

Vol. XXXI No. 11

ONE SHILLING AND SIXPENCE

November, 1955

BROWN

MOTOR SPORT

LARGEST CERTIFIED NET SALES

32nd YEAR OF PUBLICATION



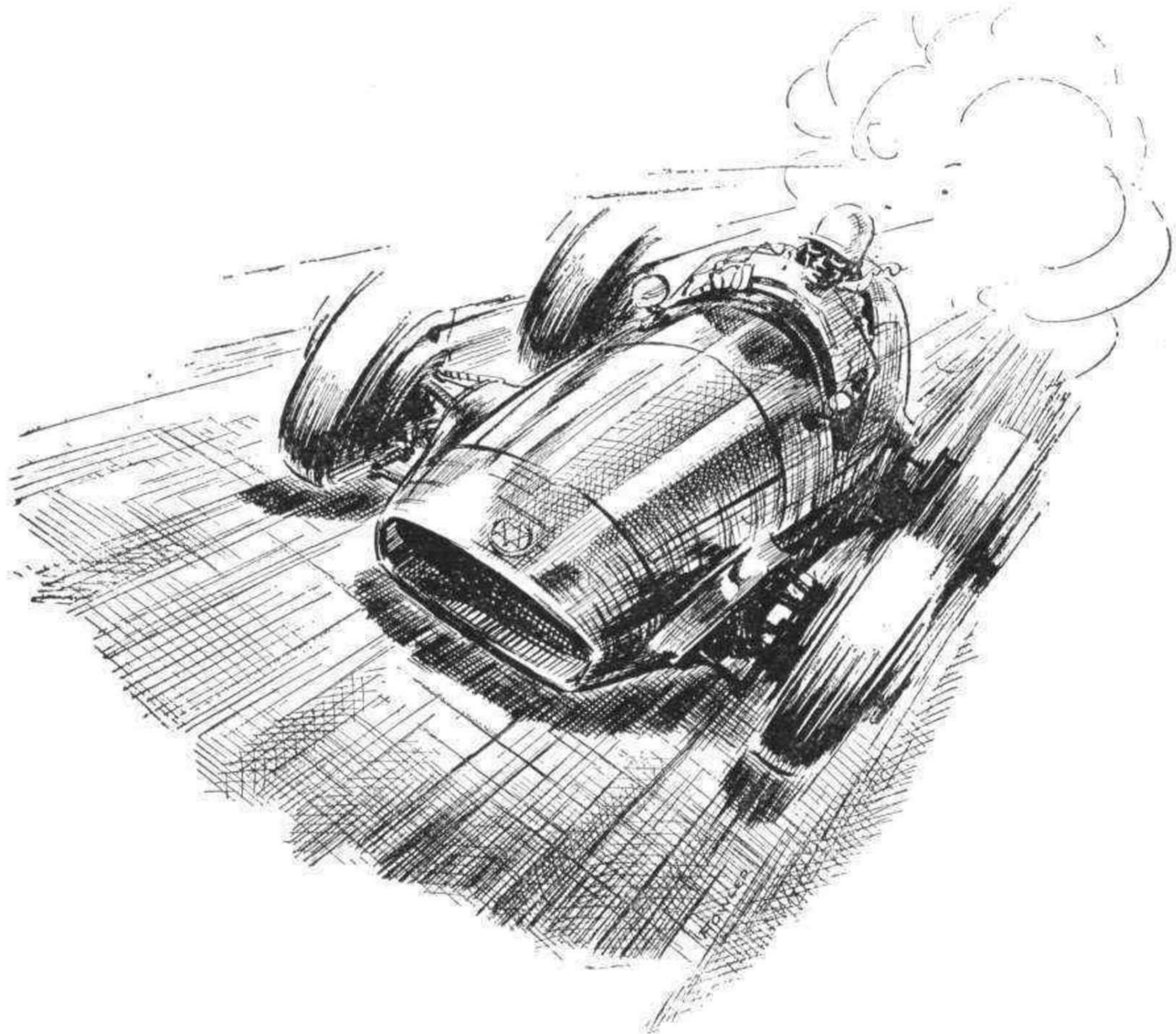
AND SIXPENCE

November, 1955

R SPORT

32nd YEAR OF PUBLICATION





HOW FAST IS FAST....?

THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER —IF LESS SPECTACULAR—FIELDS.

A MOST IMPORTANT CONTRIBUTION TO
THE PLAN THAT IS KEEPING

GIRLING

THE BEST BRAKES IN THE WORLD

WAY OUT AHEAD

GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11

For a sure start when you're stuck
FIT

TOLEDO WOODHEAD
SNOW-SHOES

EMERGENCY ROAD GRIPS

No need to worry about being stuck on the road this winter. These easy-to-fit road grips just clip to your rear tyres whenever snow or mud make it difficult to get a grip. Drive your car onto them and when you reach a hard road just flip them off with the special tool provided. Snow-Shoes are strong, light, and take up very little room when not in use. They will not damage your tyres. You can never be sure of the weather—but you can be sure that your Snow-Shoes will get you home safely. Ask your local garage to get you a pair now.



TO PUT ON . . .
JUST DRIVE ON .

For SNOW·ICE·MUD On or off in an instant!

TOLEDO WOODHEAD (Sheffield) LTD · CLIFTON WORKS · SHEFFIELD 3

TSF46



The Story of Mercedes-Benz
THREE POINTED STAR

This story of the rise to fame of Mercedes-Benz begins in the middle years of the last century when Karl Benz struggled to adapt his stationary two-stroke engine to road vehicles. In 1900 the Cannstatt Daimler Company produced the brilliantly successful sports model which they called "Mercedes." After the 1926 merger, the products of the Daimler-Benz Company raced across the roads and tracks of Europe and America under the name of Mercedes. This is the story of their development from the great 120-h.p. bolides of the early 1900s, through the Mercedes-Bentley duels of the 'twenties, to the fabulous Grand Prix Mercedes of 1937 and its all-conquering successors, and so to the brilliant return to Grand Prix racing in 1954.

356 pp., Demy 8vo., 36 pp. of illus. 25/- net (by post 25/9)

