.** 1½ litre, 1948, green; maintained regardless by present owner, 4.55 axle, special light-weight body; the perfect rally car. £450. J. V. S. Brown, 142, Princes Gardens, London, W.3. Acorn 5667 evenings. [2921]
- RILEY "Falcon"** 1935. Black, good tyres, £110 o.n.o. Edmonds, Bushey Heath 2757. [2922]
- 1947 Opel "Cadet"**, engine, gearbox, front axle and wheels. 1932 Standard "Swallow" engine and gearbox. Offers. Cullimore, "Elmhurst," Rudgeyway, Nr. Bristol. [2925]
- TRIUMPH VITESSE** 14/60 Sports Saloon, Sept., 1936. New crown wheel and pinion, body fair. £70. Butler, Micklefield Road, High Wycombe, Bucks. Penn 2116. [2927]
- VALE SPECIAL**. General condition good; genuine reason for selling. Offers, Luton area. Box No. A928, MOTOR SPORT, 15, City Road, London, E.C.1. [2928]
- £30**. Morgan three-wheeler, 1932. Many new parts but engine dismantled. 47, Sharmans Cross Road, Solihull, Birmingham. Sol. 0109. [2930]
- ALVIS SILVER CREST**, 1939. Excellent condition, engine recently overhauled. £185. Tel.: Maryland 6050. [2931]
- 1936 Alvis Silver Eagle**. Sound condition throughout. Nearest £200. Buckle, Bole Hill Farm, Bakewell, Derbyshire. [2932]
- FORD POPULAR** chassis frame, new; also front wings, bonnet, gearbox, etc. £15. Box No. A933, MOTOR SPORT, 15, City Road, London, E.C.1. [2933]
- SINGER LE MANS** 9 h.p. Spares. Crankshaft, head, gearbox, complete engine, etc. S.a.e. list. Williams, 35, Royston Park Road, Hatch End, Middlesex. Tel.: 4362. [2934]
- SELL** your spare spares for a nominal fee through The Motor Library Spares Register. [2988]
- AUSTIN SEVEN CHUMMY**. Vintage 1925. 100 per cent. reliable, in daily use, first class and original order; good tyres, new side-screens. £60 overhaul this year. Price £110. Langton, 31, Woodberry Crescent, N.10. TUD. 6050. [2935]
- RILEY 1936 Falcon 12/4**. In splendid running order. £222. Seen London, S.W., or Herts. Full details Box No. A936, MOTOR SPORT, 15, City Road, London, E.C.1. [2936]
- M.G. T.D.** engine and gearbox, complete unit, carbs., manifolds, dynamo, starter, etc. 8,000 miles only. £110. T.D. crankcase-block, crankshaft, rods, pistons, camshaft and drive, exhaust manifold, almost new, £40. Cylinder head, airflown by famous tuner, 9.5 comp., complete large valves, 150 lb. springs, £30. Write Miss Marshall, Twitten Orchard, Nurbourne Common, Pulborough. [2938]
- 3-600 x 21** covers and tubes (2 Dunlop, 1 Goodrich), not remoulds, used for less than 300 miles. £20 the lot. Long, Tel.: Fairlands 7700 (evening), Vigilant 3116 (day time). [2939]
- BRAKE LININGS**. Most sizes in stock. Send requirements. Burnell's, Compton Greenfield, Easter Compton, Nr. Bristol. [2941]
- RILEY ALPINE 12/6** 1935 engine. Needs attention. £35 or break for spares. Bailey, 30, Coiterills Avenue, Birmingham. [2942]
- DELAGE D.I.S. 14/40**, 1927, good mechanical condition, home-made alloy 4-seater open body, needs trimming, cycle guards, decent appearance. 4-speed C/R box, 4-1 top; 600 x 20 tyres need retread, not run last 5 years, moving house, Seen Southend. About £50. Box No. A943, MOTOR SPORT, 15, City Road, London, E.C.1. [2943]
- TWIN 17 m.m.** downdraught Zeniths. £4. Almost new twin 23 m.m. downdraught Zeniths. £7 10s. 14, Park Street, Wakefield. [2945]
- ALLARD 1950** two-seater, red, excellent condition, no competitions since rebuild. £325. 29, Charlwood Road, Putney. Tel.: Putney 8930. [2946]
- LANCIA LAMBDA 5th Series**. Modified with preselector box, well base rims, good tyres, reconditioned engine, complete rebuild, new tonneau cover and comprehensive spares and tools. £175 o.n.o. Lt.-Col. P. A. E. Jump, Glass House Green, Wentworth, Nr. Rotherham, Yorks. [2949]

FOR SALE—continued

- VINTAGE 1929 Wolseley 16 Saloon**. Excellent condition, history supplied. Offers or exchange tourer Bentley 3, Lagonda or similar. L. Bake, Markington, Harrogate. [2948]
- MODEL "A" FORD**, 14.9 h.p., a wonderful and most reliable old saloon car, used daily; re-registered 1954, excellent condition. £45. Levente, 17, Wyck Rissington, Glos. Tel.: Bourton o/Water 410. [2950]
- FORD 8 1939**. Chassis complete with engine, gearbox axles, steering box. What offers. Tel.: Hithergreen 2275. [2951]
- AUSTIN RUBY** chassis frame, £1. Complete new Ruby back axle, less case, £7. Pair S.U. carbs., £6. Numerous other Austin and Ford parts. Write for details, 5, Sutton Road, St. Albans. [2953]
- 327/80 Fixed Head Coupé**. Resprayed grey-cream. Too small for family. £450 or offer. Box No. A955, MOTOR SPORT, 15, City Road, London, E.C.1. [2955]
- BREAKING**. Riley 11.9 Tourer, 1927. Most parts. Burt, 5, Elvaston Place, S.W.7. [3382]
- LAGONDA 4½ litre De Ville Saloon**, 1938. Family owned. Laid up petrol rationing, good condition, overhauled 1945, £220, offers. Box No. A956, MOTOR SPORT, 15, City Road, London, E.C.1. [2956]
- WOLSELEY 1930 21/60**, all spares, Armstrong/S. 1936 12/6 engine complete. 1½ Jaguar electrical harness. Lutecienne, Hythe End Road, Wraysbury, Staines. Tel.: Wraysbury 29. [2959]
- ALVIS 12/70 Sports Saloon**, 1940. £340. Good specimen, 4,000 miles since full overhaul, economy and fine performance; available solely owing to delivery of new car. "Rowlea," Guildford Road, Chobham, Surrey. [2960]
- 1913 SINGER** for sale. Excellent condition throughout, Mackay, Symonds Hyde, Hatfield, Herts. [2961]
- 1929 30 h.p. Chrysler Imperial Limousine**. Runs well, good tyres, two new; good order throughout. £45 o.n.o. N. Mienes, Old School, Longcross, Chertsey, Surrey. [2962]
- MERCEDES BENZ**, 36/220. Low mileage, sprayed white last year, just had new clutch fitted and decarbonised, rechromed, immaculate throughout, 12-16 m.p.g. Hodson, Knapwell, Cambs. [2963]
- SOUND AND RELIABLE** Riley 9 Merlin Saloon. Black, 1935. K/O wheels, Armstrong P/S gearbox. £148. 51, Pipers Green, Kingsbury, N.W.9. Write for appointment. [2964]
- ARRIVAL OF NEW CAR** necessitates removal of bodiless '32 Wolseley Hornet Special, Suit Special builder. Geo. Penman, Cambo Arms Hotel, Kingsbarns, By St. Andrews, Fife, Scotland. [2966]
- ESSEX 18 1930**. Sound except crown wheel/pinion (two available), towable. £10. Prosser, 53, Park Road, Mexboro, Yorks. [2968]
- ALLARD 1949** Special 2-seater, rebored, excellent order. £325 cash or £85 deposit balance H.P. Tel.: Hounslow 3228. [2969]
- M.G. 1938 2 litre Saloon**. Good running order. £165 cash or £55 deposit, balance H.P. Tel.: Hounslow 3229. [2970]
- SPECIAL M.G. T.C. base**. Winner of numerous awards in rallies and concours d'elegance. In almost every respect superior to new. Extras are too numerous to mention. Detailed specification supplied on enquiry. We have been instructed by present owner to sell this faultless car. £450. Platt's Garage, Marlow, Bucks. Tel.: Marlow 215. [2972]
- HUDSON 22 h.p. D/H Coupé**, 6 seater, 1941. Radio, post-war lines, excellent condition. £250. View London or Beechwood House, Bartley, Southampton. [2973]
- RILEY 9**. Front spring rubber bushed, wants setting. 7 new Girling brake linings, quart Vane shocker fluid, 12 volt S.U. petrol pump, new diaphragm and points. All offers considered. Mills, Oakleigh, West Avenue, Heath End, Farnham. Tel.: 5879. [2974]
- TALBOT 105 D/H Coupé**. Complete mechanical, electrical overhaul 1953 good brakes, reasonable tyres and hood. Handbook, receipts, log available. Green with silver wheels, smart, comfortable, sporting. Best offer around £120. Dowson, 25, Addison Avenue, London, W.11. Tel.: Bayswater 7754. [2975]
- LAGONDA**, 2 litre, 1931. Low chassis open 4-seater; good all-round condition, engine excellent, all-weather equipment. £170 or near offer. Harding, 103a Longton Avenue, Sydenham. Tel.: FOR. 1338. [2977]

FOR SALE—continued

- 1932 ROVER 14** (Pilot), Saloon in good condition. £65 o.n.o. Also 5 Rover wheels £1 each or £3 10s. lot. Smith, 28, Westbury Road, Westgate, Kent. [3068]
- SUPERCHARGERS** genuine bargains ex-R.A.F. unused, new condition cars etc. 650 to 1,600 c.c. Boosts 2 to 14 lbs. Marshall Mark 12 complete +8 -8 lbs. Boost gauge capillary, lubrication system, instructions manual £15. Stock soiled £12.10.0, multitude nose casting, etc. Fittings cheap, reconditioned latest type S.U. carburettors 1" 50/-, 1 1/2" 55/-. Larger 2 solex and multi carb set-ups adapters, details. S.A.E., New Smiths Speedos complete chrome 0-80, Morris 8, etc., tralls with time switch 35/-. S.U. pumps £2. C.W.O. to Parkes Auto's, Woodview, Buckholt, Nr. Monmouth. [3069]
- ASTON MARTIN**, Mk II, L/C 1936. Resleeved. Clutch and brakes relined. New battery, hood, carpets, chassis and B.R.G. cellulose excellent. Photo available. £350 o.n.o. Box No. A070, MOTOR SPORT, 15, City Road, London, E.C.1. [3070]
- DISMANTLING** Austin Rubies. Spares cheap. Lists available. Lea, 29, Gardenia Street, Carlisle. [3071]
- RILEY**, 15/6 Roadster, Body exclusively designed and built by coachbuilders in 1953. Seats 3 easily. Photos available. H.P. arranged if necessary. Offers to 4, Oakfield Drive, Rednal, Worcs. [3072]
- UNSPOILT** Vauxhall tourer, 1923. OD482. £65. Gill, 79, Orwell Road, Felixstowe. [3073]
- 1949 AUSFORD** special 2-seat aluminium body. New Ford 10 engine. Front split axle. Offers? Box No. A074, MOTOR SPORT, 15, City Road, London, E.C.1. [3074]
- ALVIS FIREFLY**. Rebuilt completely 1951. Engine rebuilt and body resprayed. Crash box, spot, Demisters, etc. In outstanding condition. £160. Miller, 42, Fairfield Avenue, Edgware, Middx. [3075]
- AUSTIN NIPPY 7**, 2-seater, 1936. Excellent condition, cream cellulose. Complete recondition, 1,000 miles since, alloy head, oil coil, etc. Good tyres. Taxed year. £115 or exchange larger. 102, Elwill Way Tel.: Beckenham 2862. [3076]
- 1948 LEA FRANCIS** sports 2-seater, black with red upholstery and tonneau cover. Fast car, maintained by makers, small mileage and in first-class condition. £475. Seen between 9 and 12 weekdays at, C. Bennett, 7, Fulton Mews, Porchester Terrace, London, W.2. [3078]
- RILEY NINE**, 1937, original specification good condition, accept £160. Exchange considered. Take good motor cycle, Graham, 7, Strand Road, Carlisle. Tel.: 24854. [3079]
- M.G.** Highly developed T.C. 1360 c.c. Suitable all sporting events and ordinary transport. Lucas flowed head. 90 m.p.h. Competition clutch, carbs., valve springs, etc. Resprayed, new tyres and screens last month. Modified body and suspension. Many spares, including aluminium bonnet, 3 wheels and tyres. £450 the lot. Write full list—Greig, Flat 3, 202, Kirkdale, Sydenham, S.E.26. [3080]
- JAGUAR 2 1/2** litre 1937, sports Saloon. Excellent condition. Mechanically sound. ace disc wheels. Taxed year, any trial. £175. Windsor, 404, Allesley Old Road, Coventry. [3081]
- 1928, 4 1/2 BENTLEY**, 21,000 miles since complete rebuild. New hood, side screens, clutch relined, diff., starter, since. Windtones. £365 or offers. Manual and all bills. Sincecock, Pond Farm, Kidmore End (Tel.: 2261), Oxon. [3083]
- ROLLS 20/25** rear axle, front hubs, prop shaft. Autovac, oil pump, cut-out, rear springs, jacks, pedals, shafts, brackets, etc. Offers: 22 h.p. engine No. G864. Bore wear .005 in. £35. Baker, Highlands, Bucklebury, Berks. [3085]
- ASTON MARTIN**, 1935, short chassis 4-seater. £150. Owner genuinely gone abroad. F. J. Dove, A.M.I.M.I., 118, Wednesfield Road, Wolverhampton. Tel.: 25305. [3086]
- COWLEY** two-seater (1928). Good running order. £29. 25, Twitten Way, Worthing [3087]
- £75 o.n.o.** 1934 Silver Crossley Ranelagh. Aluminium Sportsmans Saloon taxed year, very nice condition throughout. Interesting vehicle for enthusiast bachelor or married without children to educate. Appleacre, Warren Road, Guildford. Tel.: 3506, after 7 p.m. [3088]
- M.G. KN** chassis, 15" alloy drums, straight cut c.w., unfinished fibre-glass body, needs winter to finish. Exams force sale. £170 or exchange. Write Box No. A089, MOTOR SPORT, 15, City Road, London, E.C.1. [3089]

FOR SALE—continued

- 3 1/2 JAGUAR 100**, Prototype XK body. 6,000 miles since complete rebuild. New tyres, hood, tonneau. Engineer owned. Full details on request. Nearest £515 or exchange Vanguard, Hawk. Also 500 DK Norton engine. 186, Allesley Old Road, Coventry. Tel.: 2110. [3090]
- RILEY 12/6 H.C.** head, block crankshaft, manifolds, etc. £10 o.n.o. 9, Chartridge Lane, Chesham. Tel.: 861. [3091]
- THREE LITRE BENTLEY**, Tourer in very good condition. £120. Tel.: Wordsworth 2025, after 6 p.m. [3092]
- 3 LITRE LAGONDA**, 1934, Saloon. Excellent tyres, taxed. In regular use. Dead reliable. Cruise 60, low oil consumption. All instruments working. £150 o.n.o. 221, Birchfield Road, Redditch, Worcs. [3093]
- 1933 RAILTON** tourer engine, transmission, fit body, front end chassis bent, Zeiss 11" headlamps, excellent tyres. Offers part or whole. Seen Chichester, Longworthy Junction Hotel, Dorchester. [3096]
- M.G. V.A.** Saloon, 1938. Polychromatic brown, green upholstery, in excellent mechanical condition, 27 m.p.g., neg. oil. Regret sale, but business necessitates. £230. Godfrey, 205, Cyncoed Road, Cardiff. [3097]
- WELFORD BROS.** for Riley spares service. Among our comprehensive stock of spares we carry new valves 10/- each; guides 5/- each; valve springs, single 9/- set; double 16/- set; gaskets 17/- set; brake cables 19/6 Speedo cables complete 26/-; king pins and bushes, track rod ends, timing gears, pistons, rings, oil pumps, single and twin inlet manifolds, exhaust manifolds, crown wheels and pinions. All above are new and plus post and packing. Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [3098]
- ROLLS** Twenty, Silver Ghost, Spares 1924, 1922 models. Ariel 600c.c. Square 4, 1936 for spares. Hughes, 41, Sidney Road, Rugby. [3101]
- HILLMAN**, 2-seater, sports 1934/5. Green. Raised compression, double-dips, twin rears, etc. Good running order. £75. Palmer, Stout, Yacombe, Honiton. [3102]
- ALLARD P1** Saloon, 1952. 30,000. Heater, discs, covers, excellent condition. Sell or part exchange. Dr. Hurford, 2, Park Villas, Wallsend, Northumberland. [3103]
- ALVIS 20**, 1932, D/H. New hood, etc. Aluminium Mayfair body. Condition good throughout. £110 o.n.o. Interested good Vintage light tourer or similar. Tel.: Bramhall 1014. [3104]
- AUSTIN 12/4** tourer, 1929; remarkable condition throughout. Mechanically perfect, 28 m.p.g., no oil. New hood, tyres, battery, radiator. Any trial. £45 o.n.o. 8, Kelvington Road, S.E.15. [3105]
- TALBOT 105**, Airline Saloon late 1936. Two owners only. Present owner since 1938. Exceptional condition. Maintained by Talbot Engineer. £200. 71, Grange Road, Cheam, Surrey. Tel.: Vigilant 5557. [3107]
- 1914 PEUGEOT 40/50** sports four-seater. £195. G. A. Brooks Ltd., Edenbridge, Kent. Tel.: 2372 and 3289. [3108]
- ALVIS 16.95** Cross and Ellis Tourer, 1937. Excellent and original throughout. £250. Box No. A109, MOTOR SPORT, 15, City Road, London, E.C.1. [3109]
- 1926 3** litre Red Label Bentley close coupled open four-seater, radiator, engine, transmission, brakes recently overhauled. Rewired, Hardy Spicer prop. shaft, telecontrols, Marchal lamps, several new tyres. For spares, complete 1927 3 litre dismantled. The two £300. J. C. Hawkins, 2, The Stade, Clophill, Bedford—letters only. [3110]
- CONTINENTAL SALOON**, Adler, 18 h.p. 1946, independent suspension all round, needs slight mechanical attention, suit anyone wanting something "different." £85. Beckett, 16, Loynells Road, Rubery, Birmingham. Tel.: Rubery 588. [3112]
- 1930 AUSTIN 7**, 2 seater, home-built body, green, mechanically sound, good hood and performance. £55. Carmichael, Ferndale Road, Hereford. [3113]
- 1926 BEAN 14 TOURER**, last registered 1933. £35. Also 1928 Austin Heavy 12 Saloon, taxed, £17 10s. Also 500 x 21 tyres. 42, French Street, Sunbury-on-Thames. Tel.: 3030. [3114]
- RILEY 9 MONACO**, Extensive mechanical overhauls. £80. May, 333, Upper Elmers End Road, Beckenham, Kent. [3115]