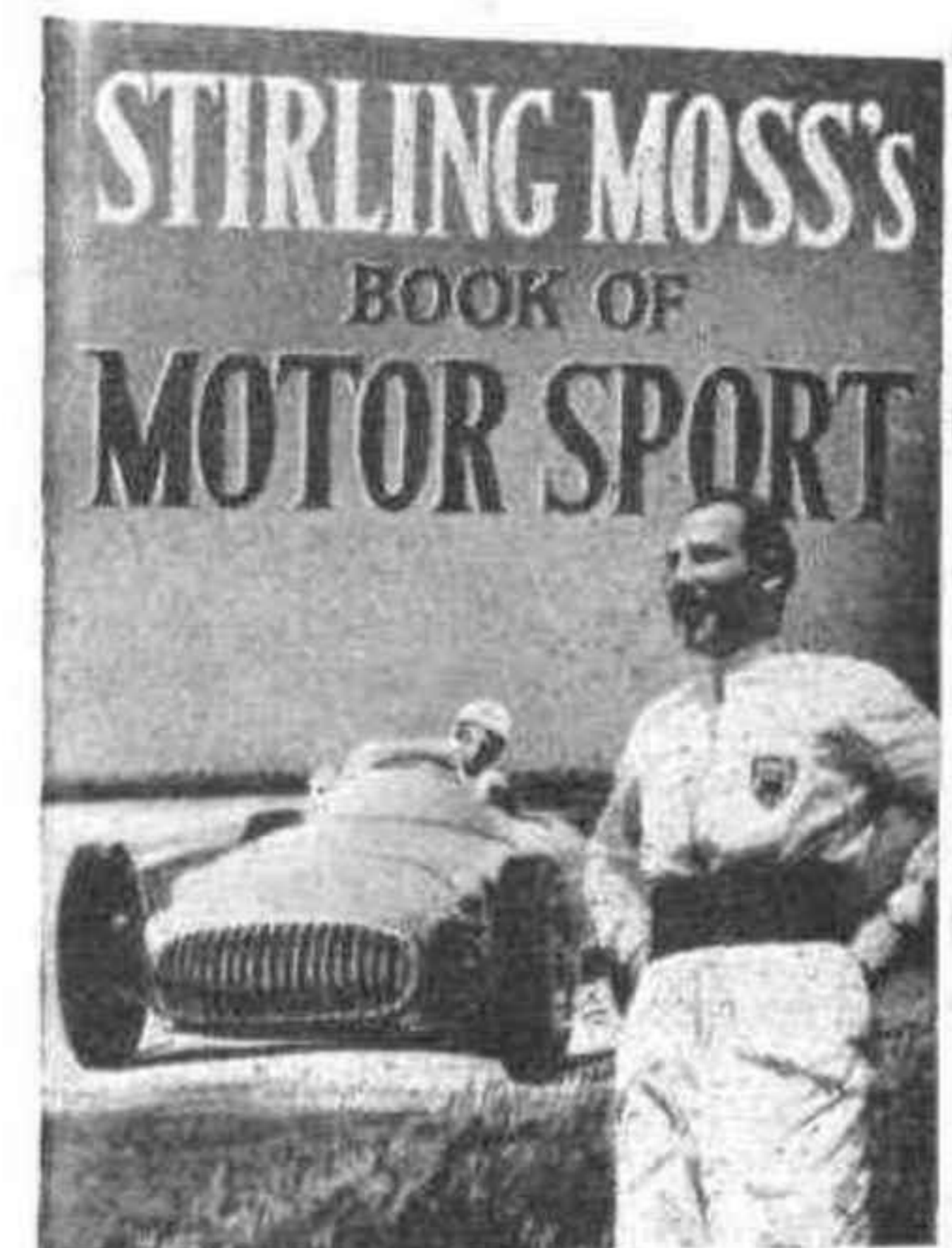
A book for all young racing enthusiasts

STIRLING MOSS'S BOOK OF MOTOR SPORT

Britain's top racing driver has produced a book packed full of factual information; how to become a racing driver; the problems of racing on closed and open circuits; the different types of racing car and the races in which they can be entered; the tactics of team racing; world-famous drivers and cars of today; stories of the great race circuits; terrific races of the past and a look into the future. 128 pp., Crown 4to, 80 photographs in text. 10/6 net (by post 11/-)

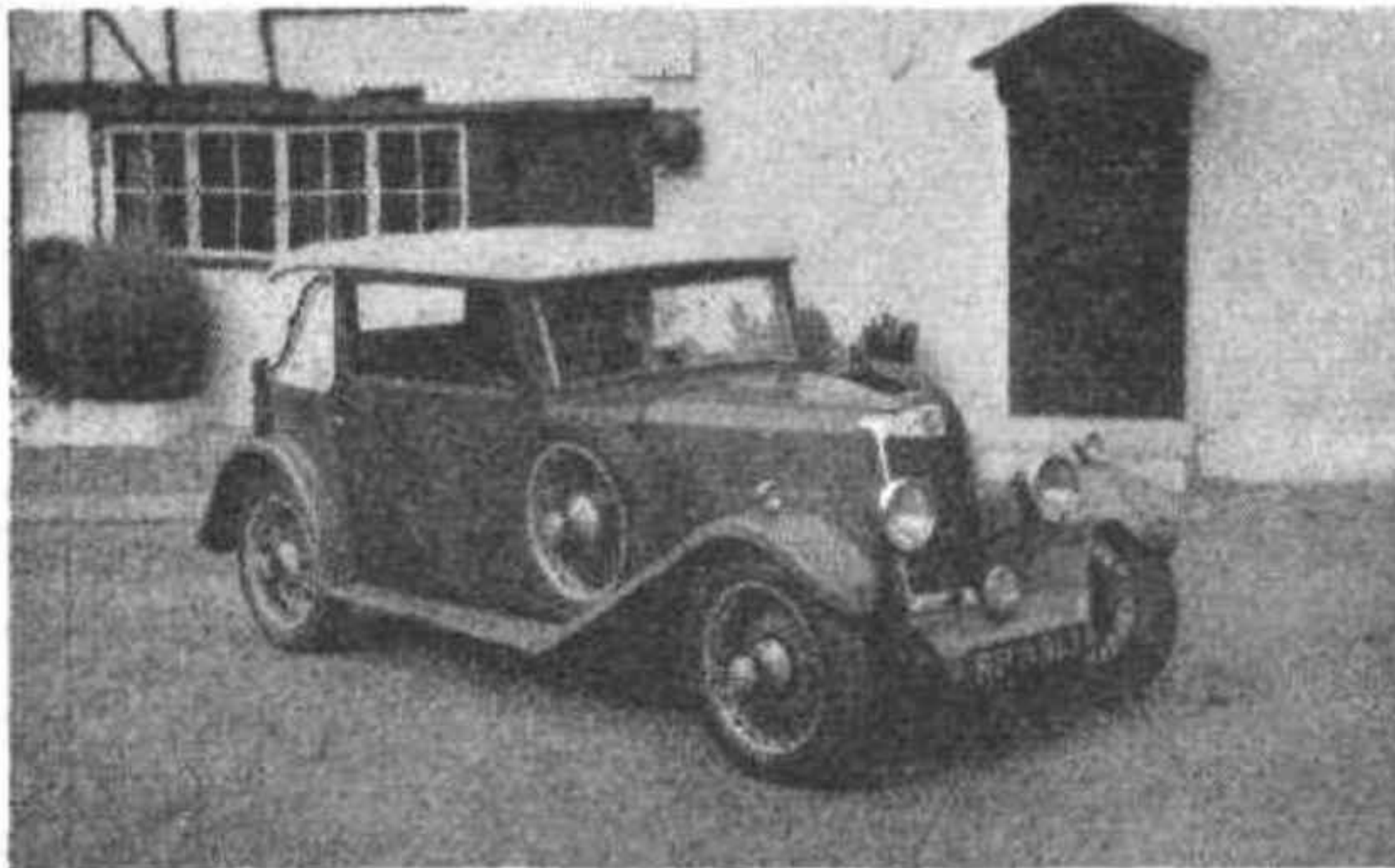
AVAILABLE FROM STONEHAM'S MOTOR BOOK DEPARTMENT
79, CHEAPSIDE, E.C.2

Published by Cassell and Co. Ltd.

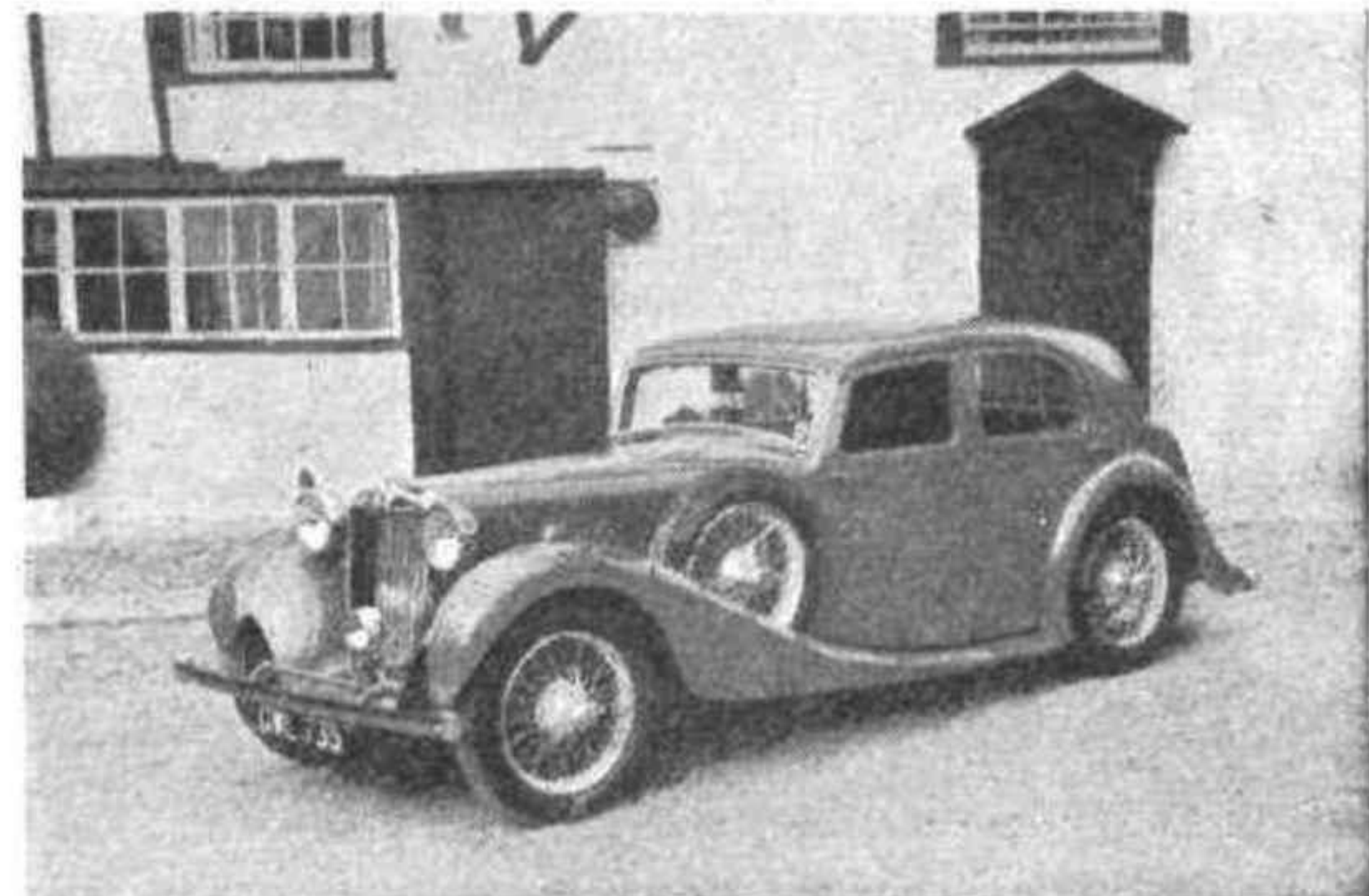


Chiltern Cars

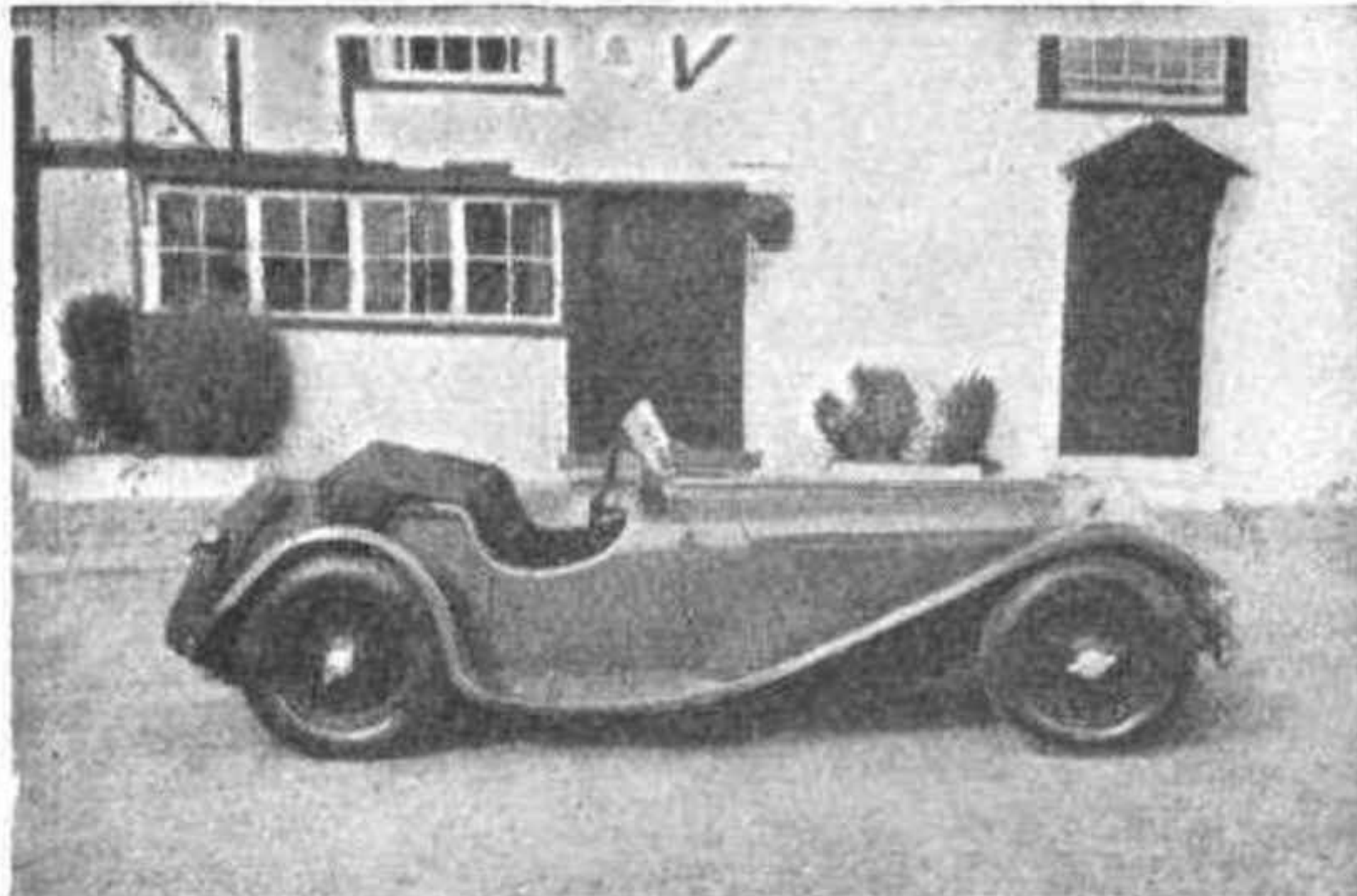
11a, Water Lane, LEIGHTON BUZZARD
Bedfordshire - - Tel.: Leighton Buzzard 2060