FOR SALE—continued

- 1934 RILEY 9 ASCOT**, two seater, drophead coupé with dickey. Engine, transmission, suspension, reconditioned, coachwork very good, tyres reasonable, taxed December. £115. 10, Brunswick Road, Sutton, Surrey. Tel.: Vigilant 7737. [3117]
- ALVIS SPEED 20** Sports Tourer, 1934. First-class condition throughout, recellulosed B.R.G. £195. Tel.: Boscombe 33663. [3118]
- RILEY 2 1/2** litre Saloon, 1947, black/red leather. A car which can be recommended as one with ascertainable past. Over £100 spent recently. Latest type clutch assembly and new exhaust system fitted, brakes relined, new U.J.s, etc. 495 guineas. G. Uttley, 67, Westgate, Hale, Cheshire. Tel.: ALTrincham 4185. [3119]
- 1936 RILEY 9 SALOON**, Body, upholstery and chassis excellent, engine needs overhaul. £125. Spicer, 83, Booth Lane, Northampton. [3120]
- RILEY 9**, 1932. Engine, gearbox, rear axle overhauled regardless by Neal of Horbury. New petrol tank, Bray heater, fram, rewired, mechanically perfect, body sound. £70. Also spare engine complete. Smith, West Lodge, Walton, Wakefield. [3122]
- 1932 M.G. MIDGET**, Good condition. £85. Low, c/o 25, Bouverie Road, Chelmsford, Essex. [3123]
- B.M.W.** Type 315 saloon, good mechanical order, bodywork excellent, reupholstered this summer. £200. Box No. A125, MOTOR SPORT, 15, City Road, London, E.C.1. [3125]
- £35 OR TERMS**. Easily modernised complete 1931 Cowley chassis (hydraulics), overhauled and cleaned. 9, Murdoch Road, Wokingham, Berks. [3126]
- M TYPE M.G.** New carb., battery, valves, springs, raised c.r., king pins, bushes, taxed, insured. £80. 1 Leamington Avenue, Bromley. Tel.: RAV. 7406. [3128]
- AUSTIN SEVEN**, 1930, £27 10s. Engine recently reconditioned, well shod, body needs replacing. Thorpe. Tel.: Tydd 217. [3129]
- M.G.** 18/80 Mark I, 1930, Saloon. Good condition. £90 or offer. Hale, Milebush, Linslade, Leighton Buzzard, Beds. [3131]
- DAIMLER 15** fixed head coupé, 1934, in excellent condition, having been completely rebuilt, bills available. £230 or offer. Verrall, 28, Portland Road, Bromley, Kent. [3132]
- RILEY MONACO**, 1933. Taxed, new roof, new headlining, new batteries, new mats, Bosch fog lamp, four excellent tyres, repainted and in good condition all round. £65. 28, Riverdale Road, Bexley, Kent. [3133]
- D.I.S.S.** 14/40 Delage Saloon, 1925. New tyres, dynamotor, engine recently overhauled, no oil, 30 m.p.g., really excellent original condition. £115 o.n.o. or exchange. W. H. Y. Calvert, 112, Westgate, Bradford, Yorkshire. [3136]
- 1948 HEALEY ROADSTER**. Excellent condition. Best offer over £350. Oates, Brookfield House, Wycombe Road, Princes Risborough, Bucks. [3137]
- AUSTIN SEVEN** Special Sports 2 seater. High compression head, Scintilla mag., S.U. carb. and Auto Vac, rebuilt, rebored, new valves, double springs, drums and linings, new hood and upholstery, 1954, beautiful condition, £110. H.P. arranged. Jack Thomas, 31, Stafford Road, Croydon, Surrey. Tel.: CRO. 0650. [3138]
- AUSTIN SEVEN SPARES**. 4-speed gearbox, front axle, several blocks, heads, sets 1 1/2" conrods, pistons, main bearings, sundries. Offers clear lot. Gough, 12, Dalmeny Road, Carshalton, Surrey. [3139]
- PEUGEOT D/H** Roadster, Model 302, Mk. 4. 6/3/50, 12 h.p. O.H.V., 32 m.p.g. Absolutely immaculate. £265 or exchange saloon. 14, Attwood Close, Sanderstead, Surrey. [3141]
- LATE 3** litre Red Label Bentley, V.D.P. tourer. Privately owned, in original condition and perfect throughout required by enthusiast. Similar 4 1/2 considered. Sensible price, history. Box No. A142, MOTOR SPORT, 15, City Road, London, E.C.1. [3142]
- AUSTIN SPECIAL**, 1951, 16 h.p. Jeep engine, Continental built sports body seating three in front and two in dickey. Good condition, six good tyres, 90 m.p.h. Gift at £145. Ideal Motors, 145, Bromley Common, Bromley, Kent. [3143]
- A.C.** Privately owned, 1936 drop head four-seater. Excellent condition, taxed year, one of the finest examples of this marque on the road, genuine sale. £250 or near offer. Tel.: Icknield 266. [3145]
- RED WOLSELEY HORNET** Special two seater. Photo, etc., available of this classic. £125. Smith, 39, Lower Hill Road, Epsom. [3146]
- ALVIS 14** Sports Tourer, late 1950. Faultless condition, one owner, 23,000 miles. £600. L. H. Drive. Tel.: Doncaster 4570. [3147]
- PAIR VOLKSWAGEN** rear piston type shock absorbers, used 6,000 miles, £4. Algoma, Woodmancote, Nr. Cheltenham. [3149]

FOR SALE—continued

SPECIAL BUILDERS! Back axle, front axle, complete with splined wire wheels, tyres, tubes. £25 o.n.o. Tel.: Cambridge 3260. [3151]

RILEY NINE Gamecock, post-war, tuned, rebuild by Francis Beart for personnel use. Everything in good condition, B.R.G. C.R. box, 34-36 m.p.g. £140 o.n.o. Lawrence, 138, Deans Lane, Edgware, Middx. [3152]

1934 MONACO. Pres-selector, crankcase and one conrod ruined, new tyres and batteries. £25. P. Bird, 42, Abercorn Crescent, South Harrow, Middx. [3154]

HORNET SPECIAL SALOON. Tyres, battery, mechanical condition good; view Oxford, Walton-on-Thames or Blandford. Best offer over £95. Rectory, Stickland, Blandford. [3155]

MUST SELL. 1933 Morris 12 h.p. two-seater Special, £35 o.n.o. Gash. Tel.: BRIXTON 5700. [3156]

NOVEMBER, '35. P.A. M.G. Black 2-seater. Excellent engine, new battery, 1950 dashboard, tonneau, hood, sidescrims, luggage rack. £185. 20, Digby Mansions, W.6. Tel.: RIV. 5297. [3157]

B.M.W. 4/5 saloon, excellent mechanical, good bodywork condition, many modifications. £200 or offer. Seen weekends Plumstead. 6, Old Road East, Gravesend. Tel.: 516. [3158]

1931 M.G. 18/80 SALOON. Engine rebuilt, bodywork and interior good. £70 o.n.o. 19, Cardigan Road, Reading. [3159]

MORGAN 4/4 1937. Good condition. £190 o.n.o. 20, Northumberland Road, Leamington Spa. [3160]

1930 TALBOT 14/45 SALOON. 1934 Austin 12 Saloon, running order. Besnard, Shelwick, Hereford. [3161]

F/TYPE MORGAN Three-wheeler, completely rebuilt, fast, reliable. Nearest £160. Stock, 87, Uplands Road, Woodford Bridge, Essex. [3162]

£36. Triumph Super Seven, 1929. Good condition, interesting light vintage car. Write, 163, Howard Road, London, E.17. [3163]

AUSTIN 7. Two 17 in. wheels, one 18 in. 1930 crankcase and cylinder block. 1937 head. 1930 Morris Cowley spares. Pair 1931 Riley camshafts. Early Swift engine. J. Lott, Lyminge, Kent. Tel.: 87289. [3164]

1929 LAGONDA. 3 litre tourer. New tyres, new hood, not Concours, but very reliable. £60. St. Barnabas Vicarage, Swindon, Wilts. [3165]

1934 ALVIS "Firefly" Shooting Brake. Mechanically sound, recent resleeve, clutch relined, tyres good, reliable, starter faulty, body fair, exterior, interior rough. £75 o.n.o. Taxed, insured. Heathcote, Woodview Road, Woolton, Liverpool. [3166]

B.S.A. 3-wheeler Twin, 1931. "Saloon" body, needs top overhaul. £30. 55, Hillingdon Road, Gravesend, Kent. [3167]

PAIR Zeiss lamps, rechromed. S.a.e. for particulars. Wanted urgently. Aluminium cylinder head, 1934 S.S.I. 16 h.p. Standard engine. Happer, 11, Gipsy Lane, Nunthorpe, Middlesbrough. [3168]

HORNET SPECIAL. Rebored and raised C/R, oversize inlets, wide overlap cams, new batteries, 2 new tyres, splendid performer. Menage, 180, Bury Street, N.9. Tel.: LAB. 5890. [3169]

1932 RILEY 9, D/H. rough, rebuild or Special, £30. B.O.C. welding outfit, cutting torch, £12. 1934 Riley 14/6 5-seater saloon, good condition, excellent bodywork, £85. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [3170]

HORNET/SPECIAL. 1933. Conversion! Pair S.U. carbs. complete, as new, 130/-; '31 oil pump, 35/-; single carb, manifold, 45/-; New spares. S.a.e. for lists. S. H. Scott, 14, Orchard Way, Luton, Beds. [3172]

COLD HANDS? Read the amazing glove offer in the Miscellaneous column—and save 15/-! [3173]

LANCIA ASTURA Sportsman's Saloon, 1933. Late property of titled owner. £300 Lancia overhaul. £135. Searle. Tel.: Molesey 4614. [3176A]

LAGONDA RAPIER. 1934/5, F.H. coupé, carefully maintained. £135. Searle. Tel.: Molesey 4614. [3176B]

AUTOVIA. 1937, 24 h.p. saloon, extremely impressive. £190. These and other cars available for one-fifth deposit. Part exchanges considered. Searle, 45, Park Road, Hampton Hill, Middlesex. Tel.: Molesey 4614. [3176]

ROVER SPECIAL. 2-seater, new ends and main. Potent £110 o.n.o. 871, Brighton Road, Purley, Surrey, Tel.: Uplands 2336. [3175]

WOLSELEY HORNET Saloon, 1934. Good all round, quick sale. Salisbury area. £80+. Box No. A178, MOTOR SPORT, 15, City Road, London, E.C.1. [3178]

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1936 AC 4-seater drophead. Very good mechanical condition. Specially tuned engine. Body rough. £200

1935 AC 4-seater sports. £225

1938 Triumph Dolomite saloon. £85

1936 Triumph Gloria saloon. £75

1938 Standard Twelve drophead. Engine reconditioned, new hood. £175

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39, DODDINGTON ROAD, BATTERSEA, S.W.11
Tel.: MACAULAY 5223

FOR SALE—continued

ALUMINIUM. Open 4-seater Vanden Plas body shell (less upholstery), and 4 wings, from Talbot 105. Very sound, buyer collects. £12 10s. Bland, 27, Southfields Road, London, S.W.18. Tel.: Vandyke 1612. [3179]

RILEY. 1925, 12 h.p., 4-seater tourer. Unused 10 years, good runner. £55. Tel.: Tate Gallery 0042. [3180]

BENTLEY. 1928, 4½ litre Corsica 4-seater tourer. Outstanding condition throughout, genuine bargain £195. Shaw, Manor House, Manor Road, Oldham. Tel.: Main 1321, and day: Main 4508. [3181]

ALVIS S.E. Saloon, 1936. Good condition. Nearest £125. Genuine reason. Tel.: Park 8781. 42, Holland Park Avenue, W.11. [3182]

ALVIS SPEED TWENTY. open 4-seater, 1933. Shattering performance, utterly reliable; owner purchased vintage. £135. 12, York Place, Harrogate. Tel.: 2764. [3184]

ASTON MARTIN. 1933, 1½ litre S/C Le Mans. Full history, completely overhauled 1953, B.R. green, rechromed, etc. £350 o.n.o. Tindall. Tel.: Denham 2986. [3185]

AUSTIN 7 SPECIAL. Twin S.U.s, alloy head, 4-speed synchromesh gearbox, wheels; 15 in. front, 16 in. back; recent £50 overhaul. Snag reverse selector worn. £70 or offer. Miers, 72, West Hill, Epsom, Surrey. Tel.: 2494. [3188]

FIAT 500. 1938. Resprayed, good tyres, new hood, nice appearance, very reliable, not taxed. Near £140. 27, Church Road, Leyland, Lancashire. [3189]

ALLARD. 1949, D/H. Taxed, £360. Matchless 990 c.c. combination, £45. Scott Flyer, £20. Exchanges, car, m/c. "Special." 12, New Street, Sheerness. [3190]

"SUNBEAMS." three, 1933 Speed "20" Sports Saloon, £125; 1932 23.8 black coupé, new c.w.p., £75; 1926 20.9 tourer, maroon and black, £150. Seen London, Box No. A191, MOTOR SPORT, 15, City Road, London, E.C.1. [3191]

FOR SALE—continued

LEA-FRANCIS. 1931, fixed head coupé, £75. 1931 2-seater Roadster, £85. Good selection of spares for all vintage Lea-Francis and Meadows engines. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV. 1906. [3193]

HORNET SPECIAL. New high compression engine and 2-seater aluminium body, 3,000 miles ago, only raced twice. £165 o.n.o. 37a, Alexandra Road, Epsom. [3194]

CORD. Dismantling complete car, Bastow, 127, Camden Road, London, N.W.1. [3195]

ALVIS Four Door Saloon, F.W.D., on road. Offers. Wild, 12, Queen Anne's Grove, London, W.4. [3198]

WOLSELEY "HORNET" two-seater sports car. Very good, 35 m.p.g. £65. Payments. London. Owner posted overseas. Box No. A199, MOTOR SPORT, 15, City Road, London, E.C.1. [3199]

MORRIS 8, 4-seater tourer. New engine, clutch, springs, dash and tyres, fitted Notex fog lamp and disc wheels. £95 o.n.o. Jaques, 15, Birch Hall Lane, Manchester, 13. [3205]

BRITISH SALMSONS. 12 h.p. Must sell one. 1935 drop head offered, costly rebuild 1952-53, twin O.H.C. engine, Laystall'd oil 60 lbs. hot, handling and performance exceptional, 30 m.p.g., £170 o.n.o. Set 18 in. wheel discs, £3 10s. Set 14 in. alloy brakes, less two sets shoes, £4 10s. M type Morris O.H.C. head, dyno. starter, 15/- each, J type mains, pair new, 30/-. Fletcher, 66, Church Road, Saughall, Chester. [3206]

VINTAGE COWLEY. 4-seater, original condition, reg. 1926 on the starter, reasonable hood and curtains. £23. Barnes, 1c, Venner Road, S.E.26. Tel.: Syd 7469. [3208]

ALVIS S.C. 12/50 1925, 4-seater tourer. A really first-class vehicle in daily use. Everything works as it should do, photographs available. Morison, Twelf, Claremont Drive, Esher. [3209]

EX-MAYS White Riley 1½ litre. Complete overhaul and respray by T.T. garage, Farnham, in July. Bills £300 available. Seven wheels, Dunlop racing tyres and tubes, six Amals fitted, manifold, three S.U.s and crown wheel and pinion alternatives, full road equipment, excellent for every-day use and club meetings. Taxed, insured. £425. Fig./Off. Seaman, R.A.F. Oakington, Cambridge. [3210]

TALBOT SPARES. 1 14 h.p. engine and pre-gearbox. 1 18 h.p. engine. 2 20 h.p. engines. Front and rear springs. 8 day Jagger clock. Rev. counter. 14 steering column and rad. 20 rad., crown wheel and pinion, 9 x 49. 2 19 K.O. wheels. Other spares. Ring WAN. 6425 after 8.30 evenings, or write McCausland, 49, Cleveland Road, S. Woodford, London, E.18. [3211]

1950 BOND MINICAR. 197 c.c., good condition, new hood, £85 or exchange. Box No. A214, MOTOR SPORT, 15, City Road, London, E.C.1. [3214]

V.8 SPECIAL on Ford "B" chassis. Rapid, comfortable, weatherproof, 3-4 seater, regd. 1947, slab tank, twin spares, Scintilla, heater, battery and 3 tyres new, present motor and transmission nominal mileage only; many extras. Growing family forces sale, performance plus, for £135 o.n.o. 15, The Crescent, Solihull. Tel.: SOL. 2933. [3215]

S.U. CARBURETTORS, one pair, for T.A. M.G. As new with all controls, etc. £6. Box No. A216, MOTOR SPORT, 15, City Road, London, E.C.1. [3216]

FRAZER NASH. Meadows engine, Gough engine, axles, steering and brake parts. Complete clutch in good condition. Alpha Garage, Westergate, Aldingbourne, Nr. Chichester, Tel.: Eastergate 327. [3217]

BENTLEY 4½ litre Special, 2-seater sports, 3.3 axle. Special Bill Short gearbox. We have had special instructions to sell and would take as low as £145 cash. Alpha Garage, Westergate, Aldingbourne, Nr. Chichester, Tel.: Eastergate 327. [3218]

FORD 1923. Complete chassis to cab. Constant use, one owner since new, two sets wheels and many spares. Drive away £50. Glebe, Bishopstington, Devon. [3220]

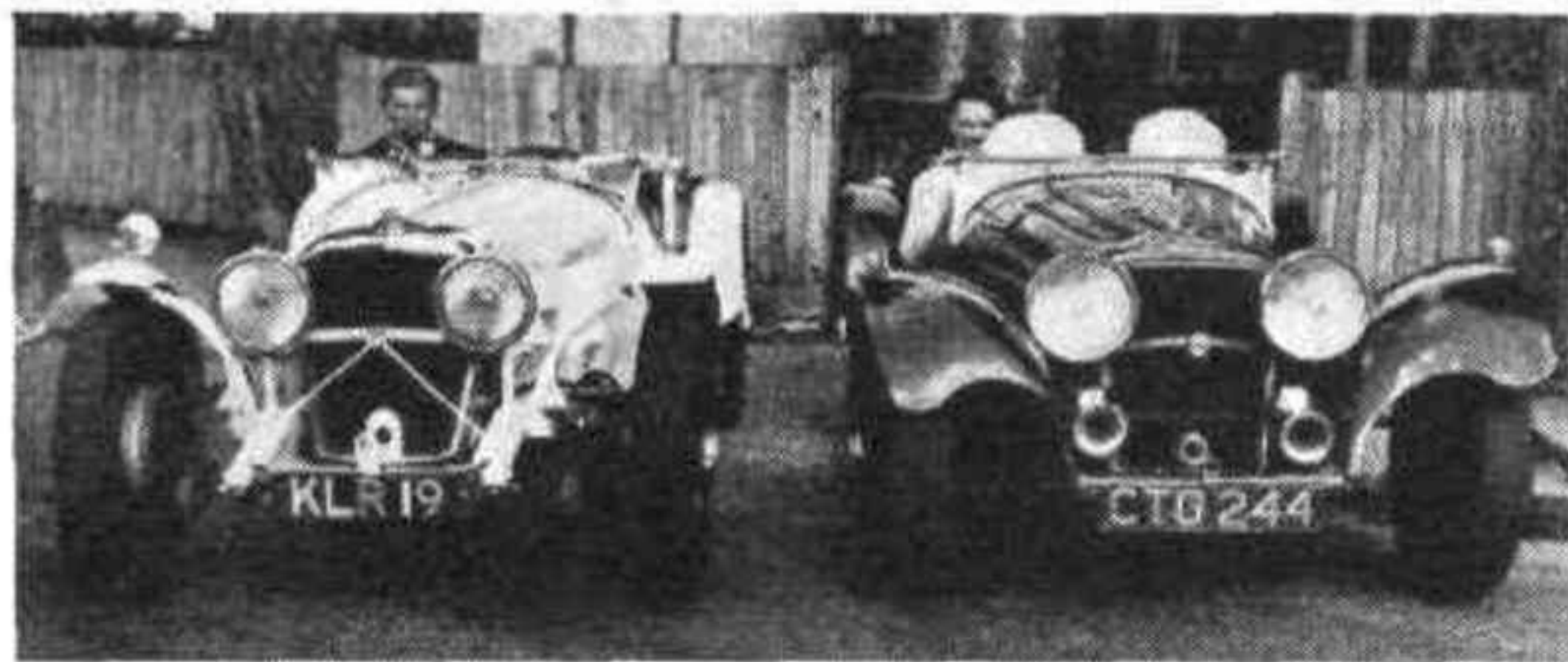
ROLLS PHANTOM I. 1926. Really wonderful condition, Bargain £60. Photo. Must sell—call up. Box No. A221, MOTOR SPORT, 15, City Road, London, E.C.1. [3221]

SPECIMEN M.G. P.A., two-seater, B.R.G., swept wings, fastidiously maintained, numerous extras, body, chrome, accessories, brakes, electrics, steering, suspension and transmission all excellent. Very clean engine, but using a little oil. An exceptionally well preserved P type. Best offer over £200 or P.E. good T.C. Tel.: Bramhall (Cheshire) 2842. [3225]

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ROLLS Twenty-five, 1932/3. Very pretty small close-coupled owner-driver saloon with rear boot. This car is in beautiful condition and was recently overhauled at Messrs. Rolls-Royce. Grey and black twin horns, spotlight, etc. ... £465

ROLLS Twenty-five, 1932, owner-driver saloon with rear boot, by Hooper. Recent £250 overhaul by Rolls' agents. Exceptionally clean coachwork ... £395

ROLLS Twenty-five, 1934/5, saloon by Park Ward. Fitted sunshine roof, wind-down division and one disappearing occasional seat. This car has been Rolls-maintained since new and has had two owners only. Excellent tyres, tip-top condition ... £465

ROLLS Twenty tourer, 1928, fitted superb Barker Barrel coachwork and is one of the prettiest sports tourers on the road. Excellent hood and full set of side-curtains, unmarked interior, original carpets ... £325

ROLLS Twenty, 1929, owner-driver saloon by Park Ward. This is one of the fastest Twenties I have ever had the pleasure to drive and is in excellent all-round original condition; 22 m.p.g. Choice of two ... £265

ROLLS Phantom I, fitted late-type sports sedanca-de-ville coachwork. A very impressive carriage in excellent condition ... £250

ROLLS Phantom II, M.W. series. Fitted with beautiful 1937 sports Continental sedanca-de-ville coachwork by Barker. The whole car is in excellent condition and has many modifications, including hydraulic jack, telecontrol shock-absorbers, Solex carburetter, which gives 15 m.p.g. The coachwork is finished in Napier green with black wings. This is one of the best-looking Phantoms we have seen ... £345

ROLLS Silver Ghost open sports 4-seater tourer, in excellent all-round condition, having recently been renovated by its previous owner ... £225