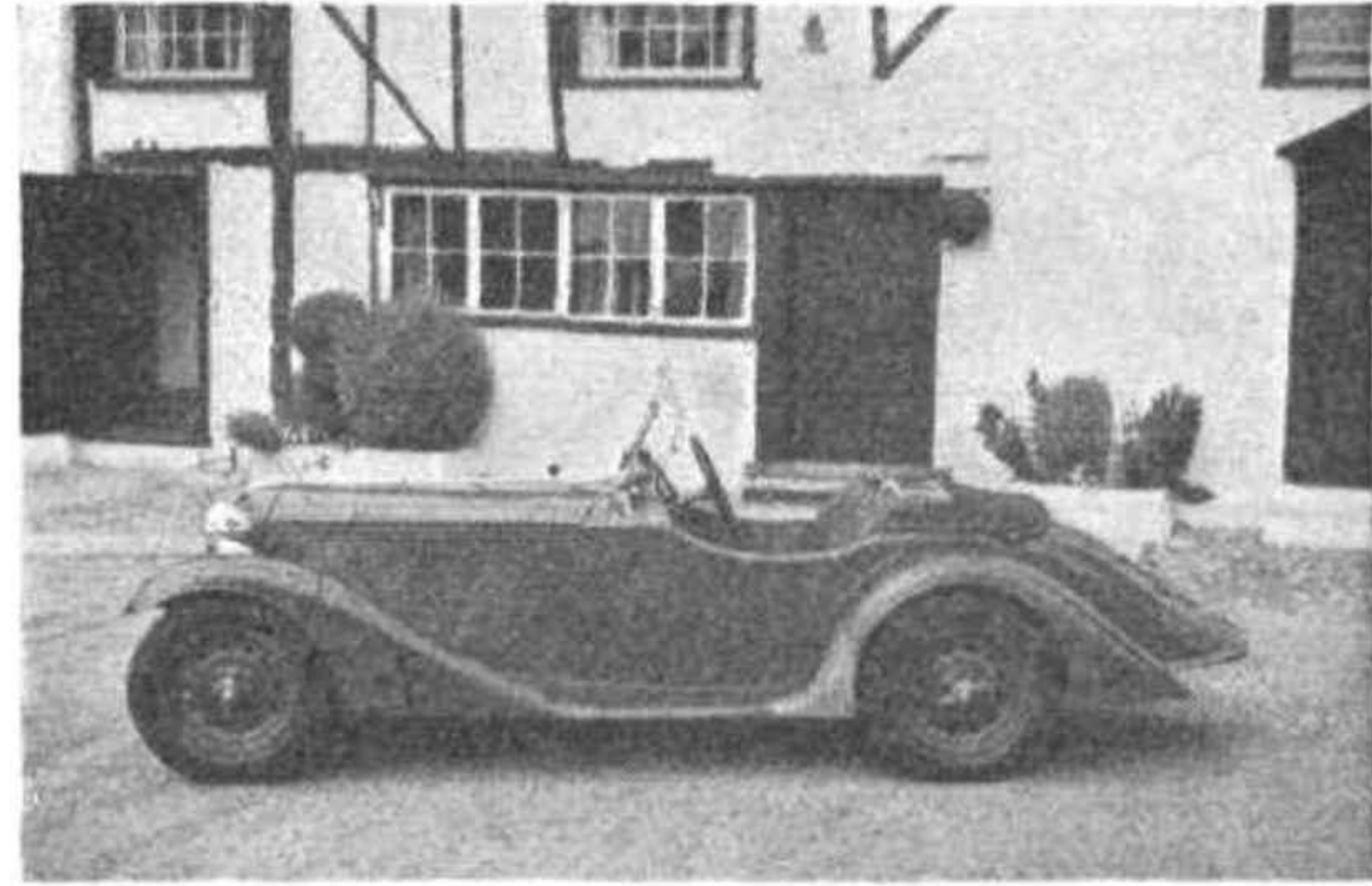
1930 LEA-FRANCIS 12/40 SPORTS SALOON. With a maximum of well over 60 m.p.h. and a petrol consumption of 30 m.p.g., this really fine example must appeal to the Vintage enthusiast requiring an economical closed car. Small mileage from new in the hands of three careful owners £125



1938/9 M.G. VA 1 1/2-LITRE SPORTS SALOON. This must be one of the finest pre-war M.G. saloons available. The condition, both inside and out, is quite exceptional, and with recent bills for over £100, the mechanical condition is beyond reproach. The coachwork is finished in an attractive shade of mid-blue, with red leather upholstery £315



1939 3 1/2-LITRE S.S. JAGUAR 100 2-SEATER. All too few of these fine sports cars are seen today. In their time they reigned supreme, and even now compare favourably with their modern counterparts. This example is in excellent all-round order, and is one of the fastest we have handled £325



TYPE 55/328 FRAZER-NASH-B.M.W. 2-SEATER. This is the very popular Type 55 sports model, but fitted with the famous 328 engine, and 3.9: 1 final drive ratio, giving high-speed cruising with economy. It is finished in green, with grey leather upholstery, and is in well-above-average condition throughout £295

ALSO IN STOCK :-

- ALVIS—12-h.p. Firefly drophead coupe, £125.
- ALVIS—1937 Speed Twenty-five Vanden Plas tourer, £275.
- ASTON MARTIN—1 1/2-litre Le Mans sports saloon, £145.
- ASTON MARTIN—1 1/2-litre Le Mans 2/4-seater, £295.
- INVICTA—4 1/2-litre low-chassis 2/4-seater, £265.
- JAGUAR—1937 2 1/2-litre S.S.100 2-seater, £295.
- KEYSTONE—Special 2-seater, fitted with 326 B.M.W. engine, £225
- TRIUMPH—1938 14/60 Dolomite sports saloon, £175.

Easy Terms. Exchanges Welcomed.

SPARES DEPARTMENT

We still have a quantity of Alfa-Romeo, Aston Martin, M.G. and Riley spares available at very competitive prices.



THE NEW BORGWARD ISABELLA 1,500. The only 1 1/2-litre car which will comfortably seat six adults, cruise at 75 m.p.h. and return 35 m.p.g. Demonstrator available. Very early delivery. £806 (plus P.T.) **WE WILL BE PLEASED TO MEET BOTH OLD AND NEW CUSTOMERS ON THE BORGWARD STAND AT EARLS COURT THIS MONTH.**

We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph would be of assistance, and our buyers can arrange to call throughout the British Isles.



'Silverstone 12'
- THE COAT FOR THE MOTORIST

This new version of Thrusself's famous "Silverstone" motoring coat is proving immensely popular with motoring enthusiasts. Less expensive than the original, it offers the same remarkable protection from wet and cold, has the three-quarter length for comfort behind the wheel and the tailoring that lifts it out of the class of a "duffle."

Because there are no sizing difficulties, SILVERSTONE 12 can be bought through the post. Send us your height and chest measurement (and 12 guineas) and we will send you a coat on approval, with a guarantee to return the guineas if you are not fully satisfied.

Please make your cheque out to :—
Albert Thrusself Ltd., and post to :—
 Dept. 70B
 9, Bennetts Hill,
 Birmingham 2.

Thrusselfs

The Man's Shop of the Midlands for men who appreciate good clothes

L.G.B.

CHARLES FOLLETT LTD.

OFFICIALLY APPOINTED RETAILERS FOR

**ROLLS-ROYCE
 BENTLEY**

OFFICIAL AGENTS FOR

**ARMSTRONG
 SIDDELEY
 DAIMLER
 FORD
 JAGUAR
 LEA-FRANCIS
 RENAULT**

- 1954 BENTLEY automatic gearbox saloon, finished two shades of blue, one owner; genuine 11,000 miles only. £4,150
- 1952 BENTLEY Mk. VI Park Ward power-operated drophead coupe; finished two shades green, one owner, 33,000 miles. £3,450
- 1954 ARMSTRONG Sapphire, automatic gearbox, black, speedo, reading 6,000 miles. Exhibition condition. £1,650
- 1955 JAGUAR Mk. VII 'M,' with automatic gearbox, black, 500 miles only.
- 1955 BRISTOL 405 4-door saloon, black, one owner, 9,000 miles, radio. £945
- 1954 SUNBEAM-TALBOT convertible; metallic grey, red leather, heater, one owner. £945
- 1955 JAGUAR XK140 2-seater, cream, fitted suitcases; genuine 400. As new. Offered at £100 under list price.
- 1954 model FORD Zephyr, green, beige leather, heater, low mileage. £645
- 1952 ALVIS 3-litre Special sports tourer; metallic grey, 17,000 miles (cost new £1,960), offered at £825
- 1955 Canadian FORD station wagon, r.h.d., fitted radio and heater. This magnificent and practical vehicle has covered a genuine 750 miles only.
- 1954 ARMSTRONG-SIDDELEY Sapphire, pre-selectric gearbox, midnight blue, one owner, radio, speedo, reading 15,000. £1,165

Part exchange and deferred terms. All the above are guaranteed and fully serviced.