MERCEDES 500K, fitted with 540K modifications 1936. This car is the property of a well-known Variety Star and is in excellent condition throughout ... £435

MERCEDES 36/220 open sports 4-seater. This is an eyeful and is in lovely condition, both from a mechanical and coachwork standpoint. If still unsold, a photograph of this car will appear in next month's issue ... £450

MERCEDES, 1939, 230 (19.8 h.p.) cabriolet. This car is in post-war condition. New tyres, new hood, etc., etc. Choice of two ... £450

LAGONDA 2-litre (12.8 h.p.), 1932/3, open sports 4-seater tourer. A very fine example of this much-sought-after model. Fitted 18-in. wheels, excellent hood, side-curtains, full-length tonneau cover, etc., etc. This car is not an old rag-bag but a very clean thoroughbred sports carriage ... £195

LAGONDA 16/80, 1934, 4-seater tourer. This Lag. is absolutely in mint condition throughout and will pass the most scrutinising test ... £195

LAGONDA Rapier 10-h.p. sports 4-seater fixed-head coupe. Way above-average condition—a very clean and economical little car ... £150

ALVIS Speed Twenty, 1935, sports 4-seater tourer. Some £500 has recently been spent on the rejuvenation and beautification of this very fine Alvis—all bills available. Recently resprayed in Riviera blue. Fitted new hood, side-curtains, full-length tonneau cover, etc. ... £295

M.G. 2-litre, 1937, sports drophead coupe. Some £300 has recently been spent on the rejuvenation and mechanical side of this car. The work carried out includes rebore, crankshaft regrind, brakes and clutch relined, etc., etc. Fitted new hood. This car mechanically would be very hard to beat ... £225

INVICTA 4½ low-chassis, 100-m.p.h. 2/4-seater sports tourer. This car has recently been overhauled and is now in tip-top condition. Fitted new tonneau cover and hood bag, and is being offered at the exceptionally reasonable price of ... £325

LEA-FRANCIS 12-h.p. 4-seater tourer. This little car has just been more or less completely rebuilt and the work carried out includes engine, repaint, new hood, etc. Very economical and goes like Fangio ... £125

B.S.A. 10-h.p., 1935, open sports 2-seater. A clean and economical little car ... £115

ISOTTA-FRASCCHINI, 1928, 45-h.p. sports tourer. This car has done 27,000 miles only since new and has been laid up since 1939. The paintwork is original and includes the crest of its last owner. This car has always been chauffeur maintained. The hood is made of leather and the side-curtains, believe it or not, have never been used. Fitted disappearing hood, large rear leather trunk. This car is reputed to have cost about £6,000 when new and was specially built for its owner. Spare engine and gearbox available ... £475

THIS CAR will make an ideal shopping car for the wife. **D.K.W. 7-h.p., 1938,** drophead coupe. Fitted new hood. A very clean and economical little car ... £185

DAIMLER Fifteen, 1935 sports fixed-head coupe. A clean and original quality motor car ... £125

HUDSON, 1936/7, 22-h.p. sports drophead coupe with English coachwork. This car must not be confused with the average pre-war American car. It is in tip-top condition and will give 20 m.p.g. ... £165

SUNBEAM Sixteen, 1931, 2/4-seater roadster. Recently been repainted. Fitted new hood, excellent tyres, excellent mechanically ... £95

ALFA-ROMEO 17/50. Choice of 4 from £185

BENTLEY 3-litre open 2-seater. This car was completely rebuilt three years ago at a cost of some £800. In excellent condition, fitted chrome radiator ... £195

BENTLEY 4½-litre, 1931, sports drophead coupe, in excellent condition and an ideal car for the enthusiast whose wife must have a lid over her ... £250

LANCIA Astura Continental touring saloon by Pinin Farina. First registered 1947. In absolutely tip-top mechanical condition. 95 m.p.h. ... £425

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MORRIS Minor, 1933, open 2-seater—just resprayed ... First £29

M.G. 8-h.p., recently rebuilt with streamlined open 2-seater coachwork. First £75

B.S.A. open sports 4-seater tourer. Original paintwork, excellent hood and side-curtains. This engine is so quiet that when it is running it is impossible to hear it. Late property of an engineer ... £95

SINGER Nine sports fixed-head coupe, 1934. Clean and above-average condition ... £65

AND — Many other cheap cars under £100

WOLSELEY Fourteen saloon, 1936. Very clean interior and clean coachwork. First £85

RILEY Nine, 1934, saloon. Recent engine overhaul, respray, fitted new batteries. First £75

HUMBER 3½-litre drophead coupe in exceptionally clean and original condition. Fitted new tyres, etc. ... First £65

I have purchased from Mercedes-Benz a large stock of pre-war Mercedes spares. I will be opening yet another Branch in the very near future which will specialise in the repairing of pre-war Mercedes. Kindly watch out for the opening announcement. I also have a stock of Frazer-Nash (Anzani), J2 M.G. and Alvis Speed Twenty spares.

Don't come to us if you wish to purchase or sell a post-war car. But if you require a good pre-war thoroughbred carriage, I have one of the largest and cleanest stocks of this type of car in the country. Whilst I do not give worthless three months' guarantees I always try and give fellow enthusiasts a square deal and tell them of any tantrums my cars might possess. There is no "take it or leave it" attitude in my establishment and prospective customers are not submitted to high-pressure sales-

manship. As my stock is constantly changing, by the time you read this advertisement I will have many more interesting cars for sale.

During the last few months I have been extremely busy exporting exceptional-condition sports carriages to all parts of the world, thus proving once again that my reputation for straight dealing is world wide. I urgently require to purchase for cash good, clean thoroughbred cars, especially veteran cars in original condition.

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- VAUXHALL 14 Coupé**, 35/36, 30 m.p.g., new battery, pistons, block, crankshaft reground, brakes relined, green leather, good tyres, radiator reblocked, £95 o.n.o. McCormack, 2, Shaa Road, Acton, W.3. [3222]
- BUICK ROADSTER**, 1926, 24 h.p. Good running order, excellent tyres, 525-21, original paintwork. £60. Taxed, insured December 31st, or offers, or exchange small family car. Flat 3, Manor, Cannington, Somerset. [3224]
- D.8 DELAGE** Saloon, 1930, £60. Alvis Open Sports (Firefly), new engine and tyres, £75. Mk. V Jaguar Saloon, 1950 (interior burned out), drive anywhere, £215. 7, Cleveland Avenue, Morcambe, Lancs. Tel.: 3543. [3226]
- ALVIS Silver Crest 16.9 Saloon**, 1937. In perfect mechanical condition, triple S.U.s, synchromesh all gears, independent front, brakes, cellulose, chrome, steering, battery, etc., in good order. £285 o.n.o. Wadsworth and Silvester Ltd., Duncambe Street, Bletchley, Bucks. Tel.: 129 [3227]
- AVON STANDARD SPECIAL**, 1931. Dismantling, reconditioned engine complete, rad., back axle, x 19 wheels, tyres. Offers. Garwood, Seaforth Flat, Findhorn, Nr. Forres, Morayshire. [3228]
- SPARES**. Good used spares for Austin 7, Morris Minor and Riley 9. Satisfaction guaranteed. Oliver Hudson, Motor Spares, Upton-on-Severn. Tel.: 281. [3229]
- S.U. CARBURETIERS**. One pair suite T.D. M.G. 1½ in, with polished pots and all control levers, new condition throughout. £8. Box No. A230, MOTOR SPORT, 15, City Road, London, E.C.1. [3230]
- VINTAGE**. Circa 1918. Rare Wolseley light car, 2 cylinders, 8 h.p., good tyres, brass, excellent condition. Write Brown, Hermes Hill, Leigh Road, Worsley, Lancs. [3231]
- LANCIA ASTURA 8/month**, 1935. Sportsman's saloon, blue, in magnificent appearance and superior mechanical condition, 13 h.p., 1. suspension. A really very fast, most economical—Connoisseurs choice—motor car. Its pedigree proves its performance. Genuine bargain £195. This car performs like only a research engineering design thoroughbred could do, 300 miles trial, also photo to genuine enquirer. 18, Clarence Road, Manchester, 21. Tel.: Chorlton 1288. [3232]
- 1923 HORSTMAN**, 12/30 tourer. Perfect condition throughout. The only one in original condition in V.S.C.C. Offers. Firkins, Ivy House, Hanley Swan, Worcestershire. Tel.: 237. [3233]
- MR. C. LE S. METCALFE** wishes to dispose of his Fiat Balilla winner of 26 first prizes and numerous other awards. Fitted with new hood and side curtains, Dunlop Racing tyres. Price £240. Spares comprising rear axle complete, cylinder block and head, tappets, distributor, coil, gaskets, chokes, jets are available at £50 extra. Write 29, Hans Place, S.W.1. Tel.: KENSington 2668. [3234]
- 29 LEA FRANCIS**, 2-4. Well shod, good rain gear, resprayed, overhauled mech. £110 o.n.o. Seen Goodwood 11th. Goes like stink. Lancelot, 24, Romola Road, S.E.24. [3235]
- ALVIS 12/50 D/H coupé**, 1929. Resprayed, recond. engine, excellent mech. condition, bags of brass very reliable vintage car. Remains of Alvis Special as spares, £90 the lot. Tel.: AMB. 6513. [3236]

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LANCIA APRILIA, 1938. Personal property of late Leslie Hawthorn. 1,500-c.c. high-compression engine. Scintilla Vertex. Double choke Weber carb., induction manifold to suit. Genuine Lancia couplings. 1939 front end complete. Marchal optiques. Maintained to maximum efficiency regardless of expense. Probably the finest Aprilia available. Fullest details and price on application.

ALTA 2-litre G.P. car, ex-Gordon Watson. Completely rebuilt, latest-type crank and flywheel, rack-and-pinion steering, light alloy tanks, etc., etc. Full details available. Price on application.

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FOR SALE—continued

- 1933 RILEY 9 Falcon Saloon**. Taxed, excellent engine, tyres, body and general condition. Around £140. Hewett, 249, Oldfield Lane, Greenford, Middx. Tel.: Waxlow 1715. [3237]
- ALVIS 16.9 Silver Eagle Saloon**. 4 new tyres, leather upholstery, new battery, taxed, insured, excellent running order, good car for trailer. £55. 23, Solstice Rise, Amesbury. [3239]
- CAMBRIDGE Supercharged Austin two-seater sports**, unused since complete recondition, holder of several records standing ¼ mile 17.8 secs., this car, although rapid, is suitable for general road use and club competition, easily be blown for club formula racing, seen any time. £275 or near offer. Part exchange would be entertained. X.L. Service Station, Kingston Vale, Kingston. Tel.: Kin. 8333. [3240]
- 30/98 VAUXHALL O.E.** 1927. Magnificent specimen. Le Mans type body, chassis lowered 3½ inches, hydraulic brakes all round. £385. Seen London. Colombi, Thornden Farm, East Sutton, Maidstone, Kent, or Tel.: Mayfair 8888. [3241]
- BREAKING** 1931 Alvis 12/50 T.J. for spares. Complete, original hare, handbook (register member). Coulter, 35, Lilybank Gardens, Glasgow, W.2. [3242]
- ROLLS-ROYCE (Countryman)**, 1954. Replica, £1,000; Rolls-Royce Saloon (Boot), £750; Rolls-Royce Saloon, £375; Rolls PIII Sedanca-de-Ville Reg. 1-2-53), £500; Rolls 20 h.p. Shooting Brake, choice of two, £75. Exchanges, Hire Purchase, Spares. Johnsons, 26, Egerton Road, Fallowfield, Manchester, 14. RUSholme 3009. [3244]
- HUMBER 16 Saloon**, 1930. Good condition. £40. 2, Eskdale, Newchurch Hall, Warrington. [3245]
- TRIUMPH VITESSE**, 10 h.p. Sun Saloon, 1936. Twin S.U.'s, free-wheel, spot-light, taxed. £150. Also Morris 10 h.p. F/H coupé, 1933, attractive, interior good. £65. Tel.: Croydon 8130. [3247]
- 30 M.P.G.** with Performance. Looks like a Bentley, 4-seater Marendaz with 1937 Vauxhall 14 engine. Lockheeds, good hood and screens. £125. 2 x 6-volt Nife batteries. Tel.: Ravensbourne (Kent) 2789. [3248]
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- TYRES**. New 7.00 x 19 Dunlop Fort, £11; and new 6.50 x 19 Dunlop Standard, £9. Bird, "Old Forge Cottage," Wolverley, Nr. Kidderminster. Tel.: Wolverley 201. [3250]
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- RILEY NINE KESTREL**, 35 Model. Twin carbs., preselector, recent engine overhaul, new carpets, headlining, battery and dynamo, smart looking job. £105. Tallant, 98, Westerton Road, Tingley, Nr. Wakefield. [3252]
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- MORRIS 10 TOURER**, 1934. Engine, body sound, new hood. £65 o.n.o. 9, Bannisters Road, Guildford. Tel.: 61858. [3342]
- DIXON RILEY ENGINE**, 6 cyls., 2 litre, Lay-stall crank and rods, Brooklands pistons, 6 Amal carburettors, develops 135 b.h.p. £125 or nearest. Bradnack, No. 1, Mellish Road, Walsall, or Tel.: Walsall 5454/5. [3343]
- DOUBLE KNOCKER** Norton engine, complete with carburetter. Maintained and tuned by Lancefield. Fitted Jackson rod. £200. Bradnack, No. 1, Mellish Road, Walsall. [3344]
- 1928 SWIFT TOURER**, 10 h.p. Good order, plenty spares, £35. 187, Manor Farm Road, Southampton. [3345]
- LANCIA ASTURA**. Late 1939/40 model. Modern looking 6-seater body by Pinin Farina. A delightful "tool" with striking appearance. Enthusiast owner itching for a change would consider any offers or exchange another interesting machine (saloon or tourer). Bartley Grange, Bartley, Southampton. Tel.: Cadnam 2189. [3346]
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- SPECIALISTS**. Dissembled just rebored Austin 7 Chummy 1928. Offers, cash or exchanges. 94, Gaysham Hall, Ilford. [3349]

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- FINAL OPPORTUNITY** to buy my 2½ litre S.S. 100. Accept best offer over £200. No dealers. Gorse Bank, Heathside Park Road, Woking. Tel.: 641. [3393]
- 1928 LANCHESTER**, 21 h.p., aluminium-bodied tourer in perfect original condition. Offers invited, owner going abroad. Barber, 26, Cadogan Court, S.W.3. Tel.: KEN. 2609. [3398]
- M.G. "M."** Completely rebuilt during past six months. Any trial. £115. Washburn, 14, Vernon Road, Birmingham, 16. Appointment, Tel.: Midland 5296, office hours. [3399]
- 1929 BENTLEY 4½**. Excellent condition with grey 1939 Corsica four-seater body. Over £200 spent, bills available. £345. General Simpson, Eastdown, Five Lanes, Paignton, Devon. [3400]
- TALBOT 14/65, 1934**. Handsome sports coupé. Everything works. £40 or haggle. 7, St. Michaels Avenue, Bishops Cleeve, Cheltenham. [3401]
- BRITISH SALMON 1934**. 12 h.p., 4-seater saloon. Engine fine, body fair, 8 years' liaison severed by stubborn wife. £60. Mole, Manor House, Ilfley, Oxford. [3402]
- RILEY 12 FALCON, 1935**. Resprayed, excellent tyres, new battery. £125. Tel.: Harrow 7941, after 6. [3403]
- BENTLEY 3 litre 1925 Red Label**, Short chassis Speed model. "Big ends" renewed, tele-controls, "A" gearbox, very good condition. £260. Peploe, 3, Randolph Cliff, Edinburgh. 3. [3404]

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VALE SPECIAL Ford 10 engine and gearbox, new, full weather tonneau, ivory, red, sound condition. £185. 9, Adamson Street, Burnley. [3297]

1935 ALVIS Firebird Cross and Ellis Saloon. Good tyres, batteries, 24 m.p.g., good condition, any trial. £85. 60, Braemar Crescent, Leigh-on-Sea, Essex. [3298]

RILEY NINE Monaco, 1937. In good condition. £210 o.n.o. Eccleshall, Springfields, Forden, Welshpool. Tel.: Forden 239. [3299]

ASTON MARTIN International 1932. Bertelli 4-seater tourer, Ulster camshaft and exhaust, 19 in. wheels, Lockheeds, chrome axle, tonneau and new hood, excellent condition. £200 o.n.o. W. G. Jenkinson Ltd., c/o Wrexham Lager Beer Co., Wrexham, N. Wales. [3300]

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FRAZER-NASH B.M.W., 1938, Type 45 Cabriolet. Recent engine overhaul, body, upholstery excellent. £145. Tel.: SYD. 6104. [3405]

BENTLEY RED LABEL, 3 litre, 1926. 4-seater V.D.P. tourer. Late type engine, recent mechanical overhaul, rewired, in wonderful condition and original appearance. £295. Brake, 48, Zealand Avenue, Harmondsworth, Middx. Tel.: Colnbrook 72 (weekdays). [3408]

ALVIS FIREFLY, 1933, SALOON. Preselector, resleeved Fram heater, coachwork and tyres good. Green, 23, Pinetree Avenue, Leicester. [3409]

SINGER LE MANS 4-seater. Engine u/s, new hood, £25. 1927 Clyno chassis and engine, runs, offers. 173, Toms Lane, Kings Langley, Herts. [3410]

RILEY 12 Adelphi, 1936 Series. Grey, reliable. First £105. 127, Tulketh Road, Preston, Lanes. [3411]

C. S. HENDERSON wishes to dispose of his MK. IV 1,100 c.c. Cooper-J.A.P. Engine completely stripped and rebuilt to 1954 specification by J. A. Prestwich. Whole car in perfect condition and open to any inspection. Shelsley 38.7 secs. F.T.D. Prescott June this year. Host of optional spares including engine, gearbox, etc. Price £285. Completely enclosed trailer with advertisements. Price £30. The Bull's Head Inn, Shenstone, Nr. Lichfield, Staffordshire. Tel.: Shenstone 214. [3414]

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BUGATTI 57 S.C. Coupé 2-seater. Excellent condition throughout. Seen London by appointment. £1,300. Box No. A417, MOTOR SPORT, 15, City Road, London, E.C.1. [3417]

MORGAN 4/4, '38 Model. Cream and red, engine recently overhauled. Price £240. Tel.: GRE. 1100, between 9 and 5. [3419]

M.G. J.2 engine spares available. All approx. 12/6 each. Carbs., manifolds, etc. Suitable crankshaft, £5; camshafts, £2; blocks, £3; "M" Type heads, £2 10s. 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lanes. [3420]

MONACO BODY and chassis, doors, wings, bonnet, good condition. Headlining new, seats, door pads clean. £25. Offers. Wheels, tyres, axles, steering, etc. £12. Dynamo, perfect, £6; Starter, £3; Scintilla (anti), £4; B.T.H., £5. Lowe, 22, May Lane, Hollywood, Birmingham. Tel.: Wythall 2022. [3421]

M.G. T.A. Dismantled. Everything except cylinder block. 1934 J.2 engine complete. J. C. Taylor, High Street, Riseley, Bedford. Tel.: Riseley 228. [3422]

GREEN LABEL BENTLEY, 1930, Speed 6 F/H Coupé. Fast, good condition. £150 or offer. P. F. Barnard, Christ Church, Oxford. [3424]

1951 ALLARD K2 sports, 2-seater, in first-class condition, many extras. A really beautiful specimen. £595. Pantiles Service Garage, London Road, Guildford, Surrey. [3427]

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1937 RAILTON sports saloon. Grey, with blue leather and radio. Regularly serviced and carefully maintained. £225. Pantiles Service Garage, London Road, Guildford, Surrey. [3429]

BENTLEY SPEED SIX, 1931, Vanden Plas saloon, black and cream. Body sound and very clean. Tyres very good. Mechanically perfect after only doing 5,000 miles since engine recondition. Must be seen and tried to appreciate. £250 only. Brent Cross Garage, Hendon Way, N.W.4. Tel.: Speedwell 1196. [3431]

1928 14/40 M.G. tourer. Original aluminium body (bit rough—no hood). Mechanically sound; very charming, reliable car. Many spares with her include hood frame, head, clutch. £35. Pitchford, Durrington Manor, near Worthing. [3425]

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- 1926 3 litre Red Label Bentley** with extremely pretty modern foursome drop head coachwork by Corsica. B.R.G., brown leather, chrome, recent £300 mechanical overhaul, taxed year. Photograph. £185 o.n.o. Lieut.-Comdr. Morgan-Giles, H.M.S. Hornet, Gosport, Hants. Tel.: 89166 or Stubbington 273. [3256]
- M.G.** 1937 T.A., L.F.S., new hood, battery. £200. Titchen, 5, Maidenhead Street, Hertford. [3257]
- RILEY 1½ Adelphi, 1938.** Good condition. £165 or near. Neave, 21, Brookhurst Road, Gorton, Manchester. [3260]
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- FORD 10** chassis, good engine, gearbox and axle, many spares. £45 o.n.o. 10, Campion Road, Hartley, Cranbrook, Kent. [3262]
- RILEY 1½ Kestrel, 1936, £250.** New engine and general overhaul at cost of £175. Austin, 2, Spencer Crescent, Stapleford, Notts. [3263]
- ALVIS SILVER EAGLE, 17 h.p., Saloon, 1932.** Excellent engine, 25 m.p.g., reined brakes. £50. "Tarn Hows," Stonehouse Road, Rugeley. [3264]
- 1929 AUSTIN 7** Tourer, good order. £50 quick sale. Peace, Dane End, Ware, Herts. Tel.: Dane End 84. [3265]
- 1927 LEAF, 12 h.p., 4-seater** tourer. Original body rebuilt, many spares. £60 o.n.o. Brown, Clarendon Road, Sevenoaks, Kent. [3268]
- M.G. 2 litre Saloon.** Black with beige leather interior, new tyres, good order throughout. 85 m.p.h., 25 m.p.g., comfortable cruising all day at 60 m.p.h. £250 o.n.o. or exchange smaller car. 20, Windsor Road, Cambridge. [3269]
- RILEY 9 1931 Special Series.** Engine mechanically perfect, new Special body. Sacrifice £55. Birmingham. Tel.: MID. 3259, after 6. [3270]
- 1936 FORD V8** Drophead, showroom condition. £200. "Oakhurst," Northgate, Northwood, Middx. Tel.: (Evenings) Northwood 104. [3271]
- B.S.A. SCOUT, two seater, 1937, £195.** Offers. 52, Selmans Hill, Bloxwich, Staffs. [3272]
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- BENTLEY RED LABEL, 1927.** Vanden Plas 4-seater tourer. Impeccable condition and original. £175. 21, Blakesley Road, Birmingham, 25. Tel.: STEchford 4273. [3278]
- BENTLEY, 1926, 3 litre, 9 ft. 6 in.** wheel base, twin S.U. carburetters, special two-seat body, new hood, head lamps, tonneau cover and cycle type wings, just rebored, Wellworthy pistons, 2 spare wheels, in excellent condition. £245. Couch and Stoneman, Dartmouth. [3280]
- ALVIS S.D. 12/50, 1927, Beetleback.** Polished aluminium, smart, fast, reliable. Hardy-Spicer conversion, engine rebuilt by Alvis 1949, Makers oil pressure, etc. £135. Family reasons for sale. Might exchange for 12/50 tourer. Lambda, Rolls 20. Brownlie, Beechfield, Hambleton, Nr. Blackpool. [3281]
- JAGUAR** Spares and Service for all models, export orders carefully attended. Price, Three Shires, Birmingham. [3282]
- AUSTIN SEVEN** Spares. Very large stocks, new and second-hand. Price, Three Shires, Birmingham. [3283]
- A.C. 3 carb. Sports Saloon, 1935,** body somewhat rough, fast. £45. Price, Three Shires, Bearwood, Birmingham. [3284]
- 1934 LAGONDA 4½ litre Saloon.** Exceptional condition, original log book, stored 13 years. £235. Mitchell, 141, Copers Cope Road, Beckenham, Kent. Tel.: BEC. 4022. [3285]
- FREE.** Will Riley enthusiast with large family and spare 6 cylinder engine save a 1932 family saloon from the breaker? Offers for reground 6 cylinder crank, 12/6 Martlets and 20 thou, 9-5 C.R. little used, 2 sets con rods, 14/6 head with manifolds, etc., cams and electrics, or would sell some or all reasonably to genial applicant for free gift. Leeds area. Box No: A286, MOTOR SPORT, 15, City Road, London, E.C.1. [3286]
- DELAHAYE 135 M.S. Model, 1948.** Prop. Swedish Embassy official. Immac. D.H.C. body by Pennoch. Black with red leather, radio, heater, 11,000 miles, new engine 3,000 miles ago, taxed. £1,175 o.n.o. Tel.: GRO. 1946, after 6 p.m. [3287]
- EARLY RILEY 12/6 Kestrel.** Fair buy for £60. 105, Limpsfield Road, Warlingham, Surrey. [3288]
- AERO MINX.** Owner's joy for 17 years, F/E forces sale. 2/4 seater, open, nearly £200 spent, only 4,000 miles since. Best offer over £100. Worrall, Fairview Avenue, Great Barr (2139), Birmingham. [3289]
- RILEY 9 Monaco, 1932.** Immaculate example, recent rebore, battery, valves, etc., resprayed black, original instruction books. £90. 63, Foster Road, Kempston, Beds. [3290]
- ALLARD, 1949, M type 4-seater D.H. coupé.** Reconditioned engine. £345. 35, Main Road, Renishaw, Sheffield. [3291]
- AUSTIN 10** stripped and cleaned, partly rebuilt with full fronted bonnet and wings, everything to complete. £30 o.n.o. Clarke, Acacia Cottage, New Road, Shenley, Herts. [3292]
- WANTING SPARES?** Consult The Motor Library Spares Register. S.a.e. only. Absolutely wack-o. [2985]
- M.G. 2 litre Spares.** Complete diff. unit, hub, brake parts, 2 18 in. wheels, set instruments, spring door handle, etc. £17 10s. D. Burnell, 9, Hudson Place, Leeds, 9. [3294]



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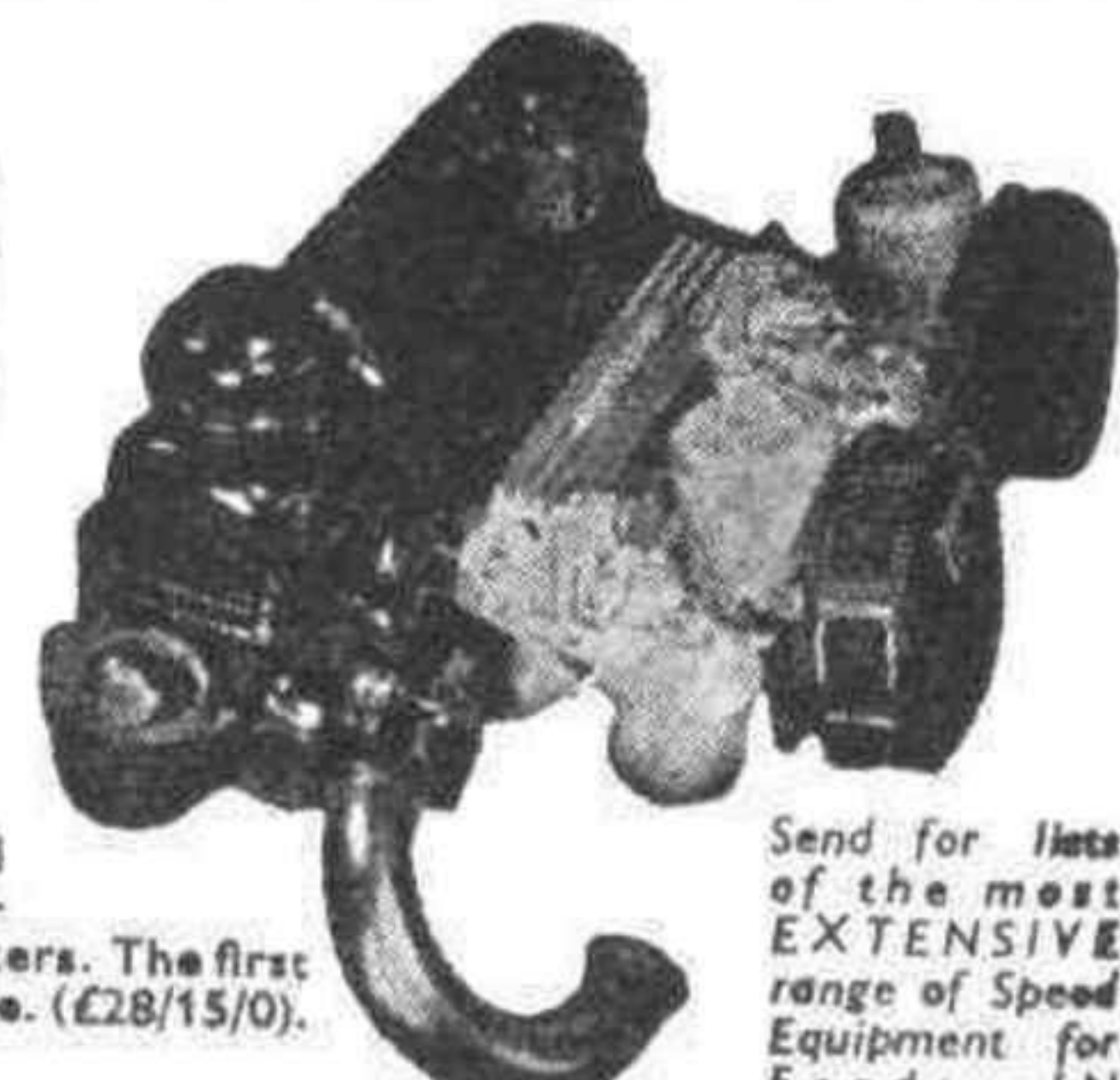


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our reputable lowered suspension system plus all known weak points reinforced, on exchange basis with no waiting; your odd rear springs exchanged for matched pairs. Two-seater sports body shells. Wedge-shaped rear petrol tanks. 15-in. and 16-in. wheels, exchange. Lockheed, Bowdenex and coupled brake systems. High-compression, non-corrosive alloy cylinder heads, deep alloy sumps, light flywheels, double valve springs. 1930/39 reconditioned engines, exchange. Dynamos, carburettors, ignition units, radiator blocks, starter motors, fuel pumps, exchange service. Large inlet valve for standard and sports engines, all block modifications; engines tuned to requirements. Full stocks of all replacement standard parts. Stamped envelope brings our list by return post.

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Le Mans 4-seater by Brianza, Milano; red, red hide upholstery. New Dunlop Fort tyres and tubes; fully balanced wheels, polished brake drums with racing linings. Excellent hood, tonneau and full weather equipment. Probably the finest example of these wonderful cars. 17 m.p.g.; 112 m.p.h. Full history. £550, o.n.o.

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Believed only blown model. Not run since **Engine Reconditioned, Resprayed, Rechromed**, etc. Mods. include, bronze head, high-lift cams, machined flywheel, large sump, oil pump, 13-in. Lockheeds, etc. Ki-gass—Fram—in fact the lot. £285 with van load of spares, including very special Laystall crank assembly.

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1939, 2.6-litre Sports Tourer.

This car had a complete mechanical rebuild during 1952, and complete body rebuild 1954. It has been trimmed with Connolly's first quality hide and fitted with superb mohair hood and tonneau cover. Really outstanding performance. 24 m.p.g. cruising at 60 m.p.h. and 5-95 in top gear. Business commitments and ageing owner now require car with roof.

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New 3-litre Aston Martin. Immediate or early delivery.

1935 Frazer-Nash T.T. Replica ...	£175
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1946 Riley 1½-litre saloon ...	£435
1951 Jaguar Mark V coupe ...	Offers
1951 Jaguar XK120, all mods. ...	£825
1952 Alvis 3-litre saloon ...	£875
1938 Bentley 4½ saloon, post-war condition ...	£875
1953/4 Bristol 403 ...	Offers

Cooper-M.G. expected shortly.

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£325. 1938 1½-litre Kestrel: fitted manual box with optional free-wheel and overdrive. This is a most immaculate specimen and it would be difficult to fault it in any way. Taxed.

£245. 1937 15/6 Adelphi. A beautiful car throughout—recently recellulosed and mechanically excellent. This model is not to be confused with the earlier 12/6 model—all spares are readily available for this quite conventional motor.

£275. 1937 1½-litre Kestrel Sprite. A sound and smart example of this classic car. Scintilla magneto ignition, etc. All tyres are brand new.

£175. 1934 9-h.p. Lynx open 4-seater sports. Fitted manual box. Excellent appearance in B.R. green, new hood, etc.

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RILEYS

£145. 1932 9-h.p. Gamecock open 2-seater sports—a little beauty—the engine has just been completely reconditioned and all bills are here. Taxed December. A real opportunity.

We have in stock a 1938 Sprite 2-seater which we hope to have ready for sale by the time this appears. Certain coachwork repairs are being carried out under an insurance claim, hence the delay. The price will be £425.

ROVERS

£325. 1939 Rover Twenty sportsman's saloon in beautiful condition throughout—interior retrimmed and excellent works maintenance history. Taxed December.

£195. 1936 Rover Fourteen saloon—a very genuine motor car in spot-on order—highly recommended.

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● Telephone: SLO 8326/4426

FOR SALE—continued

ADLER TRUMPF, 1645 c.c., 1947 reg., 4-seater Cabriolet, I.F.S., I.R.S., F.W.D., L.H.D., 27 m.p.g., numerous spares. £95, or exchange Ford or Bedford van, 31, Alexandra Park, Bristol, 6. [3350]

M.G. MAGNA Open Four-seater. Only wants seeing, real bargain. First £95 o.n.o. secures. Tel.: Uxbridge 2062. [3351]

TRIPLE "SPORTS AUTO" Carburettor conversion for current Vauxhall Velox. Consists of induction manifold, two Zenith carburettors to match up with standard carburettor, throttle linkage and three Vokes air cleaners. Believed also suitable for Zephyr. £13 10s. 5s. Broad Walk, South Woodford, E.18. Tel.: Wanstead 2688. [3352]

ALTA 1100 c.c. two-seater sports/racer. E.N.V. pre-selector gearbox and back axle hydraulic brakes, engine completely rebuilt, new crankshaft, balanced Laystalls. Real eye-opener, fast, economical, ready to race or tour, S.a.e. for photograph. £375 o.n.o. or exchange saloon. Ackerman, 1, Hillcrest Road, S.E.26. Tel.: Sydenham 6691. [3353]

ALVIS FIREFLY, Sound condition. £80. Crouch, Romany Cottage, Blackboys, Uckfield, Sussex. [3354]

1932 HORNET SPARES. Dynamo, £2; starter, £2; gearbox, £5; exhaust/inlet manifold, 10s.; twin inlet manifolds, 10s.; Zenith carburettor, 30s.; remainder engine and clutch complete, £8; or parts by arrangement. Box No. A355, MOTOR SPORT, 15, City Road, London, E.C.1. [3355]

THE EX-JOE BLOGGS Wolseley Hornet, 1931 2/4-seater sports. New battery, hood, excellent tyres. Like B.R.M. in second. £45. Quick. Tel.: LAB. 2671. [3356]

MUST SELL ONE! 37/38 Triumph Dolomite, £50 recently spent, well shod, £130. 1938 D.K.W. semi-Cabriolet, engine just run in, reupholstered throughout, new head cloth and hood, excellent tyres, new battery, 45 m.p.g., £190. Tel.: Eltham 8194. [3357]

WARNER gearbox from 1938 16 h.p. Riley. Model BX38. Excellent condition, new races. Box No. A358, MOTOR SPORT, 15, City Road, London, E.C.1. [3358]

RAILTON. Enthusiastic but impecunious owner wishes dispose of partially restored 1935 Terraplane drophead at £50, or would regretfully break for spares. Tel.: BAY. 6071. [3360]

VOISIN SPORTS SALOON, 1927, 23 h.p. Sleeve valve. In original order, together with almost complete spare car (2 seater) and a host of spares. £185 or near. Details apply: Eades, 153, Middleton Hall Road, Birmingham, 30. Tel.: Midland 1129 (Daytime). [3361]

SPORTS racing tubular chassis, less engine. Riley Sprite used in development. Unused since. Body now fitted. I.F.S., K. & P. Swing axle rear. Lockheeds. All new parts, £350. Box No. A362, MOTOR SPORT, 15, City Road, London, E.C.1. [3362]

STANDARD AVON SPECIAL, 1932, 1½ litre (super-charged), chassis, axles, 5 wheels. K.O.s 19 in. Shooting brake body. Rillie, Milborne Port, Sherborne, Dorset. [3364]

M.G. J2, 1934 model. Good mechanical order. Bodywork sound, hood worn, very economical. £120. Box No. A365, MOTOR SPORT, 15, City Road, London, E.C.1. [3365]

ALVIS SPEED 20, 1933 tourer. All bearings new and crankshaft reground '53. New batteries January, 4 new tyres, brakes relined and valve overhaul this summer. £150 o.n.o. Box No. A366, MOTOR SPORT, 15, City Road, London, E.C.1. [3366]

B.M.W. Model 320 Saloon, 1938. Completely reconditioned for sale or exchange 8 cyl. G.P. Bugatti or similar type car. Seen London during Motor Show. Tait, Braeside, Kelso. [3367]

1929 ROLLS PI. Sedan by Windover. Discs, no history but in very nice order, £135. Also exceptionally clean J.2 M.G. around £150. Lerry Garage, Talybont. [3368]

SUNBEAM SPARES. 18.2 and 23.8, 1930/35 models. Also spares for Daimler, Singer, Austin, Morris, Standard, Hillman, A.J.S., etc. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [3369]

TWO LAGONDA RAPIERS. One a four-seater sports used daily, the other a non-runner kept for spares. £285 the lot o.n.o. Tel.: Perivale 6165. [3371]

1938 CITROEN LIGHT 15 SALOON. Engine overhauled, rack and pinion steering, interior as new, exceptionally good body. £240 o.n.o. Travers, "Sunnyside," Hookley Lane, Elstead, Surrey. Tel.: Elstead 2149. [3372]

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1934 ALVIS SPEED TWENTY 4-door saloon, sun roof. Black, with brown leather interior. Very good tyres, chrome excellent, twin spotlamps, etc. A very attractive car in every way. £165

1937 S.S. JAGUAR 2½-LITRE open 4-seater, in black, with grey leather interior, all-weather equipment, upswept scuttles, fold-flat screen, twin windtones, flamethrower, large headlamps. Very good chrome and paintwork. An impressive car. Taxed to December. £265

1938 MORGAN 4/4 2-seater sports. Full weather equipment, twin spares, very good engine, good tyres. The body has been hand-painted but not too badly. Taxed. £185

1937 ALVIS 4.3 drophead coupé foursome. This car was completely overhauled in 1948 by the makers and a new body fitted with more modern lines, in black, with red hide interior. All chrome is as new. Large headlamps, twin spots, twin windtones, nice tone radio. A very powerful car with 18 m.p.g. and no oil consumption. £295



1935 PACKARD sedan 4-door saloon, in absolutely unique condition. We believe the mileage to be under 40,000; the interior is without doubt immaculate, the exterior is black and dark green. All instruments are original and in working order; the leather interior and fittings are a joy to behold; the headlamps and twin passlamps are the original Marchal in superb condition; tyres are all very good. Taxed to December. All this, plus a polished engine (32 h.p., just decoked), for £225.

1935 RILEY M.P.H. 2-seater, full weather equipment, in red with red leather interior. Special camshaft, brakes just relined, manual gearbox. The body is original in every way. £295

STANDARD SPECIAL 2-seater, basically 1933 but modified and rebuilt in 1953, fitted 16-in. wheels; all tyres as new; Standard Ten engine completely reconditioned, the body fitted with detachable top, for winter motoring; fold-flat screen. The car is black. Bills available for mechanical reconditioning over £80. It's taxed to December. £135

1938 S.S. 100 3½-LITRE competition 2-seater, in pale cream, red interior. Engine, transmission, brakes, overhauled; brake drums chromium plated. In fact, the earth has been spent on this car to obtain original performance and looks. Taxed to December. £460



1938 TALBOT, 21 H.P. (Rootes side-valve engine), in beautiful condition. Copper-plated radiator, headlamps, twin windtones, spotlamp. The interior in red leather. Manual gearbox, excellent tyres. A really attractive car. Taxed. £225

1937 S.S. 90 2½-LITRE engine, complete with gearbox, ready to instal; also front and rear axle, assembled with brakes complete. Offers please.

Have you tried our department for low-mileage post-war cars? Let us know your requirements—the usual exchanges and finance facilities available.