Showrooms :

**18, Berkeley Street, W.1
 Mayfair 6266**

Service :

Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936

CHARLES FOLLETT LTD.



WARNING



During the past twelve months we have initiated a number of successful Legal Actions against Companies for the infringement of our Registered Trade Mark "Jubilee," and against vendors supplying other types of Worm Drive Hose Clip against orders clearly specifying "Jubilee" Clips.

WE HEREBY GIVE WARNING

THAT WE INTEND TO TAKE IMMEDIATE LEGAL ACTION AGAINST ANY INFRINGEMENTS WHICH COME TO OUR NOTICE IN THE FUTURE.

"Jubilee" has been our Registered Trade Mark for over thirty years and we are determined to maintain its integrity at all costs.

There is no such thing as a "Jubilee-type" hose clip—make sure you sell, and buy, the genuine "Jubilee" Worm Drive Hose Clip.

L.ROBINSON & CO.(GILLINGHAM) LTD.

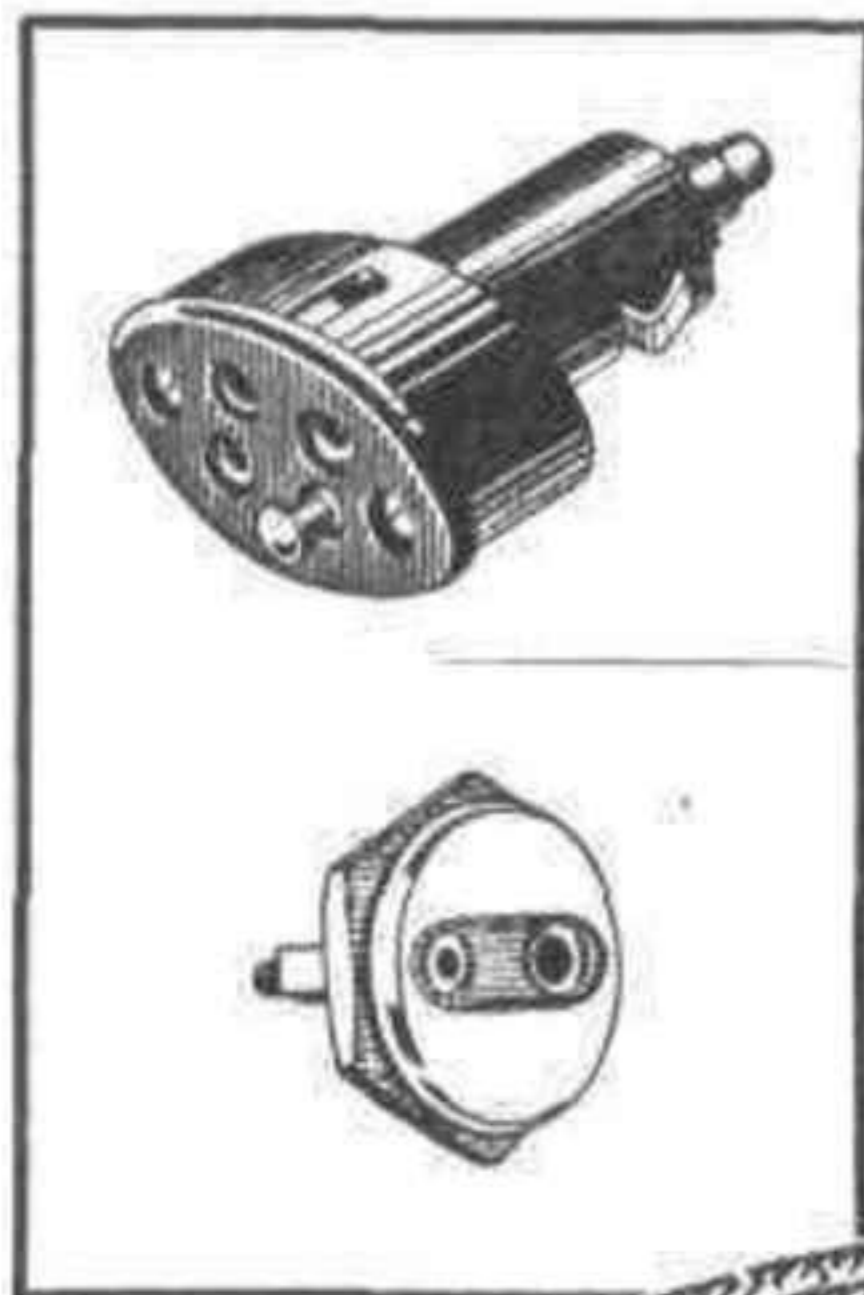
London Chambers, Gillingham, Kent

Telephone : 5282

Simply plug it into the Dashboard...

A 'PHILISHAVE' BATTERY MODEL FOR SHAVING WHEREVER YOU ARE!

It's the very thing for motorists, this battery model 'Philishave'! Complete in itself, it gives you quick, clean, close shaving even when you're right out in the wilds. Or you can forget about batteries altogether and, with one of two adaptors, use it plugged into the dashboard or cigarette lighter socket. So, wherever you drive, you can always enjoy the shaving perfection only 'Philishave' Rotary Action can give!