FOR SALE—continued

STOCK CAR RACING. Ford V8s supplied equipped and painted, £75 each; also all Ford V8 spares available. Wrecked V8 Stock Cars bought, V. C. Saunders Ltd. (The Ford V8 Specialists), 39, Doddington Road, Battersea, S.W.11. Tel.: MACaulay 5223. [3373]

DARRACQ, 1903, 12 h.p. two cylinder. Fully restored, good tyres, re-registered, date approved by V.C.C. Entered Brighton, £190 or offer. Hay, Redwood, Bath Road, Maidenhead. Tel.: 353. [3375]

RILEY 9 h.p. Arnott supercharger and carburettor, with drive, oil tank, boost gauge, £10. Cylinder block, £4. Inman, 45, Jersey Road, Hounslow, Middx. Tel.: Hounslow 0421. [3376]

SCINTILLA VERTEX N.V.4, new, £7. Okill pressure gauge, £1. Sioux solder spray gun, £3. Photometer (Everett Edgcombe), £4. Run-baken ignition tester. £3. Inman, 45, Jersey Road, Hounslow, Middx. Tel. Hounslow 0421. [3377]

LAGONDA 2 litre spares, 1927 and 1932. Radiators, front axles, starter motors, oil pumps, road springs, 1 S.U. carburettor, sumps, clutch assembly, flywheels, 6 18 in. K.O. wheels, tanks, 20 gall. and 12 gall., 1 high chassis frame. Many other components from both cars. S.a.e. Whiteley, 9, Albert Road, Ashford, Middx. [3378]

DELAGE D.6/11 Sportsman's Saloon. Excellent order, new tyres. Offers over £100. 6, Talbot, W.2. Tel.: AMB. 9852 (before 10 a.m.). [3379]

1931 2-STR. SPORTS. £42 10s. Good condition, excellent tyres, slab tank, economical. Tel.: Bexleyheath 7367. [3380]

I'M ALRIGHT! I got my spares through The Motor Library Spares Register. [2987]

CITROEN D.H.C., R.W.D., 1932. Approximately vintage appearance. Intriguing and indestructible. Tel.: VICTORIA 3307. [3383]

TRIUMPH DOLOMITE, 1938. Connoisseur's car. £150 or near offer. Tel.: Orpington 3201. [3384]

RAILTON D/Head, 29 h.p., 1935. Taxed December. All new remoulds, new clutch, brakes relined, decoked, new exhaust valves, reconditioned radiator, 20 m.p.g., telescopic shocks just fitted. £125. Exchange of H.P. arranged. Rimmer, "Birkdale," Old Birmingham Road, Bromsgrove, Worcs. Tel.: Hillside 1339. [3385]

£80. H.C. Lagonda, 2 litre tourer, 1928. Engine excellent, 3rd gear u/s. Tel.: BEC. 4918. [3388]

£1 ONLY! If you want to learn all about Vintage Bentleys for only 20s. here's your chance! Bargain 20s. offer comprising three instruction books—3 litre (6s.); 4½ litre (10s.); and 6½ litre (5s.)—includes Free 7/6 copy of unique Bentley Recognition and Technical Data Tables (incorporating Buyers' Guide). Send £1 or write for details. Vintage Bentley Service, Box No. A389, MOTOR SPORT, 15, City Road, London, E.C.1. [3389]

SPECIALISTS! £25. Two 500 c.c. Lawrence Air-cooled Flat Twins. One fitted Austin 7 clutch, 4 sp. gearbox. Many spares. British Salmson cylinder head. £7 10s. Gearbox, £6 10s. (Glos.). Box No. A390, MOTOR SPORT, 15, City Road, London, E.C.1. [3390]

LAGONDA, 1935, 3½ Pillarless Saloon. Mechanically sound, body needs attention, new batteries and radiator. Also spare 3 litre engine with magneto, dynamo, carburettors, etc. £120 the lot; would separate. E. Light, 58, Eaton Place, S.W.1. Tel.: SLO. 2407. [3391]

JAGUAR 2½ litre open 2-seater sports. First registered August, 1950. Body style similar XK120, as is performance. 0-60, 10.8 secs.; 0-80, 18.7 secs.; max. 105 m.p.h. Excellent road-holding, 13 in. dia. Girling brakes, 6 cyl. O.H.V. engine, 8:1 c.r., twin S.U.s. Scintilla Vertex, etc. Gives truly amazing performance with fuel consumption approx. 25 m.p.g. A really attractive car, in excellent condition throughout. Finished B.R.G. Offered at around £450, or exchange any nice post-war 4-seater. Tel.: ELMbridge 5182, after 7 p.m. [3392]

RILEY KESTREL SPRITE. This is a very nice car, two owners, 70,000 miles. It has been maintained in first-class condition since new, has four good tyres. Sale only, as I have purchased Healey. Would consider a small open two-seater in part exchange. Hire purchase can be arranged, £200. Sear, East Harling 242, Norfolk. [3396]

BEAUTIFUL CONDITION Lagonda 1100 Rapiere. Fast, reliable and 35 m.p.g. Very pretty 2-3 seater, ample luggage room. Best offer after trial secures, or exchange Austin, Morris, Ford saloon same condition. Apply "Sherwood," Tinsley Lane, Crawley, Sussex. [3397]

FOR SALE—continued

- SINGER SPECIAL.** Nearly complete, everything for finishing. £40 o.n.o. 2, Salisbury Road, Leyton, London [2979]
- ABSOLUTELY** brand new Andre-Hartford friction shock absorbers. Large type. Suit Bentley, Mercs., Lags., etc. £2 each. Carriage extra. Box No. A980, MOTOR SPORT, 15, City Road, London, E.C.1. [2980]
- "NIPPY" AUSTIN SEVEN, 1934.** Recent overhaul, new hood, screens, battery, good tyres, original condition. 28, Bunbury Road, Birmingham, 31. Tel.: Priory 1988. [2981]
- SPECIAL** aluminium bodied 33/4 Morris Minor. Completely rebuilt this year, hydraulic brakes, mechanically sound. Offers, 43, Bournside Road, Cheltenham. [2982]
- 1930 SWIFT 8.9 h.p.** Migrant Saloon. Bodywork sound, well shod, in good running order. £45 o.n.o. A983, MOTOR SPORT, 15, City Road, London, E.C.1. [2983]
- A.30 or Morris Minor (O.H.V.)** Derrington twin carb unit. As new. £12 10s. Sparrow, Coval, Midhope Road, Woking, Surrey. [2984]
- CLUELESS ENTHUSIASTICALLY?** Don't be immethodical—use The Motor Library Spares Register. [2986]
- 1926 STANDARD** Wellesbourne 14 h.p. tourer. Perfect condition throughout, two owners. £130. For details, photo: Francis, 39, Kenmare Road, Liverpool, 15. [2989]
- WADE SUPERCHARGER** complete with manifolds, pulleys, new S.U. carburettor, etc., suitable for post-war 1½ litre Riley. £50. G. E. Layte & Company, The Highway, Beaconsfield. Tel.: 644. [2990]
- CORD (1937/8)** type 812 sports saloon. Unsupercharged 125 B.H.P. engine, column gear change, design and condition quite equal to post-war, fitted radio and heater, open to any examination. £210. Tel.: Derby 40021. [2991]
- CITROEN 1938 Light 15 Roadster, D/H 2/4** seater. Good condition and tyres, new Lucas battery, economical; owner going abroad. £210 o.n.o. Raban, Coningsby, Station Road, Harpenden, Herts. [2992]
- POPSY Pursued and Caught!** Forced to sell 2 litre Lagonda 1929 tourer. Body sound, tyres fair, brass headlights and rad., taxed December, recent complete mechanical check-over. Perfect running order. £140. Write: Dickson, Little Smithers, Danbury, Essex. [2993]
- 1952 FORD 4-seater Sports.** Good tyres and condition, 13,000 miles. Offers for quick sale. Smithies, Bramhall Lane S., Bramhall, Tel.: 2506. [2994]
- £80.** Morris 8 h.p. tourer, 1936. Resprayed, new hood, genuine reason for sale. Pearce, 15, Lusitania Road, Liverpool, 4. [2995]
- AUSTIN 7 Tourer, 1933 model.** Engine completely rebuilt, new hood and screens, repainted, very sound, smart little car. £60. 3 Ferndale House, Tunbridge Wells. [2996]
- RILEY SPARES.** 1933 12/6 minus block, triple S.U.s, good tyres, £30. Also 1930 14/6 block and gearbox, £10. Crick, 100, Church Road, Richmond, Surrey. [3000]
- RUDGE 498 engine, Norton frame, gearbox,** wheels, etc. All circa 1935. Box No. A001, MOTOR SPORT, 15, City Road, London, E.C.1. [3001]
- ALVIS SPEED 20, 1934.** Vandenplas body, exceptional condition, £175, no dealers. Box No. A002, MOTOR SPORT, 15, City Road, London, E.C.1. [3002]
- VERY FAST.** Enthusiast's two-seater 4½ litre Lagonda sports car. Ex-George Howarth. First registered 1948. Box No. A003, MOTOR SPORT, 15, City Road, London, E.C.1. [3003]
- TRIUMPH VITESSE SALOON, 11 h.p., 1935.** £125. Good condition, performance, appearance, just had £25 overhaul. 82, Marsh Lane, Yeovil. [3004]
- 1927 LEA-FRANCIS, 12/40 tourer.** Lively, well shod, new electrics, good bodywork. £60. Seen weekends. 28, Blenheim Road, S.W.20. [3005]
- ROLLS, 25 h.p., vintage, 1930 Mulliner fabric** sports saloon. Very good order, first £245 o.n.o. secures. Major, Chipping Norton 14. [3007]
- 1937 RILEY 1½ litre Special Series Kestrel Saloon.** Scintilla mag., twin Zeniths, etc., excellent condition. £245. Terms. Newbery Cars, Muswell Hill, N.10. Tel.: Tudor 3394. [3008]
- M.G. knock-off wire wheel, 19 in., respoked,** balanced, £2. Goodrich, Crossways Cottage, Cobham, Surrey. [3009]
- NOW DISMANTLING—1933 Riley 12 h.p.; 1934** Hotchkiss 28 h.p.; 1936 Armstrong-Siddeley 14 h.p.; 1937 Morris 12 h.p.; 1934 Austin 12 h.p. van; 1932 Wolseley Hornet; 1935 Daimler 15 h.p.; and 1935 Austin 10 h.p. W. Evans, Car Breaker, 185, Cheetham Hill Road, Manchester, 8. Tel.: BLA. 9746 or PRE. 4396. [3010]

FOR SALE—continued

- NOVEMBER, 1931. M.G. "M" 2-seater.** Excellent mechanical condition, body fair, hood rough, two new tyres, new battery, new king pins, brakes relined, rewired. £80. Also Austin 7 differential and half shaft. 30, Park Avenue, Stafford. [3011]
- ROLLS ROYCE 20/22 1927 Mulliner Fabric O.D.** Saloon. £150. Eaton, Fulshaw Park, Wilmslow. [3012]
- ALVIS 1932 Saloon 12/60, £105.** Alvis 1947 Shooting Brake, £340. Delage DIS, excellent, £135. Lancia Lambda, £80. Bentley 3½ litre 1936, £500. Cliff Rowley Ltd., Rushall, Walsall. Hire purchase and exchange. [3013]
- FRAZER-NASH, 1932 Meadows, engined chain** ganger, engine resleeved, bearings, clutch and chainery overhauled as new, 2-seater body in B.R.G., new battery, rewound dynamo and starter. Bargain £250 o.n.o. Dewhurst, 76, Adelaide Road, N.W.3. Tel.: PRI. 4867. [3014]
- N.E. MAGNETTE, 1934 T.T. works team car.** Fitted unblown K3 engine, recent complete overhaul, nearest £300. London area. Box No. A015, MOTOR SPORT, 15, City Road, London, E.C.1. [3015]
- ALVIS 12/50 1931.** Fitted with 1928 Silver Eagle Beetle back. Twin carbs., good condition. £120 or exchange similar 4-seater tourer. Jeffrey, "Beamsley," Cheltenham Road, Painswick, Glos. [3017]
- 1929 MORRIS COWLEY 2-seater with dickey.** Excellent tyres, battery, hood, good mechanically, reliable. £30. Schauerman, 2, Rene Cotts, Downe, Farnborough, Kent. [3019]
- ALVIS FIREFLY, £115.** Photo. Evans, 3, Hanbridge Avenue, Wolstanton, Stoke-on-Trent. [3020]
- MORRIS 8 TOURER, 1935 Model.** Good condition, new tyres. £95 o.n.o. (Surrey). Box No. A022, MOTOR SPORT, 15, City Road, London, E.C.1. [3022]
- 1932 ASTON MARTIN International Le Mans.** In wonderful condition, having had a mechanical overhaul, including engine rebuild by Burtonwood; rewired, resprayed, new hood tonneau, screens and new tyres. Offers about £275. Box No. A023, MOTOR SPORT, 15, City Road, London, E.C.1. [3023]
- M.G. MAGNA, 1933.** Black, new upholstery maroon, new c/w and pinion, brakes relined, body good condition. £130 or reasonable offer. 5, Deans Drive, Borrowash, Derbys. [3024]
- ROLLS ROYCE Silver Ghost, 1920.** Fitted replica 2-seater tourer body 1951, good condition throughout. £140. 96, Heaton Road, Solihull, Birmingham. [3025]
- RILEY 1938, Big 4 Adelphi Black Saloon.** Pre-selected gearbox, 1,000 miles since complete engine overhaul. £110 o.n.o. Apply Coopers (Swindon) Ltd., Marshgate Works, Stratton Road, Swindon. Tel.: 2412. [3026]
- DIESEL MERCEDES.** Reconditioned 48 h.p. engine in 1932 Armstrong saloon. Runner, needs overdrive then 70 m.p.h., 40 m.p.g. £150. Burrough, Crossways, Binfield, Berks. [3027]
- SINGER NINE SPORTS engine, clutch, gearbox,** Ford Ten magneto. Details: 42, Brooklyn Road, Bromley. [3028]
- TRIUMPH GLORIA, '34.** Breaking—all parts for sale. New engine. Woolley, 42, Commercial Street, Thornes, Wakefield, Yorks. [3029]
- M.G. T.C. 1949.** Red and Beige, 23,500 miles, proof available, new tyres just fitted, full tonneau, maintained with loving care; owner just married. £425. 47, Florence Road, Brighton. Tel.: 52832. [3033]
- RILEY 9, Kestrel 1935.** I collected new from the factory and loved it since. In genuine condition but too small for present needs. £120. Riley, 16, Moseley Road, Cheadle Hulme, Cheshire. [3034]
- MERCEDES 1936 supercharged 500K, type B.** Cabriolet. L.H.D. Black/red leather, mint condition, 48,000 miles only, photograph available. £350. Wg.-Comdr. Lee-Evans, R.A.F. Hornchurch, Essex. [3035]
- SPARES FOR DISPOSAL.** Alfa-Romeo 1.750 single and twin cam engine parts, steering; Alvis 17/2 O.H.P. chassis spares only; 20 h.p. O.H.V. Jaguar engine, with extras; 1938 Talbot 18 h.p. whole car; Sunbeam 12/24 parts; others too many to list. New 6.50 x 16 tyres, £6; 550/600/119, £7; 1933/4 Sunbeam 18 h.p. saloon, good, clean, £60. Jones, 47, Edmonds-town, Tonypandy, Glam. [3037]
- LANCIA Augusta Saloon, Reconditioned engine.** £110. Write, Davies, 59, Fortis Green, N.2. [3038]
- RILEY 9 h.p. Monaco, £70.** Also Ford 8 h.p., £50. Both 1934 and going cheap. Wood, 322, Mansel Road, Birmingham, 10. [3293]

FOR SALE—continued

- 1927 LAGONDA 16/65 tourer.** New battery, spare engine, £125 o.n.o. D. Hale. Tel.: MUS. 2633. Office KNI. 4481. [3039]
- A.C. 2 litre saloon, 1951.** Superbly maintained. £650. Consider Triumph roadster or other opening car in exchange. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [3040]
- RILEY 12/4 "Victor" Saloon, 1938.** Generally good condition. Approx. £100 spent in last 4 months. £190. Please Telephone Uplands (Surrey) 2548. [3042]
- RILEY LYNX, 1933, 9 h.p.** Original specification, low mileage and immaculate condition. £145 o.n.o. 62, Wickham Way, Beckenham. Tel.: 4213. [3043]
- TWO YOUNG SEARCHLIGHTS, 11 inch Zeiss** chrome headlights, mirror reflectors, £15 o.n.o. Stewart, 56, Gores Lane, Formby. [3044]
- ALVIS 12/60 4-seater tourer.** Really good, must sell, emigrating November. Best offer. Also 100 MOTOR SPORT, January, '47, to date. Tel.: Sheffield 40439. [3045]
- ROLLS-BENTLEY, Mk. VI, steel saloon, black,** radio, heater, taxed year; first registered Nov., 1949; 2 owners. Part exchange considered. £1,875. Tel.: Caterham 3522, or write Evans, "The House in the Wood," Chaldon, Nr. Caterham, Surrey. [3047]
- B.M.W. 321 Saloon 1938.** Recellulosed. New chrome, new tyres. Seen and tried Surrey. Sutherland, Symington, Stow, Midlothian. Tel.: Fountain Hall 202. [3048]
- MORRIS, series E tourer 1939.** New steering and suspension throughout—details on request. Shortt, Pasturewood Cottage, Holmbury St. Mary, Surrey [3049]
- AUSTIN SEVEN, 2-seater.** Cambridge body and suspension. Reconditioned engine and rear axle. 4 speed gearbox, Dunlopillo seats. Excellent appearance, economical and good performance, £110 o.n.o. Seen Birmingham area. Box No. A051, MOTOR SPORT, 15, City Road, London, E.C.1. [3051]
- 1932—4½ litre low chassis Invicta in very good** condition. All mechanical parts overhauled, tyres unworn, new batteries and hood; resprayed. £225. Exchanges. 1934—4½ Lagonda Pillarless Saloon. Black, unmarked cellulose. P.100 headlamps. About £350 has been spent on this car in the last 2 years and the general condition is remarkable. Everything new. £150. 1935—12-4 Riley. Very fastidious owner; bodywork and works in first class condition. Full equipment. £145. Station Garage, Station Street, Droitwich. Tel.: 3378. [3053]
- FORD 8, Special, 2-seater, 5,000 miles.** Fast-economical, taxed. Offers. "Anothdene," Shere Road, W. Horsley, Leatherhead, Surrey. [3054]
- 1939 model, (Reg. No. 1938) Alvis Speed 20.** 4 door Saloon. Very good condition. Many extras. Price £275. Central Garage (Croydon) Ltd. Tel.: CROYdon 7464. [3056]
- 1928 ALVIS TA, model with post-war shooting** brake body. New battery. £69 or offer. Wilson, Swinside Inn, Newlands, Keswick. [3058]
- ENGINE 1946 Hillman Minx.** Complete with Clutch and Housing, Coil, Distributor, Carb, pump and manifold fitted with Water-pump. £20. 1953 Steering column with Wheel. £7.10. Tel.: HARrow 1381. [3059]
- 4½ BENTLEY, 1927 Corsica tourer.** Excellent throughout. High compression engine gives 20 m.p.g. with moderate exuberance. £200. Exchange Bugatti 37 or similar. Tel.: Bath 4149. [3060]
- LANCIA LAMBDA, Original two-seater, speed** model and drophead Coupé with dickey. Excellent condition. £120 each o.n.o. Cdr. Horn-castle, Trade Division, Admiralty, S.W.1. [3061]
- £130 ALVIS, Silver Crest 1937, Sports Saloon,** 16.95 h.p. £35, overhaul, rust free, black, brown leather, excellent tyres. Green, 247, Halling Hill, Harlow, Essex. [3062]
- ALVIS being broken for spares! 1934 and 1936.** Speed twenties. All parts available no body spares. S.A.E. please Routledge, Station Road Garage, Scholes, Leeds. Tel.: Leeds 647896. [3063]
- ALVIS, 16.95 Saloon.** Engine recond. 40 lbs. oil anytime. Owner got 4.3. Routledge Scholes, Leeds. [3064]
- ASTON MARTIN, Mark II, E5/581/L.** May 1936 Bertelli Saloon. Mechanically excellent. Bodywork good. Enthusiast maintained. Offers invited around £300. Campbell, 14, Granville Avenue, West Hartlepool. Tel.: 3861. [3066]
- FOR SALE. AUSTIN 7 2-seater sports.** New axle, beam, crown wheel, pinion, engine, tyres, etc. Spent £150 recently. Reason new car. Offers. Tel.: RIC 6757. [3067]