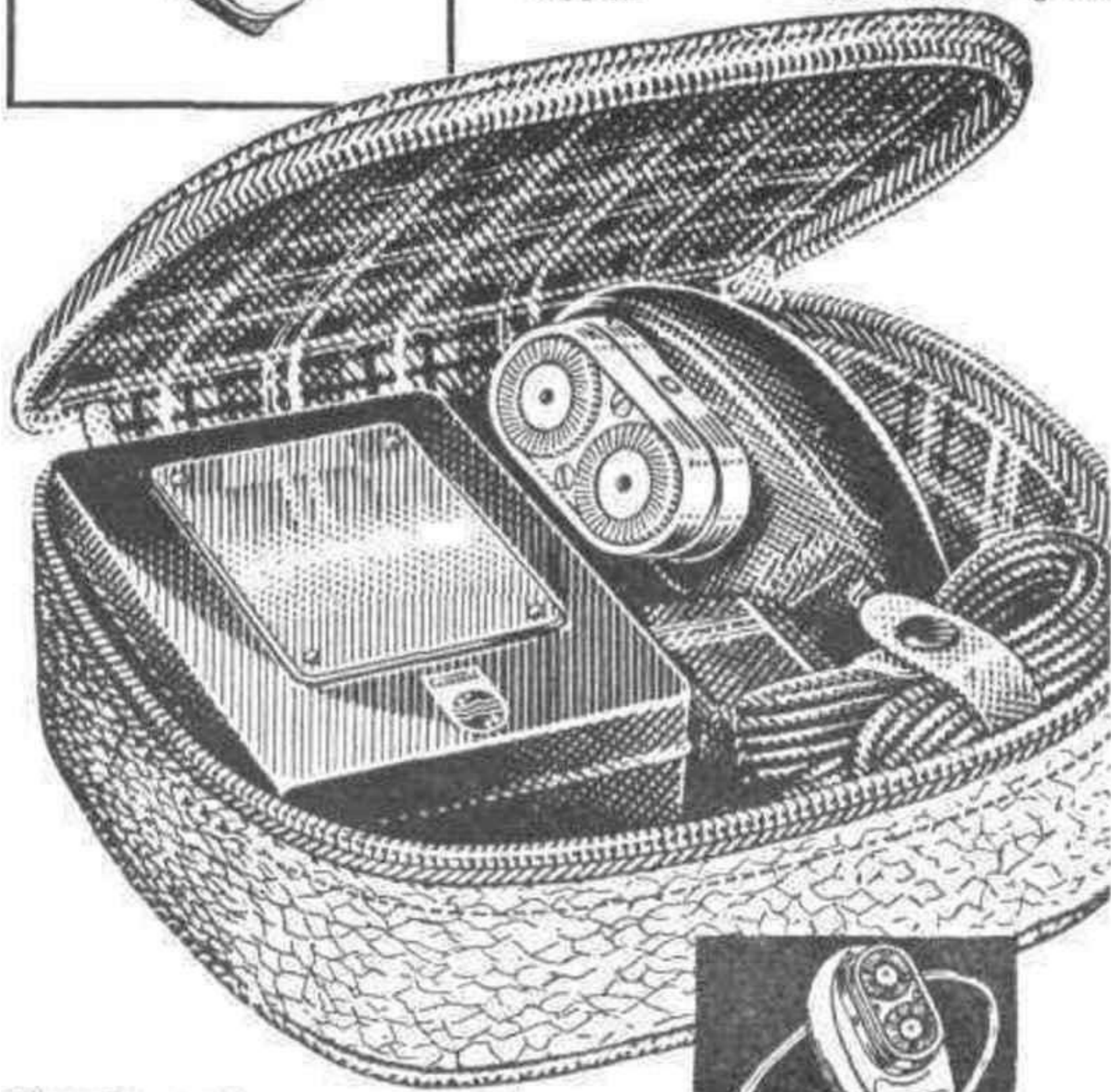


Cigarette Lighter Adaptor Type SC 2812

This adaptor, when plugged into some cigarette lighter sockets enables you to use your shaver from a 6 volt or 12 volt supply. All you need do is adjust a small switch according to voltage required. List Price—10/2d.

Dashboard Socket Type SC 2809

You can fix this socket to your car dashboard, but this will only enable you to use your shaver on a 6 volt supply. List Price—3/6d.



If you're not in your car the shaver simply plugs into its battery case. The three 1½ volt flashlamp batteries inside give easy shaving for about six weeks.



PHILIPS

Battery PHILISHAVE

Made in Holland

the dry shaver with Rotary Action

Supplied complete with fine leather case for **£9.18.0** (tax paid) Excluding batteries.



Philips Electrical Ltd., Century House, Shaftesbury Avenue, London, W.G.2.

'PS607'

"Do It Yourself" and save Yourself ££s HOODS FROM £6

For most makes including M.G., MORRIS, AUSTIN, B.S.A., SINGER, STANDARD, TALBOT, LAND ROVER, etc. Also sidescreeens, tonneau covers, spare wheel covers, etc. SENT BY POST OR FITTED SAME DAY

CARPETS—Ready to Fit

Heavy quality pile carpeting for all popular makes. Various colours. Rubber backed and fitted with driver's heel mat.

e.g. Morris 8, complete set 5 gns.

Seat Covers

A wide range of materials including Tartans, from 4-str., 8 h.p. 75/- 4-str., 10 h.p. 85/- Over 10 h.p. 115/-

Trimming Materials

Hooding, dble./tex. 72" wide .. yd. 18/- red and green, yd. 21/- from, yd. 6/6
L/cloth, all colours, 52" .. yd. 11/6
Topping, heavy quality, 52" .. yd. 6/6
Head lining, Knap finish, 52" .. sq. ft. 2/6
Flex. or rigid trans. plastic .. from 10/6
Dunlopillo Cushions .. 14/6
Hood Rear Windows in flexible plastic, Ready to fit replacements .. 14/6
All pipings, Foam Rubber Cushions, etc. Send for List and Patterns. State colour.

Fabric Roofs Re-covered e.g., Ford 8 and 10, £4 10/-. Sliding roofs repaired. Seats and door panels repaired and renewed. Same day fitting for Headlinings or supplied ready to fit for Ford and Morris, 8/10 h.p., £4 10/-.

Write for free booklet and price list, it will save you ££s!

The London Trimming Co.

Sales Dept.: Open Saturdays till 5.30 p.m. 436, KING'S ROAD, CHELSEA, S.W.10
Repair Works: 40, Queen's Gate Mews, S.W.7
Phone: (All Depts.) FLAXman 3192



Don't muff it! fit a MORY RADBLIND

... instantly adjustable from your driving seat

The MORY RADBLIND makes all external radiator protection as obsolete as cardboard and string. Completely concealed except for its neat dashboard control, it enables you to adjust air-cooling from nil to 100% by a touch of your finger. Here is an accessory that combines practical common sense with labour-saving luxury. It gives you...

- * Reduced engine wear
- * Quicker warming-up in winter
- * Economy in petrol
- * Increased power

There is an easily fitted MORY RADBLIND for every make and model of motor car or commercial vehicle, at prices from 50/-. Why not order one through your garage today? Or write to us for further particulars (stating make and model) and copy of independent technical report.



MORY & COMPANY LTD
88 Leadenhall Street, London, E.C.3
Telephone: AVenue 3434 (20 lines)

Worn engine burning oil...

Cracked cylinder block...

Low compression...

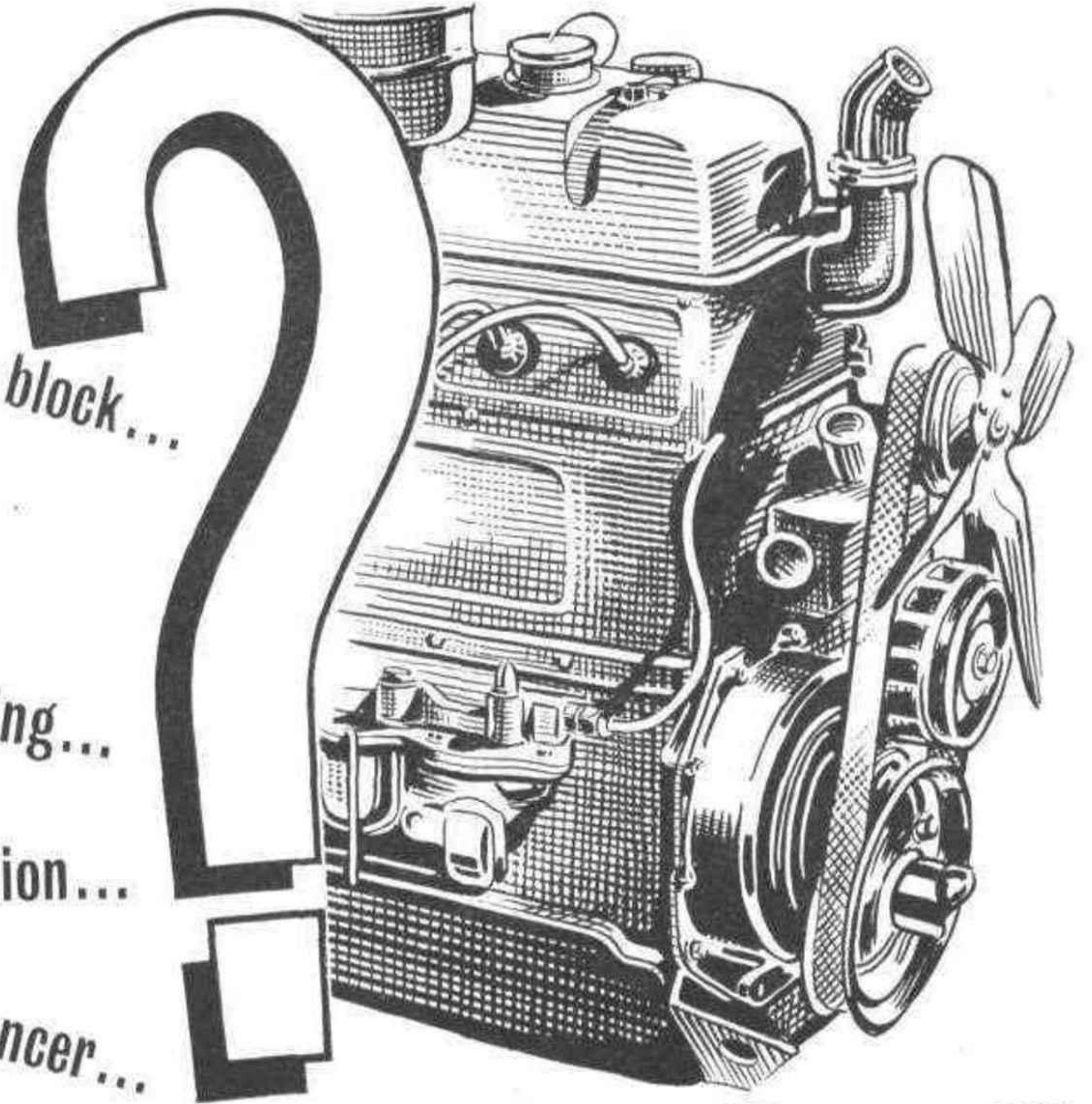
Running in new engine...