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1950 Allard J2 streamlined 2-seater. Arden heads, c/r gearbox	£395	1952 Jowett Jupiter roadster. Red, beige leather	£575
1952 Allard PI sports saloon. Radio and heater	£595	1938 Lagonda V12 short chassis drophead coupe. Specimen	£695
1949 Allard 81M drophead foursome. Green	£345	1937 Lagonda 4½-litre LG6 Rapide tourer. B.R. green	£575
1948 Allard 61K 2-seater roadster. Dark blue	£295	1936 Lagonda LG45 drophead foursome	£345
1938 Alvis 4.3-litre drophead foursome. Many extras	£295	1934 Lagonda 4½-litre V.D.P. tourer. Above average	£195
1938 Alvis Speed Twenty-five drophead foursome	£295	1932 Lagonda 2-litre low chassis V.D.P. tourer	£155
1938 Alvis Speed Twenty-five V.D.P. tourer. Black	£285	1934 Lagonda 10-h.p. Rapier fixed-head coupe	£195
1939 Alvis 12/70 sports saloon. Black	£295	1952 Morgan Plus Four 2-seater drophead coupe	£495
1937 Alvis Speed Twenty Charlesworth sports saloon. Black	£245	1938 Morgan 4/4 2-seater. Many extras. Red	£265
1938 Alvis 17-h.p. Silver Eagle sports saloon	£195	M.G. TF 2-seaters. NEW. Immediate delivery	At £780
1935 Alvis Speed Twenty V.D.P. tourer. B.R. green	£185	1950 1/2 M.G. TD 2-seaters. Choice of four	From £445
1938 Aston Martin 2-litre D/H 2-seater. Specimen throughout	£345	1949 M.G. TC 2-seaters. Choice of three. Green/red/cream	From £395
1938 Aston Martin 2-litre 2-seater, speed model. Red	£345	1947/8 M.G. TC 2-seats. Choice of 5. 2 red/black/blue/cream	From £345
1935 Aston Martin 1½-litre Mark II 2/4-seater	£265	1939 M.G. TB Tickford D/H and 2-seater. Red/black	At £295
1934 Aston Martin 1½-litre Le Mans s/c. 2-seater	£265	1938/9 M.G. TA 2-seats. Choice of 5. 2 red/cream/blue/black	From £245
1934 Alfa-Romeo 17/50 s/c. Zagato 2-seater. Alfa red	£375	1938 M.G. VA 1½-litre tourer. 2 saloons, 2 dropheads	From £245
1934 Alfa Romeo 17/50 drophead foursome	£295	1937/8 M.G. SA 2-litre drophead foursome. Choice of 3	From £175
1938 Alfa Romeo 2.3-litre 6C Farina drophead coupe	£345	1939 M.G. 2.6-litre drophead foursome. Cream, red leather	£275
1927 Bentley 3-litre Red Label V.D.P. tourer. B.R. green	£225	1937 M.G. SA 2-litre saloon	£145
1936 Bentley 3-litre Red Label 2-seater. Green	£145	1935/6 M.G. NA Magnette tourer and two 2-seaters	From £145
1926 Bentley 3-litre Red Label drophead coupe	£195	1935/6 M.G. PB 2 and 4-seaters. Choice of four	From £175
1929 Bentley 4½-litre Black Label V.D.P. tourer. Specimen	£225	1934/5 M.G. PA 2 and 4-seaters. Choice of three	From £145
1935 Bentley 3½-litre Freestone & Webb sports saloon	£275	1932/3/4 M.G. J2 2-seaters. Choice of four	From £115
1939 Citroen Light Fifteen sports roadster. Red	£275	1936 Mercedes-Benz 2-litre cabriolet. Specimen. blue, grey leather	£295
1951 Dellow 1,172-c.c. Mark IIA 2-seater. Many essential extras	£355	1938 Mercedes-Benz Type 230 20-h.p. sports saloon. Black	£275
1938 Fiat 1,100 drophead foursome. Green	£285	1939 Mercedes-Benz Type 500K, Type B cabriolet. Many extras	£495
1938 Fiat 1,100 sports saloon. Grey and black	£245	1933 Mercedes-Benz 38/250 2-seater. Fitted diesel engine	£395
1937/8 Fiat 500 Choice of two each: saloon, tourer	From £145	1938 Railton 29-h.p. drophead foursome. Black	£225
1938 Frazer-Nash B.M.W. Type 320 drophead foursome	£295	1934 Rolls-Royce Phantom II GurneyNuttingD/H f/some. Specimen	£595
1937 Frazer-Nash B.M.W. Type 326 sports saloon. Black	£325	1934 Rolls-Royce 20/25 owner-driver sports saloon	£445
1939 Frazer-Nash B.M.W. Type 327 fixed-head coupe. Specimen	£495	1929 Rolls-Royce Twenty drophead foursome	£225
1936 Frazer-Nash B.M.W. Type 55 cabriolet	£225	1946 Riley 1½-litre sports saloon. Black, brown leather	£425
1950 Healey 2½-litre Silverstones. Choice of two. Red/green	At £525	1938 Riley 16/4 Blue Streak saloon. Grey, blue leather	£225
1948 Healey 2½-litre 2-seater roadster. Red	£395	1937 Riley 1½-litre Kestrel saloons. Choice of two	At £195
1951 Hillman convertible. Black, brown leather	£525	1938 Riley 1½-litre Victor sports saloon. Blue, grey leather	£245
1952 Jaguar XK120 C type. Modifications. Grey and black	£895	1936 Riley 1½-litre Sprite 2-seater. Red. Many extras	£265
1951 Jaguar XK120 roadster. White, red leather	£845	1937 Riley 1½-litre Lynx tourers. Choice of two. Black/blue	£275
1948 Jaguar 3½-litre sports saloon. Specimen condition throughout	£445	1937 Riley 9-h.p. Merlin and Victor saloons	From £225
1948 Jaguar 3½-litre sports saloon. Black, brown leather	£425	1937 Riley 15/6 Adelphi saloon. Grey, red leather	£195
1940 Jaguar S.S. 2½-litre competition 2-seater	£425	1935 Singer 9-h.p. Le Mans 2-seaters. Choice of three	From £165
1938 Jaguar S.S. 100 3½-litre competition 2-seater	£275	1951 Singer 9-h.p. 4AB roadster. Red	£375
1937 Jaguar S.S.100 2½-litre coupe 2-str. Reconditioned unit. Red	£345	1946 Standard 8-h.p. drophead foursome	£245
1937 Jaguar S.S.100 2½-litre comp. 2-str. Blue, pig-skin leather	£325	1947 Volkswagen 1,131-c.c. Standard saloons. Choice of two	From £265
1938 Jaguar 3½-litre sports saloon. Black, brown leather	£225		

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1936 A.C. 16/80 competition 2-seater. Blue, blue leather	£145	1935 B.S.A. 10-h.p. Scout 2-seater	£125
1935 A.C. 16/56 Greyhound sports saloon. Grey	£125	1931 Delage D8 30-h.p. drophead foursome	£95
1932 Alfa-Romeo 17/50 Torpedo tourer. Green	£165	1936 Frazer-Nash B.M.W. Type 55 2-seater	£145
1937 Austin 7-h.p. Ruby 2-seater. Blue	£95	1938 Ford 10-h.p. 4-door de luxe saloon. Black	£125
1952 (Regd.) Austin (Rebuilt) 1,172-c.c. sports 2-seater	£165	1934 Hotchkiss 21-h.p. 4-door sports saloon. Black	£145
1929/30 Austin 7-h.p. 2-seaters. Choice of four	At £35	1934 Lagonda 4½-litre V.D.P. tourer	£145
1933 Alvis 12-h.p. Firefly V.D.P. tourer. Green	£145	1930 M.G. M-type 8-h.p. 2-seater. Green and black	£65
1933 Alvis Speed Twenty sports saloons. Choice of four	From £95	1936 M.G. 18-h.p. 2-litre drophead foursome	£145
1933 Alvis 12-h.p. Firefly sports saloon. Black	£95	1939 Morris Series E tourer. Cream, red leather	£175
1927 Bentley 3-litre/4½ engine tourer. Green	£125	1939 Singer Nine roadster. Green	£175
1929 Bentley 6½-litre V.D.P. tourer. Green	£145	1934 Mercedes-Benz 2-litre drophead coupe	£95
1928 Bentley 4½-litre tourer. Green	£145	1936 Talbot 21-h.p. sports saloon. Black	£95
1938 B.S.A. 10-h.p. tourer. Black, green leather	£115	1935 Wolseley Hornet 12-h.p. 'Special' tourer. Red	£115
		1938 Wolseley 25-h.p. 4-door de luxe saloon	£145

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FOR SALE—continued

- BENTLEY RED LABEL** Tourer, £225. Short chassis, hood, screens, tonneau cover, mechanically excellent, pram wanted. 12, Aubrey Walk, Kensington, W.8. [3302]
- MARENDAZ SPECIAL**, 1932, 12.9 h.p. Large Lockheed brakes, Scintilla mag., remote gearbox, good appearance. £100 or offer. Station Garage, Billericay, Essex. [3303]
- 1934 RILEY KESTREL**. Excellent condition throughout, engine, back axle recently overhauled. £165. Box No. A305, MOTOR SPORT, 15, City Road, London, E.C.1. [3305]
- T.C. M.G.** Reconditioned engine, differential, etc. Wanted. Healey D.H.C./Saloon, Jackson, Staff "B," A.E.R.E., Harwell, Berks. [3306]
- POLICE FORCE NIGHTMARE**. Alvis 12/50 Tourer, 1928. £50. Spare engine. Tel.: MOL, 1380, Ext. 231. [3307]
- 1934 TALBOT 65**. Sound coachwork, rewired and renewed where necessary, 5 good tyres, new battery, everything works, spare engine. £95. Wedgwood, Burcot, Bromsgrove. [3308]
- RILEY USED PARTS**. Crownwheels, 1932, Riley saloon. £50. Chili Parlour Cafe, Hatfield, Herts. [3309]
- SUNBEAMS**, 1931 limousine 16 h.p., transmission needs attention, offers. 1931 coupé 16 h.p. runner, taxed, offers. Also numerous spares 18.2 h.p. Sheaf, 55, Mayplace Road East, Bexleyheath, Kent. Tel.: Bexleyheath 954. [3310]
- RILEY SPARES** can be obtained from the Riley specialist; now breaking Riley 15/6. Wesbell Motors, Balfour Road, Hounslow, Middlesex. Overhaul, repair and servicing. Tel.: Hounslow 9359. [3311]
- NEW PORSCHE**, Volkswagen, D.K.W., Simca, available. World acclaimed! Parts. Repairs. Reasonable prices. Cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 6159. [3312]
- FRAZER-NASH B.M.W.** 328, 1947 registered. 2 seater, dark green, just run in, new battery, rear tele-controls, excellent condition. £600 o.n.o. Tel.: Gulliver 4349. Box No. A313, MOTOR SPORT, 15, City Road, London, E.C.1. [3313]
- M.G.** 1938, 1½ litre Coupé. Requires some attention, would suit enthusiast. £140 or offer. Tel.: BYRon 1994. [3315]

FOR SALE—continued

- 1937 JAGUAR**, 2½ litre. Engine completely reconditioned 8,000 miles, brakes overhauled and relined recently, body resprayed light grey, long-distance run checked 23 m.p.g. £175. Box No. A316, MOTOR SPORT, 15, City Road, London, E.C.1. [3316]
- 1087 RILEY SPECIAL**. Completely rebuilt 1953-4, fitted with long tailed Brooklands body on lowered 1933 chassis. Enlarged inlet ports, special inlet camshaft, twin S.U.'s, lightened flywheel, 18 gal. tank, 4 new tyres, perfect mechanical condition as only just completed rebuild. Definitely fast and 34 m.p.g. £165. Streete, Kingswellcome, Harp Hill, Cheltenham Tel.: Cheltenham 52261. [3322]
- VINTAGE BENTLEY**, 3 litre, Blue Label Saloon. All original in main, chassis in exceptional good condition, tyres very good, battery very good, etc. £165. Box No. A323, MOTOR SPORT, 15, City Road, London, E.C.1. [3323]
- MARENDAZ 13/70** four-seater. Poor man's Bentley in looks, performance, reliability. Taxed under six years since new, original weather equipment, full-length tonneau, twin aerosccreens, 12.8 h.p. 1935, P.100 lamps, wind-tone horns, etc. In daily use. £125. All spares available, recent reconditioned gearbox, tyres battery and top overhaul. Two Yew Trees, Charsfield, Woodbridge, Suffolk. [3325]
- RAILTON STRAIGHT EIGHT**. All models; also new and second-hand spare parts, reconditioned engines. A-One Motors (London) Ltd. Tels.: Tate Gallery 0192 and Vandyke 5181. [3328]
- 1946 PEUGEOT SALOON**. Type 402B, 17 h.p. In good condition. £190. 129a, Manor Drive North, New Malden, Surrey. [3329]
- DAIMLER**, 1937, rare Mulliner, 16.2 Sports Coupé. 26 m.p.g., second owner. £230. Tel.: Derwent 8845. [3330]
- N.A. MAGNETTE**, black, 4-seater, mechanism, body, tyres O.K., upholstery rough. £90. Tel.: Harrow 4704. [3332]
- FIREFLY** Twelve Tourer. Green, £150 spent on engine, body, etc., running order. £175. Box No. A333, MOTOR SPORT, 15, City Road, London, E.C.1. [3333]
- S.S.II**, 10 h.p., 1934. Blue, nice condition. £95. 2, Farcroft Grove, Handsworth, Birmingham. [3334]

FOR SALE—continued

- 14/40 VAUXHALL TOURER**. Sound, dry, excellent tyres, taxed December. £85 or offer. Brain, Bracken Cottage, Mill Green, Ingatestone. Tel.: Ingatestone 363 (Evenings). [3335]
- RILEY NINE, 1932**. Excellent mechanically, tatty inside, £65; also spares. Cooper, 12, Elm Close, Butlers Cross, Aylesbury. [3336]
- LAGONDA RAPIER** fixed-head coupé, excellent condition, good performance, many recent improvements, bills shown. Preselector, good battery, insured. £225 o.n.o. Wanted, Alvis Speed 25. After 7 p.m. Tel.: Croydon 1483. [3337]
- 1954 NEW ANGLIA**. Offers over list. Wanted post-war A.C. saloon. 54, Crossways, Gidea Park, Essex. [3200]

WANTED

- FOR 1926 VAUXHALL 14/40**, Series LM Tourer, complete engine, must be sound or clapped. Plaistow Garage, Lingfield, Surrey. [2906]
- WATER PUMP** for 12.9 Sunbeam Dawn, or cast-iron body and spindle. Box No. A914, MOTOR SPORT, 15, City Road, London, E.C.1. [2914]
- FORD 10 SPECIAL** or other interesting Special required. Chapman, Tel.: St. Albans 1524. [2915]
- RILEY 9, 1931**. Good front wings, collect London or 50 miles Bognor. Baldwin, Walnut Tree Cottage, Westergate, Sussex. [2924]
- AUTOSPORT**, 1953, National/International Race Programmes. Racing and Rally books, Travel books. Bass, 6, Upland Crescent, Leeds, 8. [2929]
- RILEY REGISTER**. Secretary wishes to buy Handbooks for all pre-1938 Rileys. Any information welcomed. Stanley, 76, Bridge Cross, Chase Terrace, Walsall. [2937]
- JAGUAR SS 100** Competition two-seater body and chassis parts. A/2C Cummings, U.S.A.F. Chicksands, Shefford, Bedfordshire. [2944]
- WANTED** P or J type M.G. fitted Ford engine. 25, Clieveden Road, Thorpe Bay, Essex. [2947]
- MUSICAL HORN**, bulb or electric. Also snake bulb horn, pre-war show issues of "Motor & Autocar." All replies answered. P. A. Reed, 2039, Stabler Road, Akron, 13, Ohio, U.S.A. [2952]

WANTED—continued

- DELLOW.** Parts to make it go faster on premium petrol. Head, manifold, 4.7 crown wheel, etc. Box No. A958, MOTOR SPORT, 15, City Road, London, E.C.1. [2958]
- VARIOUS** chassis and engine parts and/or complete engine, gearbox for 1936 Hudson Eight. Also good four-speed gearbox adapted for same. K. Robinson, 25, Flanders Avenue, Napier, New Zealand. [2965]
- BUGATTI.** Type 37 1½ litre G.P. Must be good. £250 cash available. All letters answered to Box No. A967, MOTOR SPORT, 15, City Road, London, E.C.1. [2967]
- TALBOT** Crown wheel and pinion, any model. Sump for 1936 "105" with starter mounting on nearside. State price. 27a, Southfields Road, S.W.18. [2976]
- REALLY CHEAP** complete Vauxhall 14-6 chassis, engine, etc., 1938 on. Condition unimportant, preferably towable. Ansell, 10, Walton Road, Ensby Park, Bournemouth. [2978]
- WANTED.** Fiat 501 diff. assembly or back axle complete. "Calgarth," Broadway, Wilmslow, Cheshire. [2997]
- FASTIDIOUS** young gentleman, Vintage 1922, requires white elephant (Rolls, Hispano, Isotta or similar), approximately same age. Character, manners and grooming more important than speed. Box No. A998, MOTOR SPORT, 15, City Road, London, E.C.1. [2998]
- TRIUMPH ROADSTER** wanted; also Renault 750 or other small car. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [2999]
- BOTTOM HALF** blower Bentley engine. Might consider complete engine less blower. Wellington, "Allways," Kings Lane, Wrexham, Farnham, Surrey. [3006]
- ALLARD.** 4-seater body from 1948 7HL tourer wanted. Johnston, 36, All Saints Road, Weston-super-Mare. [3016]
- DIFF. ASSEMBLY** or axle complete. Five well based wheels or 730 x 130 tyres for Fiat 501. "Calgarth," Broadway, Wilmslow, Cheshire. [3018]
- PARTS FOR GEARBOX** and diff. for B.S.A. Scout, Series 5. Crashed car considered. Archer, Tel.: TAT, 214. [3021]
- LANCIA APRILIA.** Enthusiast wishes to buy privately, must be in good condition all round. Details, 4, Sherwin Street, Crewe. Tel.: 2177. [3030]
- BUCKLER MK. X,** with/without body. Roberts, 49, East Avenue, Donnington, Salop. [3031]
- DELLOW,** Buckler, Lotus. Good condition. Details please, L. Ruben, 95b, Priory Road, West Hampstead, N.W.6. [3041]
- ALVIS SB 13/22** engine required, any condition provided block sound, with or without accessories. Box No. A046, MOTOR SPORT, 15, City Road, London, E.C.1. [3046]
- ALFA-ROMEO** Windscreen assembly, with or without glass; rad., cap.; also "extras" for 24-stud Ford Mercury engine, such as ali., heads, twin inlet manifold, etc. Hurrell, 7, Church Avenue, Leighton Buzzard, Beds. [2904]
- CHEAP ALVIS 12/50** Sports or Tourer wanted, mechanical condition immaterial but body must be serviceable. Box No. A052, MOTOR SPORT, 15, City Road, London, E.C.1. [3052]
- WANTED.** Really first-class 2 litre Lagonda open 4 seater, good price paid for specimen car. Box No. A057, MOTOR SPORT, 15, City Road, London, E.C.1. [3057]
- ALVIS FIREFLY** Tourer or D.H.C. still wanted. Must have manual box. Routledge, Scholes, Leeds. [3065]
- R-R TOOLS.** Complete set for 1926 Phantom 1, also Instruction Book. Johns, Studley, Campbell Road, Worcester. Tel.: 4075. [3082]
- WANTED FOR ROLLS 20,** tourer type scuttle, windscreen, front doors, running boards and large luxurious front seat. Baker, Highlands, Bucklebury, Berks. [3084]
- VINTAGE BENTLEY.** Red Label preferred. Any type or condition if cheap. Might consider swapping perfect Riley 9 Monaco (re-conditioned engine, gearbox, shockers, discs, etc.) for outstanding example. Cash either way. Cole, Melrose Cottage, Barrington, Cambs. [3106]

WANTED—continued

- IMPECUNIOUS** but good home offered to likely car. Maximum £50. Box No. A171, MOTOR SPORT, 15, City Road, London, E.C.1. [3171]
- LEA FRANCIS.** Can anyone help me procure a Lea 2-seater body, suitable for 1929 12/40 model. David H. Hamilton, Highmead, Saltash Road, Callington, Cornwall. [3116]
- ANY FORD 10** Racing parts, would consider complete Ford engine or other engines under 1500 c.c. Stevenson, Cable Wireless, Porth Curno, Penzance. [3121]
- S.O.S.** Urgent one steel con. rod for Meadows 4ED (H.R.G. type). Ellis, 13, Sutherland Avenue, Sunbury-on-Thames, Middx. [3124]
- H.R.G.** Dellow or Nash, Sprite or Grand Prix 3/3 Bug. 10, Orchards Way, Shirley, Croydon. Tel.: SPR. 4145. [3127]
- ALVIS TJ-12/50,** Splined Spider coupling for clutch shaft. Robinson, 16, Mountstevens Avenue, Peterborough. [3130]
- MODEL "T" FORD (1927),** tourer or van body required. Galloway, 74, New Road, Peterborough. [3134]
- ALVIS F.W.D.** Engine or cylinder block, water pump. Also radiator shell if in good condition. Hadley, Gibraltar Lodge, Lower Luton Road, Harpenden. [3135]
- CYLINDER HEAD** for P.B. M.G. Also new C. W. & P. (genuine M.G.) and diff. housing (new or s/h). Passingham, c/o Chobham Motors, Chobham, Surrey. [3144]
- MORGAN 4/4** or T.C. M.G. Must be specimen. Full particulars. Letters please. 65, Ashby Road, Woodville, Burton-on-Trent. [3148]
- M.G. P.B.** cylinder head urgently required. 65, Coppice Avenue, Ilkeston, Derbys. [3153]
- BRISTOL,** Aston Martin DB1 or similar high output sports engine up to 2½ litres. Alpha Garage, Westergate, Nr. Chichester. [3219]
- S.U.,** bronze preferred, 1½ in.-2 in., any condition. Gunn, 70, Albert Road South, Malvern. [3242]
- STEAM CAR** or suitable components. Please write Details. Box No. A183, MOTOR SPORT, 15, City Road, London, E.C.1. [3183]
- ALVIS FIREFLY** Radiator, or one suitable. Also steam car, must be cheap. "Sunnyside," Stoke Aldermoor Gardens, Coventry. [3192]
- RILEY 12/4, 35/38,** poor condition, good price. Bastow, 127, Camden Road, Camden Town, London, N.W.1. [3196]
- BUMPERS.** Riley 1935, 1½ litre. Taylor, 166, Whyteleafe Road, Caterham. Tel.: CAT. 3763. [3197]
- ALFA ROMEO,** 22/90, pointed tail, 2-seater, raced Brooklands 1925/6. Rebuilt throughout. Special axle, etc. £250 o.n.o. Knight, 103, Kidbrooke Park Road, S.E.3. [3201]
- GOOD QUALITY** pre-war saloon car, 14-20 h.p. (but not limousine), in first-class condition, liberal headroom, legroom, front and rear, flat rear floor, boot essential. Full description and price to Box No. A203, MOTOR SPORT, 15, City Road, London, E.C.1. [3203]
- RILEY,** Gamecock, Lynx or similar open tourer, crash box preferred. Please state price required. Letters answered Box No. A204, MOTOR SPORT, 15, City Road, London, E.C.1. [3204]
- FOR 1924** 4-cylinder A.C., two-seater; Fan, exhaust tail pipe, seat air cushions, tools. Also suction wiper, bulb horn, petrol can carrier of same period. Good condition essential. Box No. A212, MOTOR SPORT, 15, City Road, London, E.C.1. [3212]
- SPORTS,** tourer or drophead, up to 12 h.p. One needing major repairs would suit. Must be cheap, or would exchange 1934 Austin 18 in perfect order. Farmer, Moor End, Bromham, Bedford. [3258]
- 9-10 h.p.** D/H S/Talbot, M.G., Wolseley, similar. Nice condition. Cash. Goodwin, 34, Elphinstone Road, Southsea, Hants. [3259]
- VINTAGE ALVIS 12/50 2/4** seater. Details and photo please. Watton, 21, Peak House Road, Great Barr, Birmingham. [3267]
- 1929 WOLSELEY 16/45.** Petrol tank, dynamo, magneto and any useful spares wanted. 102, Victoria Avenue East, Manchester. [3266]
- SAN SEBASTIAN** or Grand Prix Special Salmon, complete. Howard, 27, Lorne Park Road, Bournemouth. [3274]

WANTED—continued

- PRIVATE PURCHASER** requires 47/49 low mileage saloon or drophead Lea-Francis, Hillman or similar, in immaculate condition, Box No. A304, MOTOR SPORT, 15, City Road, London, E.C.1. [3304]
- 1939/40 CHRYSLER "Royal,"** Pref. De Luxe Saloon. State condition, leather, hide interior, engine etc. Cash or exchange deal almost new Special Thunderbird 1954 Springer, cost £260. Box No. A324, MOTOR SPORT, 15, City Road, London E.C.1. [3324]
- LANCIA APRILIA,** Augusta or Astura. Searle, 45 Park Road, Hampton Hill, Middx. Tel.: Molesey 4614. [3326]
- HISPANO-SUIZA** with wooden ribbed "boat" body—regardless of condition. Tulip, cedar, teak, mahogany, models made in these woods late twenties. Information, stories, plans also wanted. Give complete details, photos. State prices. Edward Eaton, 78, Lowther Avenue, Toronto, Canada. [3327]
- SPORTS CAR** for rebuilding—Riley, M.G. type. Others if spares, etc. Reasonable. Box No. A331, MOTOR SPORT, 15, City Road, London, E.C.1. [3331]
- WATER PUMP** for 16 h.p. Riley. Mode B x 38. Box No. A359, MOTOR SPORT, 15, City Road, London, E.C.1. [3359]
- CROWN WHEEL** and Pinion or complete rear propulsion unit for Lancia Aprilia, chassis model preferred but would accept Standard Saloon type. Tel.: Thorner, Leeds 323. [3363]
- PEDIGREE** up to 1½ litre Alvis Saloon preferred. Essential good body. Tel.: BUShey Heath 3079. [3370]
- MORGAN PLUS-4** four-seater. Burne, St. Julians, Sevenoaks, Kent. Tel.: 3221. [3374]
- RILEY NINE SALOON,** or 12/4 Kestrel. Specimen condition, manual gearbox, realistic price. Box No. A381, MOTOR SPORT, 15, City Road, London, E.C.1. [3381]
- CHEAP AUSTIN SPECIAL** wanted for cash. 79a, Bromley Common, Kent. [3387]
- AUSTIN 750** requires twin S.U.s and manifold to suit, alloy head, Nippy or Ulster box. Box No. A394, MOTOR SPORT, 15, City Road, London, E.C.1. [3394]
- TYRES.** 6.00 x 20, Mallinson, 25, Auriol Drive, Bedhampton, Havant, Hants. [3407]
- G.N. CYCLE-CAR.** Preferably in running order. Particulars and price to Box No. A412, MOTOR SPORT, 15, City Road, London, E.C.1. [3412]
- D.K.W. 1938/9,** or one worth reconditioning. Wray's, Engineers, Kenilworth. [3416]
- MORRIS BULL NOSE,** two-seater or coupé, early model if possible. Evans, Rocket Motor Co., Ltd., Broad Green, Liverpool, 13. [3418]
- O.M. ENGINE,** 2 litre, assembled complete with clutch and gearbox. Reasonable price. Box No. A423, MOTOR SPORT, 15, City Road, London, E.C.1. [3423]
- AERO MINX.** Bodywork must be good. Harris, 148, Kingsthorpe Grove, Northampton. [3077]
- H.E. 16/55** 6-cylinder spares wanted, particularly dashboard instruments, including synchrometer. Also impeller unit, thermostat, clutch plates, etc. Floyd, 144, Earlham Road, Norwich. [3426]

MISCELLANEOUS

- LIGHT TURNING,** Milling and Grinding by enthusiasts at a fair price. Design of special parts also undertaken and working drawings prepared. For details write 51, Overstone Road, Harpenden. [2954]
- HEADLAMP REFLECTORS** heavily electroplated, 100 per cent. silver, mirror finish, guaranteed: 5s. 9d. each, returned day received. Send P.O. R. E. Packer, Sion Place, Clifton, Bristol. [2957]
- HIRE PURCHASE** arranged on Private Transactions. If you are buying or selling a car, 1936 onwards privately, we can assist you. G. A. C., Crown Yard, 108b, High Street, Hounslow. [2971]
- MOTOR RACING GAME.** Realistic table representation of Formula or Sports racing with miniature hand finished scale models. Replicas of international circuits. Tactical race planning with team control achieved in Formula or Handicap races. Roadace, 22, Glenhurst Road, Plymouth. [3036]
- "DUNLOPILLO CUSHIONS."** Ideal for cars, caravans, boats, etc. Sizes 32 in. x 16 in. 16 in. x 16 in. Depth 5 in. raked 4 in. Prices according condition including carriage. Doubles 17/6, 22/6, 27/6. Singles 12/-, 15/- Twitten Orchard, Nutbourne Common, Pulborough. [3055]

MISCELLANEOUS—continued

CYCLE WINGS (steel) domed and beaded, 5 in., 6 in., 7 in. wide, fronts 10/- each, rear 12/6 each, carriage and packing 3/6 pairs, 5/- sets. Also rubber mats, re-treads, bodies. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [3095]

TYRES, TUBES. We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [3099]

HARDSURFACED ROCKERS, M.G., Wolseley 6/- exchange; bushes 6/-, shafts from 15/- pair, valve guides from 3/- each, also in stock valves, springs, v/caps, gaskets, clutch plates, brake linings, half shafts, king pin sets, crown wheel and pinion sets, etc. Riley rockers refaced 4/6 each, valves, guides, gaskets, king pin sets, etc., S.U. exchange service. Thomson's, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, 9 a.m. to 9 p.m. [3111]

SPORTING MOTORISTS need these genuine guaranteed tan hide gloves. Excellent manufacture with in-sewn seams and 2 in. elastic cuffs for wind proof fitting, warmly fleece lined throughout. Not the usual ex-W.D. stock, but brand new. All sizes available and at only 15/6 pair p.p. Honestly worth double, but money refunded plus your return postage if not delighted. Buy today while available from P. M. Atkins, 119, Kensington Avenue, Watford. [3174]

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched C.O.D. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879 [3140]

DOWN IN THE WEST, we can't ever rest, striving as ever, to give you our best, doing A7 mods for all you poor bods. Send all your pieces, to the Austin 7 Gods. Cylinder heads modified to give 6.5 : 1 C.R., 15/-; Flywheels lightened by 2½ lbs., 10/-; Enlarged inlet conversions with valves, £2 10s.; lowered suspension 4 in. rear, 2 in. front, £3 10s.; the new A7 I.F.S. for only £8. Bowden Eng. Co., Ottery, St. Mary, Devon. [3177]

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [3207]

MILD STEEL TUBE for "Specials," welded seam, ½ in. to 2 in. ½ in. o.d., 2½ d. ft. 2 in. o.d. x 16g., 1/6 ft. Other sizes. Enquiries please. Cadence, 266, North Road, Cardiff. [3276]

REPLACEMENT HOODS FOR M.G. Best quality. Black or fawn double-duck, flexible rear window. Easily fitted by private owner, so order with confidence. TA, TC, £5 10s. Zip-centre tonneau covers, TA, TC, £4 17s. 6d. All fittings. Satisfaction or money back. A. C. Winmill, 37, Tonstall Road, Mitcham. [3279]

YOUR OPPORTUNITY to drive a Formula III Racing Car. Membership £5 5s. Practice 7/6 per lap, Brands Hatch. S.a.e. for details. Premier Motor Racing Club, Hosey Common, Westerham, Kent. [3317]

TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [3318]

ANY PARTS. Gears, gear-cutting, gearbox-suspension-shock-absorber engine exchange service. Repairs. Opel-Volkswagen-Simca agents. New and second-hand cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 2647. [3319]

GLASSFIBRE sports 2/3-seater body shells, suitable Ford 8/10 Specials, etc. Outstanding appearance. £85. Other bodies, Hardtops, 10, Winchester Mews, N.W.3. [3320]

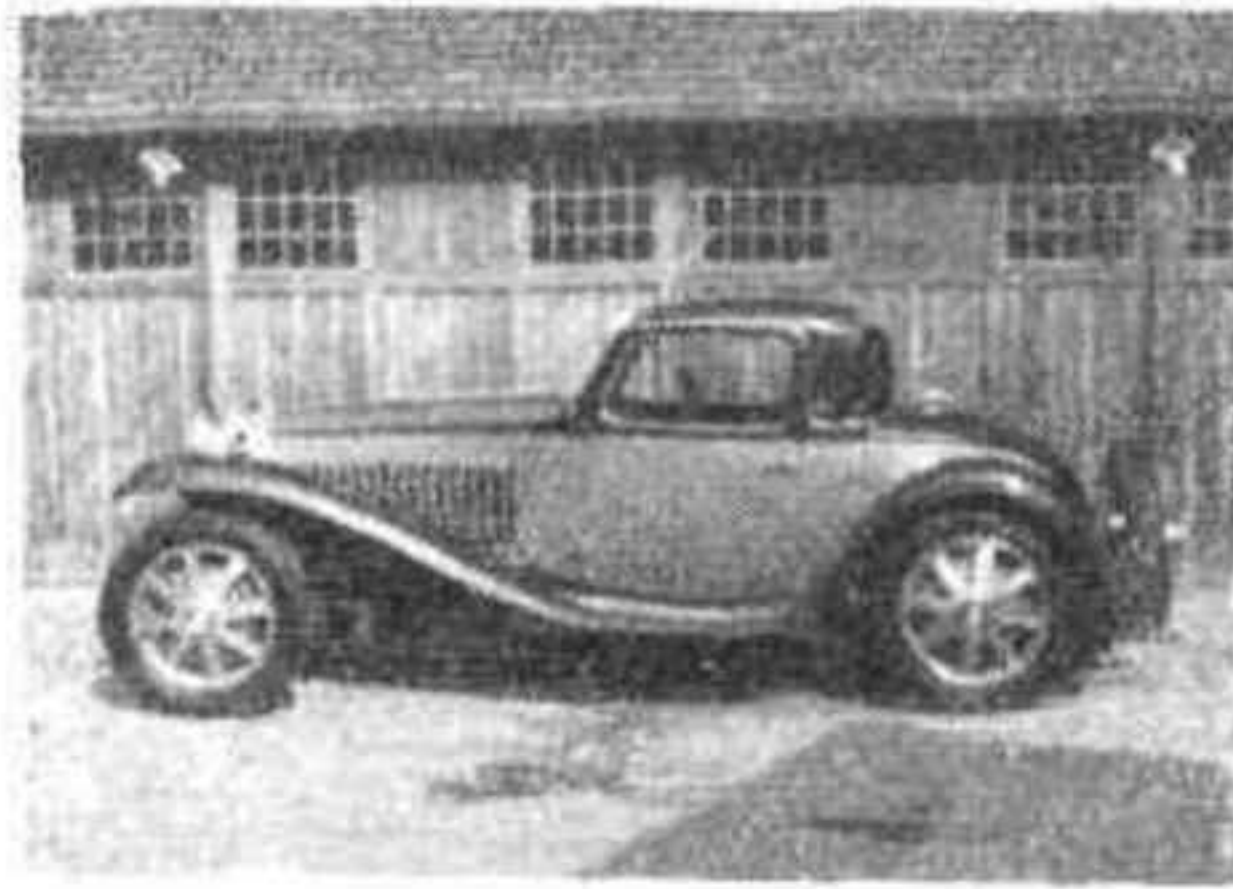
SPEEDOMETERS, R.C.s, reconditioned, 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol, 7. [3321]

EXCHANGES

STRAIGHT SWOP. 1932 Hornet Special Sports for S.S.I. Deal mid-November. Details Weller, Ward 13, R.A.F. Hospital, Wroughton, Swindon. [2923]

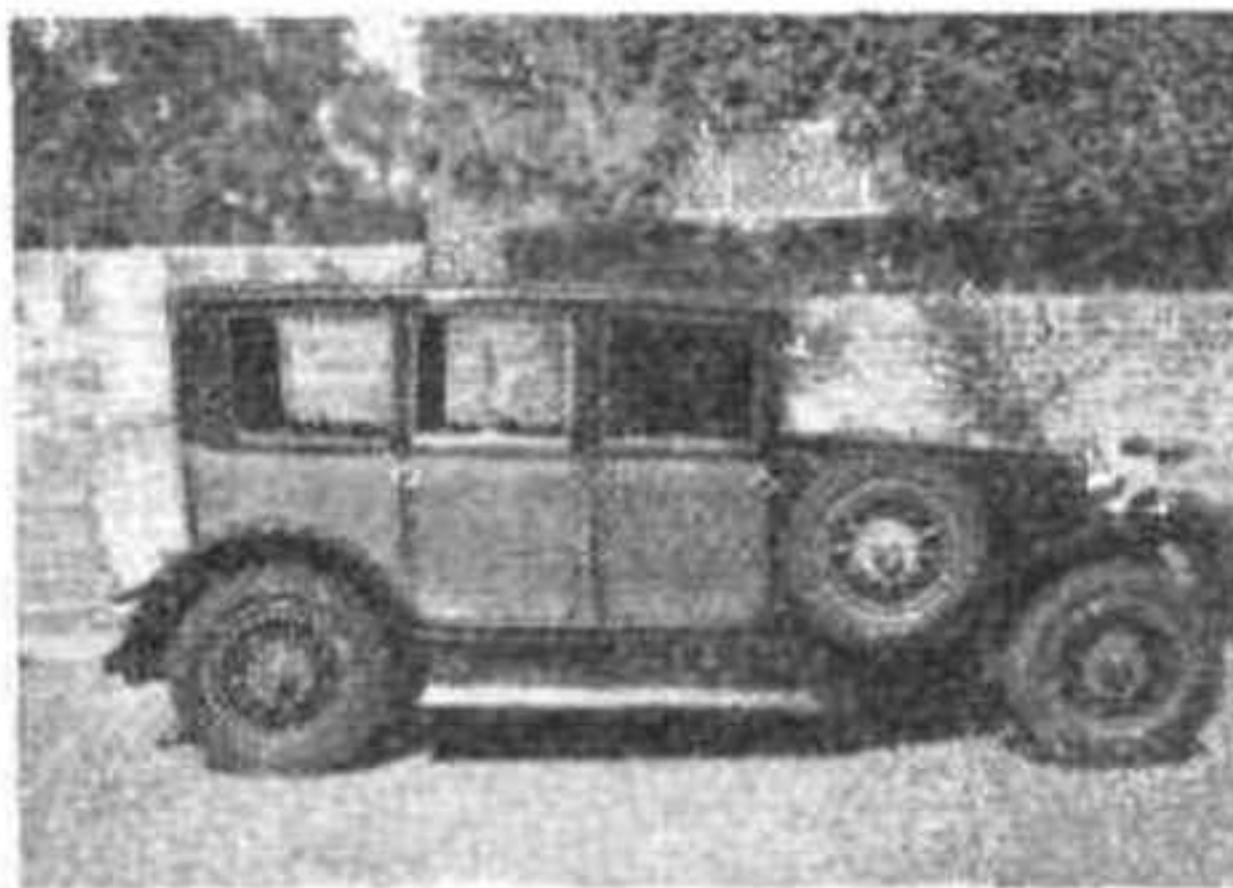
SPORTS CAR ENTHUSIAST wishes to exchange 37 ft. 10 ton Yawl with aux. engine, in good condition, for quality sports car, preferably XK, 120C or Triumph TR2. Cash adjustment if necessary. D. Simmons, 120, Trevenson Road, Pool, Nr. Redruth, Cornwall. [2940]

TWO SPECIMEN CARS FOR SALE



BUGATTI

1½-litre, supercharged, specially built regardless of cost over the last 2/3 years. Mileage under 10,000. Type 55 coupe body, immaculate in dual opalescent blue. Grey leather interior. Alloy wheels. Lockheed hydraulic brakes. Rebuild included new 37A crank, pistons, cam followers, 57 axle, Weber carb., Newton shockers, etc. Heater, demister, radio, Marchal lamps, Cicca. 20/25 m.p.g. 90 m.p.h.



DELAJE

1921 Type DE Paris show model. Purchased 1947, one previous owner. Under 25,000 miles since with complete reliability. Dark blue and varnished wood body. Bedford cord interior; superb condition. 5.50 by 19 tyres. Heater and all mod. cons. Otherwise original. 25 m.p.g., 50 m.p.h. £300 or offer.

Further details from :

**C. W. P. HAMPTON
SPRONKETS
BOLNEY · SUSSEX**

LEA-FRANCIS

2/4-seater Sports

Guaranteed 9,000 miles from new. Deep crimson coachwork unmarked. Mechanically perfect. Heater, windscreen washers, telecontrol shock-absorbers. Five tyres as new. Undoubtedly finest specimen 1½-litre Lea-Francis in country. 27 m.p.g., 95 m.p.h. Nylon hood and tonneau cover. Perspex sidescreens.