Valve grinding...

Gasket fixing...

General lubrication...

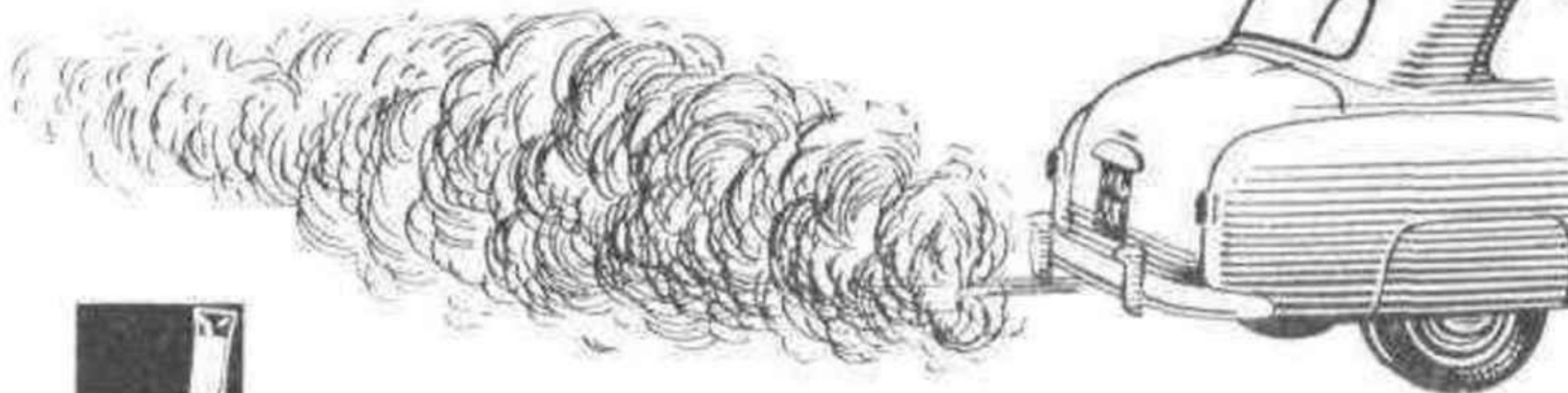
Leaky silencer...



Holt's

chemical products *Simplify* maintenance

WORN CYLINDER COMPENSATOR



Installed through spark plug holes to piston tops, Piston Seal forms a pliable self-lubricating seal that restores performance, cuts oil consumption, improves compression, quietens engine. Effective up to 10,000 miles. Safe and approved by entire Motoring Press.

Up to 12 h.p. 15/- Over 12 h.p. 25/-
Motor Cycles 8/6

PISTON SEAL

REPAIR CRACKS IN CYLINDER HEAD OR BLOCK

—WITHOUT DISMANTLING

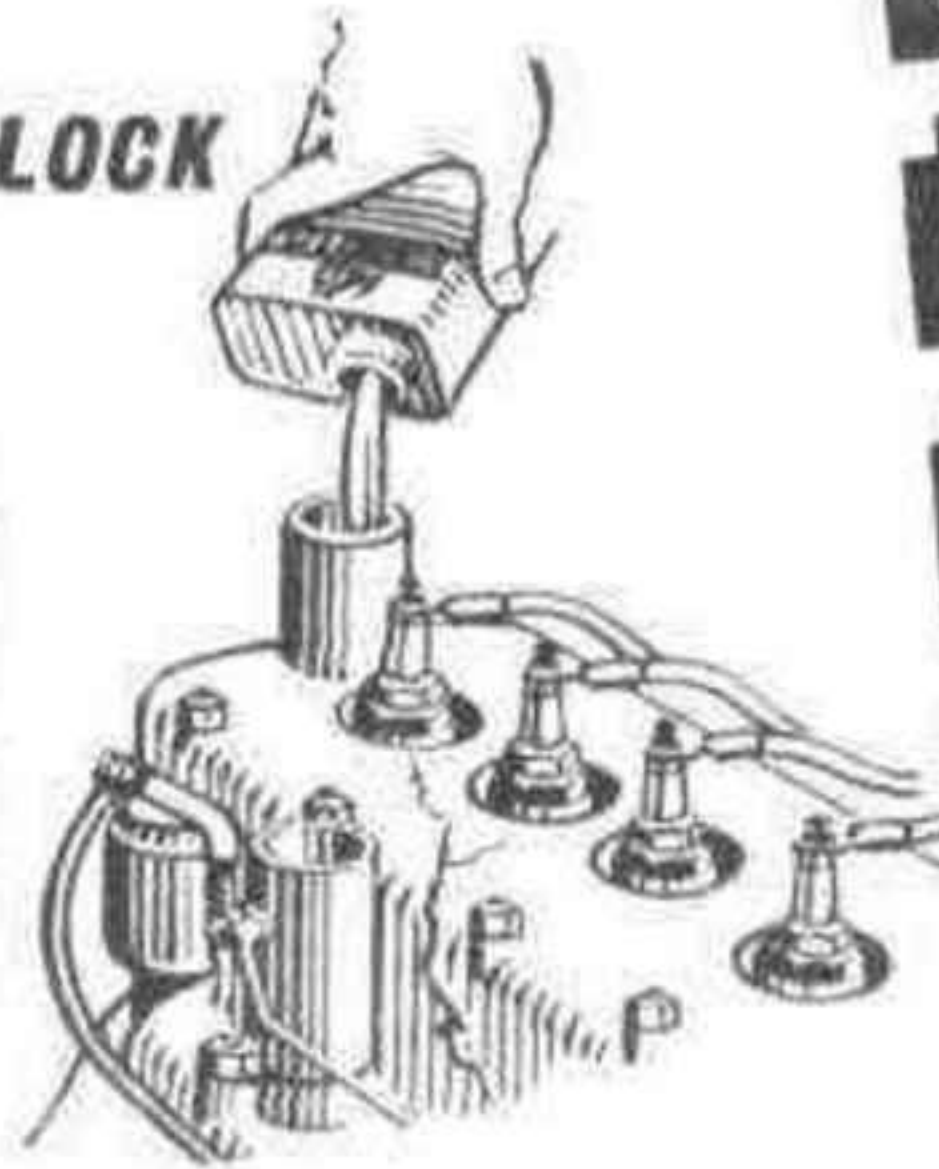
Simply poured into cooling system, Wondarweld forms a weld-like seal that is unaffected by heat, vibration or pressure. Permanently repairs all internal and external cracks, cannot clog system and is suitable for cast iron and aluminium. Used by leading transport companies, a 30-minute repair with no dismantling.



1/2 pint 8/6 1 pint 15/-
1 quart 25/-

Use 1 pint to every 3 gallons total cooling water capacity.