£ 625

**J. PHIPPS & CO.
THE HAM, BRENTFORD, MIDDLESEX**

Tel.: Ealing 5579

EXCHANGES—continued

B.M.W., 1947. Genuine L.H. drive, fixed head 4-seater coupé, metallic blue, entirely reconditioned this year by Atkinson, 28 m.p.g., radio, heater, spotlight; air-conditioning, superb performance, ideal tractable town car; want 4-door saloon as children grown up, wife thinks it's too fast to drive. Have £4-500 to spend. Wife wants trade her 1946 Standard 12 saloon for Volkswagen or small new car. I fancy Magnette, Zephyr, Velox or suggestions. Metcalfe, 12, Cliff Street, Bridlington, E. Yorks. Tel.: 4872. [3032]

FRASER NASH 4 seater Hooper Tourer, 4ED Meadows Rewired, new steel rods, bearings, etc., new tyres, brakes relined, new hood, sidescreens Christmas, 30-35 m.p.g., fine condition. Exchange Landrover to fit baby and subsidiary components or saloon not containing gearbox with chains to be broken by wife, not more than 1½ litres in comparable condition or diesel. Flat 3, 24, Ullet Road, Liverpool, 8. [3050]

EXCHANGE reliable well shod 3 litre Lagonda Saloon for M.G. Type VA Immaculate Saloon. Cash Adjustment. 221, Birchfield Road, Redditch, Worcs. [3094]

SPECIMEN. Kestrel 9. £225 for comparable 6 Light Kestrel 12. Box No. A150, MOTOR SPORT, 15, City Road, London, E.C.1. [3150]

LUXURI US fast "Vosper" 19 ft. motor launch, mahogany throughout, double skin bottom, all chrome fittings, maroon leather Dunlopillo seating for eight, complete with road trailer, speed 27 knots. Cost new £1,245. Present value £550. Now in commission and available for any trial or survey. Many extras and new spares. For immediate sale to highest offer through ill-health, or car of similar value taken in exchange. Box No. A213, MOTOR SPORT, 15, City Road, London, E.C.1. [3213]

HUDSON 17 h.p. 1939 Saloon. Bills for engine overhaul, smooth and comfortable. Exchange for sports of less capacity. Rover, Riley, etc., or sell. Croydon 8130. [3246]

1935 AUSTIN 12/4 Ascot Saloon. Good condition and tyres, exchange sports 2-seater, preferably Alvis, similar. 31, Cloisters Avenue, Bromley, Kent. [3386]

EXTRAVAGANTLY reconditioned 1930 M.G. 14/40 Mark IV tourer, for good saloon, preferably Riley, manual, Yates, 12, Earls Court Road, London, W.8. [3395]

RILEY 1½ litre 1937-38. Excellent condition, for Riley 9 h.p. Kestrel or open sports. Thompson, 24, Violet Road, London, E.17. [3406]

EXCHANGE or Sell, long-suffering Austin Ulster for saloon or van of 35 m.p.g. variety which goes. Sub-Lieut. Nobbs, c/o H.M.S. "Excellent," Portsmouth. [3413]

SITUATIONS VACANT

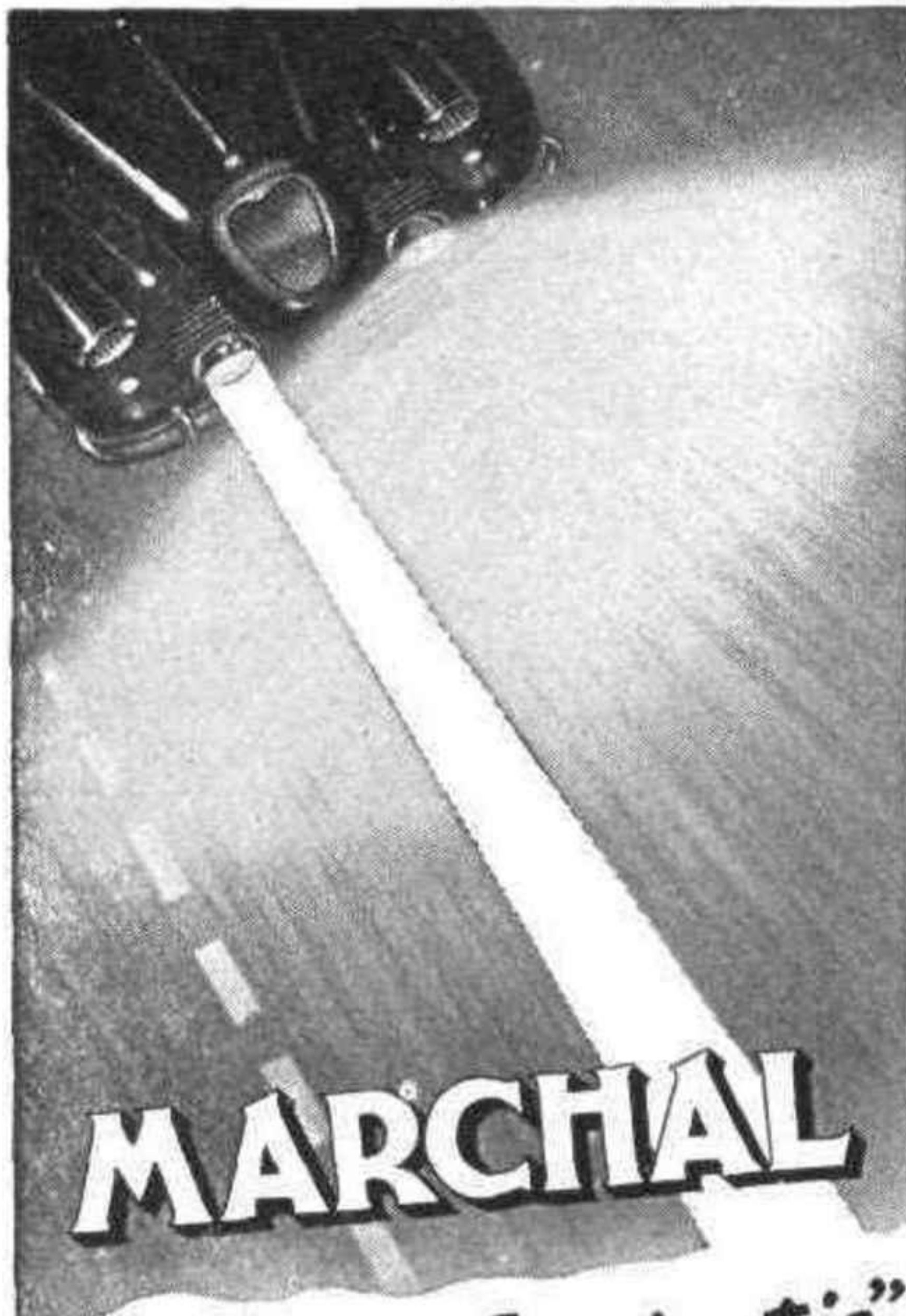
ENTHUSIAST required as Sales Manager for small sports and vintage types department in well-established firm, outer London. Trade experience desirable but not essential if sound knowledge of this field and selling ability. Adequate financial and technical backing. Good prospects. Send fullest details. Box No. A186, MOTOR SPORT, 15, City Road, London, E.C.1. [3186]

TECHNICIANS with workable ideas for speciality tuning or servicing of special types on small scale in Central London. Capable sole control for firm desiring better utilisation of floor space. All necessary resources available for right plan. Submit full details. Box No. A187, MOTOR SPORT, 15, City Road, London, E.C.1. [3187]

SITUATIONS WANTED

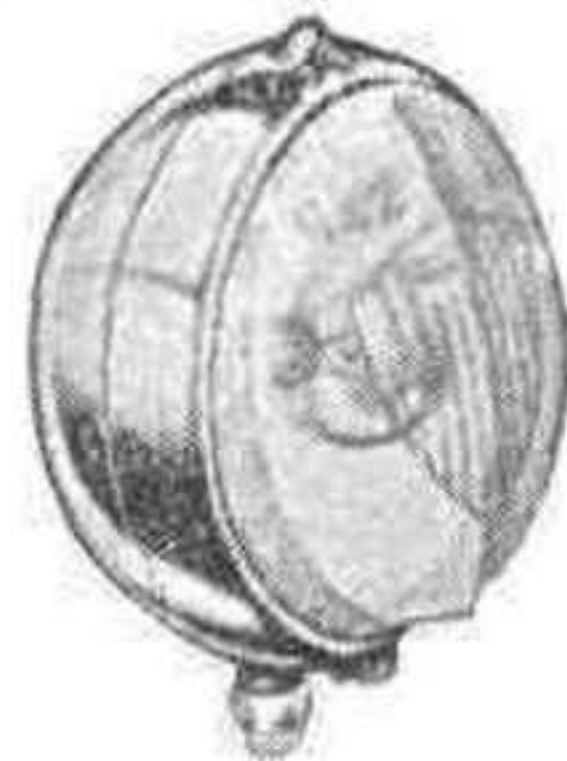
YOUNG MAN, 21, requires situation with racing concern with view to driving. Experience 4 years. National Service completed. Ex-Public School. Box No. A314, MOTOR SPORT, 15, City Road, London, E.C.1. [3314]

YOUNG MAN, 26, single, urgently seeks post as clerk in some branch of motor sport. Has good references and also willingness to work really hard in job with prospects. Box No. A341, MOTOR SPORT, 15, City Road, London, E.C.1. [3341]



"The Light Fantastic"

GENUINE MARCHAL LAMPS — MADE IN FRANCE.



DRIVING LAMP

Extremely powerful pencil beam giving long range illumination. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket, switch and cable. 642/300. Price 79/6d.

FOG LAMP

Widespread 180° amber beam illuminates both sides of the road. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket switch and cable. 640/300. Price 79/6d.



OPTIQUES

Easily fitted lighting units to give your own lamps increased efficiency. Double-dipping. Model 5014 for post-war British cars 48/-. Model 5016 for post-war U.S.A. cars 46/-. Other models available.

"RECTILUX"

Rectangular fog lamp in full chromium. Designed to blend with modern styling. 180° beam, free from upward rays of light. 6 and 12 volts. Complete with bracket, switch and cable. 650/300. Price 89/6d.



"GIROFAR"

Swivelling spot-light, easily affixed to inside of windscreen by suction. Small, light and efficient—ideal for rally enthusiasts. 6 and 12 volts. Complete with cable and plug-in socket. Model 90. Price 5/-

REVERSING LAMP

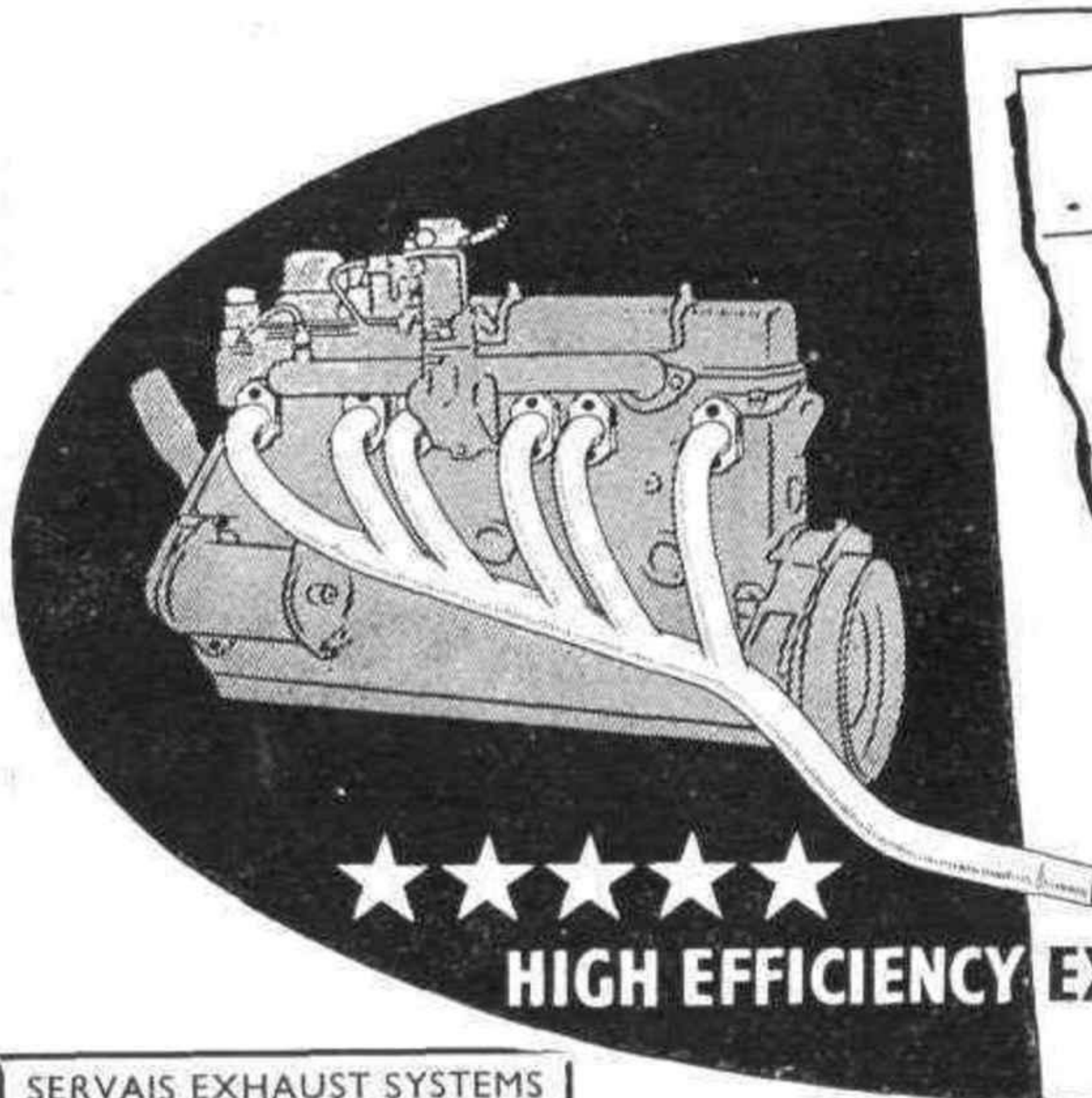
Extremely wide beam for easy reversing at night. Full chromium finish. 6 and 12 volts. Complete with cable and tell-tale illuminated control switch. 520/322. Price 44/6d.



Your garage can supply and fit.
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Add another STAR to your Ford's PERFORMANCE



HIGH EFFICIENCY EXHAUST SYSTEM

★ SERVAIS

to your CONSUL or ZEPHYR

SERVAIS EXHAUST SYSTEMS with SERVAIS STRAIGHT THROUGH SILENCERS will be exhibited at the **MOTOR SHOW** on Stand No. 304 Avenue CD

The test results shown above were obtained with a "Zephyr" Saloon, standard in every respect except for the exhaust system.

The Motor

Contd.

low cost are obtained by the use of this exhaust system alone, which is sold by Servais Silencers, Ltd., Ashford Road, Cricklewood, London, N.W.2. Manifolds are available for both Zephyr

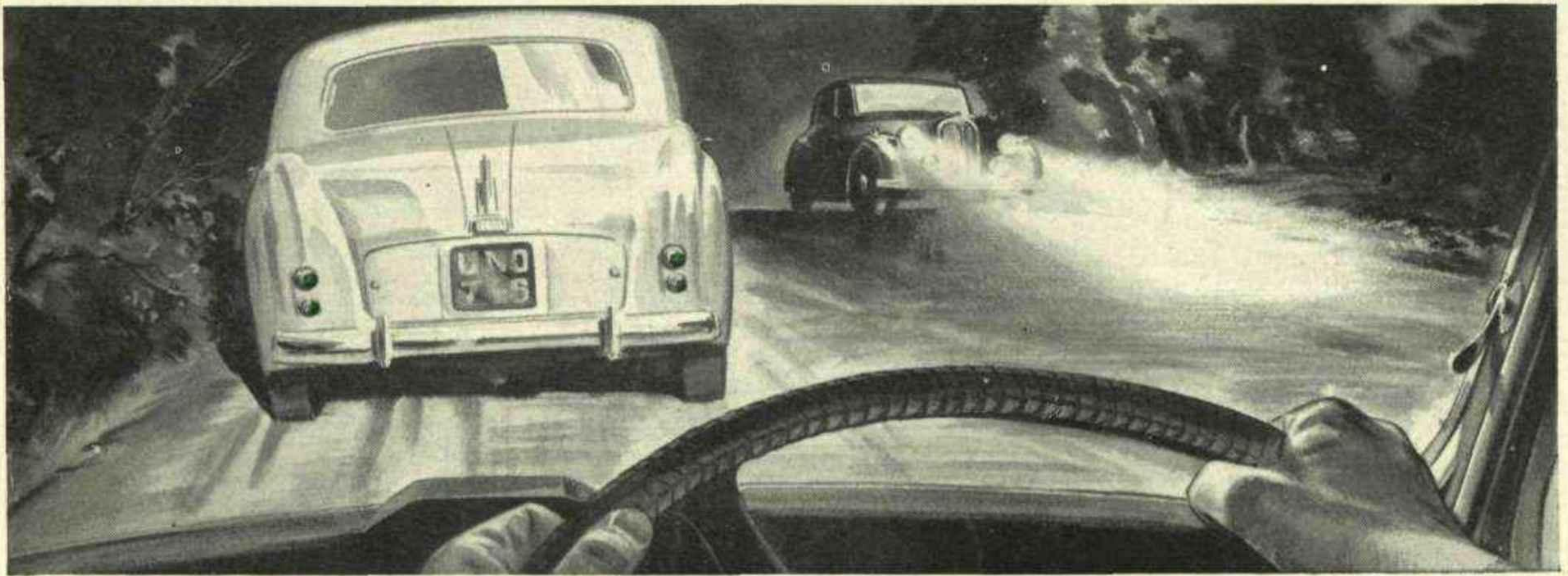
Consul

Acceleration in gears	2nd sec.	Top Gear sec.
10-30 m.p.h.	4.1	7.1
20-40 m.p.h.	5.0	7.7
30-50 m.p.h.	—	8.4
40-60 m.p.h.	—	10.1

Extract from *The Motor* June 9th 1954

Fit the

SERVAIS SILENCERS LIMITED, Ashford Road, London, N.W.2 Tel.: GLAdstone 6789



MAXIMUM SAFETY

costs little more!

488 STOP TAIL LAMP



This is a very neat and compact circular model of flush fitting type designed for mounting in pairs on the body or wings of the vehicle. It consists of a strongly moulded rubber body, which gives complete waterproof protection. The double filament bulb gives ample rear light warning and powerful STOP warning light.

For 6 or 12 volt.

Price 17/- each.

471 STOP TAIL LAMP



A flush fitting Stop Tail Lamp of distinctive design with large ruby glass of attractive pattern giving a wide diffusion of light. Powerful STOP warning light is provided by the double filament bulb. This model has a chromium plated rim and surrounding rubber grommet which makes a neat watertight fixture. Designed to be fitted in pairs one on each rear mudwing.

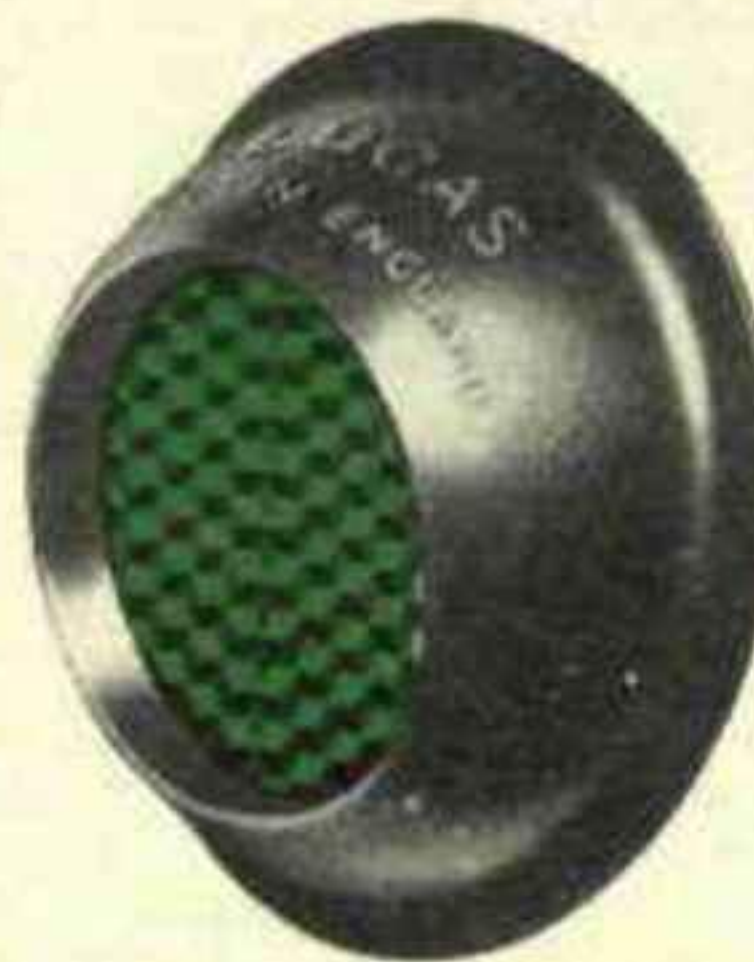
For 6 or 12 volt. Price 19/6 each.

RER5 REFLEX REFLECTOR



Moulded in tough red Diakon impervious to petrol, paraffin and climatic changes. Tests have proved the high efficiency of Lucas Reflex Reflectors, showing that they are visible at 1,000 feet or more in a headlamp beam and they show up as brightly as an ordinary tail lamp. The 1½" diameter reflex is mounted in a black rubber pad with chromium plated bezel. Suitable for mounting in pairs on the body or wings. Single screw fixing. Price 7/- per pair.

RER2 REFLEX REFLECTOR



Similar to RER5 but more suitable for fitting to the sloping body or curved rear mudwings of the vehicle. Reflectors are set in a rubber body with single screw fixing.

It is important that for maximum efficiency Reflectors should always be mounted with the flat surface of the Reflector inclined not more than 5° to the vertical position.

Price 4/6 per pair.

LUCAS
REAR LAMPS & REFLECTORS
-the BEST Reflectors made

Under the provisions of the Road Transport Lighting (Rear Lights) Bill, it will become obligatory on October 1st, 1954, for all four and three wheeled vehicles to be fitted with two reflectors. By October 1st, 1956 two rear lights must also be fitted.

Lucas approved rear lamps and reflex reflectors are available from Garages and Service Stations everywhere.

MOTOR SHOW, See STAND No. 253

J O S E P H L U C A S L T D · B I R M I N G H A M · 1 9

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