WONDARWELD



COMPRESSION PRIMER for 20-minute tune-up

Improve sluggish engines. A quarter tin of Compression Primer poured into carburettor air intake gives easier starting, snappier acceleration, more m.p.g. A 20-minute tonic treatment with immediate results. 2/6 and 3/6 per tin.



GRINDING PASTE for quicker valve grinding

For faster cutting, less valve lifting. Retentive oil base gives added adherence to valve seating. Both coarse and fine pastes in one double-ended tin. 2/- per tin.



RUNNING-IN COMPOUND for the first 1,000 miles

Essential for new or reconditioned engines. Contains Acheson Colloidal Graphite. Ensures perfect lubrication, reduces friction heat, etc. Recommended for regular use. 1/2 pint 3/6, 1 pint 6/6.



GASKET CEMENT for fixing all types of gasket

Hard-setting gives perfect seal for all standard engines. Petrol, oil and anti-freeze proof. Non-Hardening for high compression engines — also replaces paper gaskets. No. 1 — HARD-SETTING 1/8 a tube. No. 2 — NON-HARDENING 2/- a tube.



PENETRATING OIL all purpose lubricating oil

Reinforced with Acheson Colloidal Graphite, frees rusted nuts, bolts, etc., has greater 'creep' and provides lasting lubrication. 2/- per tin.



SILENCER SEAL Simple silencer repair

Sets metal hard, resists heat and vibration. Stops dangerous fume leaks. Seals joints. A finger-and-thumb repair that lasts for years. 2/6 per tin.





NEW CARS — NOW!

- FIAT 600 saloons (choice of colour) List Price
- FIAT 1,100 saloons (choice of colour) List Price
- FIAT 1,100 TV saloons List Price
- FIAT 1,400 saloons List Price
- RENAULT 750 saloons (choice of colour) List Price

Part exchanges welcome.

200 USED CARS ON SHOW

3 months' written guarantee on every car. Terms one-third down—drive away immediately. Drive any car yourself on test, then see the car up on the lift.

- 1946 JAGUAR 1½-litre saloon, radio, mechanically perfect, paintwork unmarked.
 - 1949 ROVER 60 saloon, heater, one owner; typical Rover condition.
 - 1948 ROVER 75 saloon, heater. Would delight Rover enthusiast.
 - 1950 ALVIS Fourteen saloon, fitted heater, seat covers, twin spotlight, etc. One owner.
 - 1949 ALLARD saloon, radio, heater; recellulosed by us.
 - 1949 FIAT 500B saloon, o.h.v. engine, recently overhauled, recellulosed by us.
 - 1937 RILEY Nine Adelphi saloon, attractive car.
 - 1938 B.S.A. Scout 2-seater sports, reconditioned engine, four new tyres.
- Many more late arrivals now available — call BUC 0541 for details.

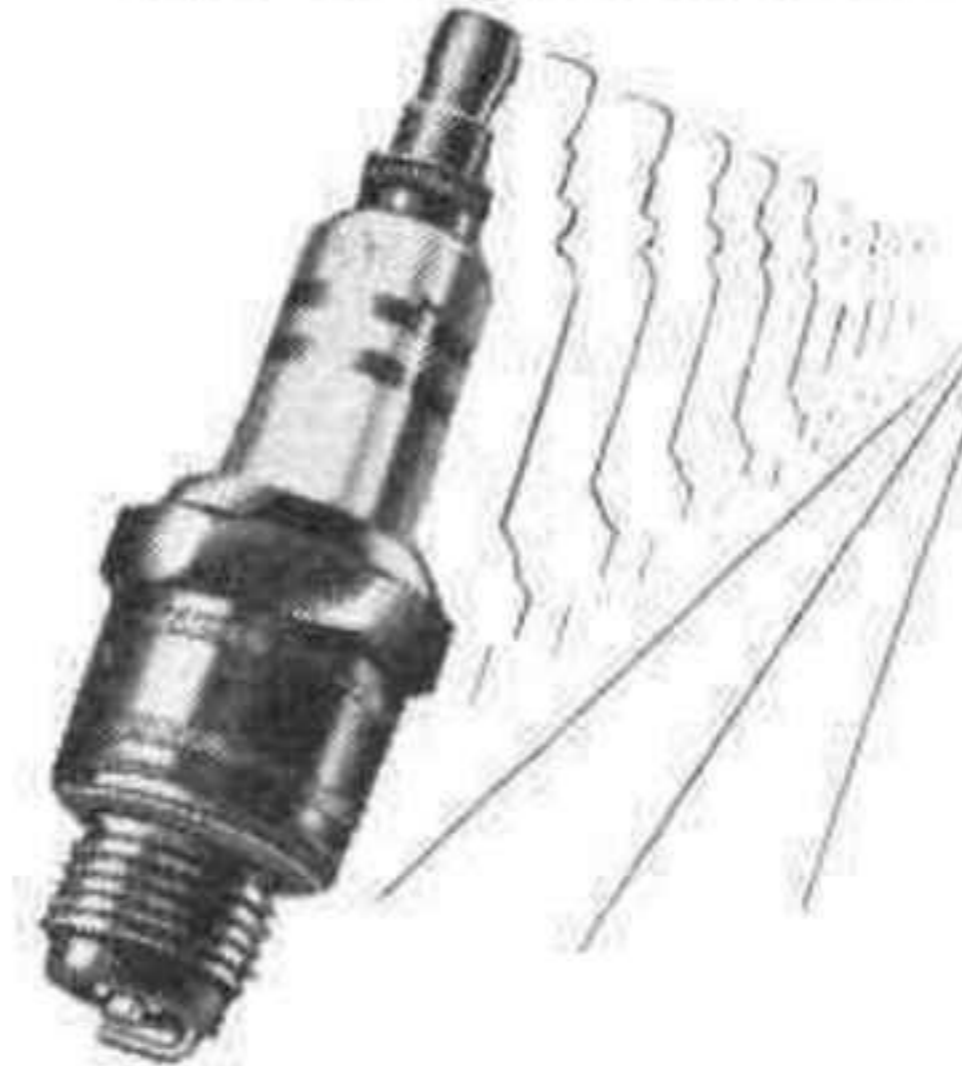
OPEN UNTIL 8 p.m. EVERY DAY
(including Sundays for inspection only)

Bus Nos. 20, 20a, 38a, 145. Green Line 718, 720, 720a. We are on the main All road to Epping.

HILLS GARAGES, 75-97, High Road, Woodford Green

BOSCH

The heat resisting value of Bosch plugs is indicated by the prefix number. There is a Bosch plug to suit every known type of engine.



BLINKERS



REVERSING LAMPS



SUPER-TONE HORNS



DISTANCE BEAM LAMPS

Apply to your local agent or write direct to:—
BOSCH LIMITED
20, CARLISLE ROAD,
THE HYDE,
HENDON, N.W.9.
COLINDALE 2211

London Showrooms:

45, SOUTH AUDLEY STREET, LONDON, W.1 Tel.: GROsvenor 3814/5

Manufacturers:

ROBERT BOSCH GMBH STUTTGART

DRIVERS URGENTLY WANTED!

Give us the skill we need for full pay PLUS £9 BONUS

FOR TWO SHORT WEEKS ONLY

Doing a job you know well and getting well paid for it. That's what the Army Emergency Reserve offers you. This special Reserve is for highly skilled men only. Join and you will find yourself working alongside drivers and motor cyclists fully as experienced as you are. Each summer you do an absorbing 15 days specialist course. And that is all. You are not called upon for any other duties. On the course itself you brush up your own knowledge and you help

to pass your experience on to others. For this you get full regular rates and allowances—all much higher than you imagine. As a bonus you can get up to £9 tax free bounty each year. Your rank, by the way, matches your skill. And the more skilled you are, the quicker the promotion. In the Reserve you can do yourself and your country a lot of good. For the complete story send off the coupon below now. No obligation, of course.

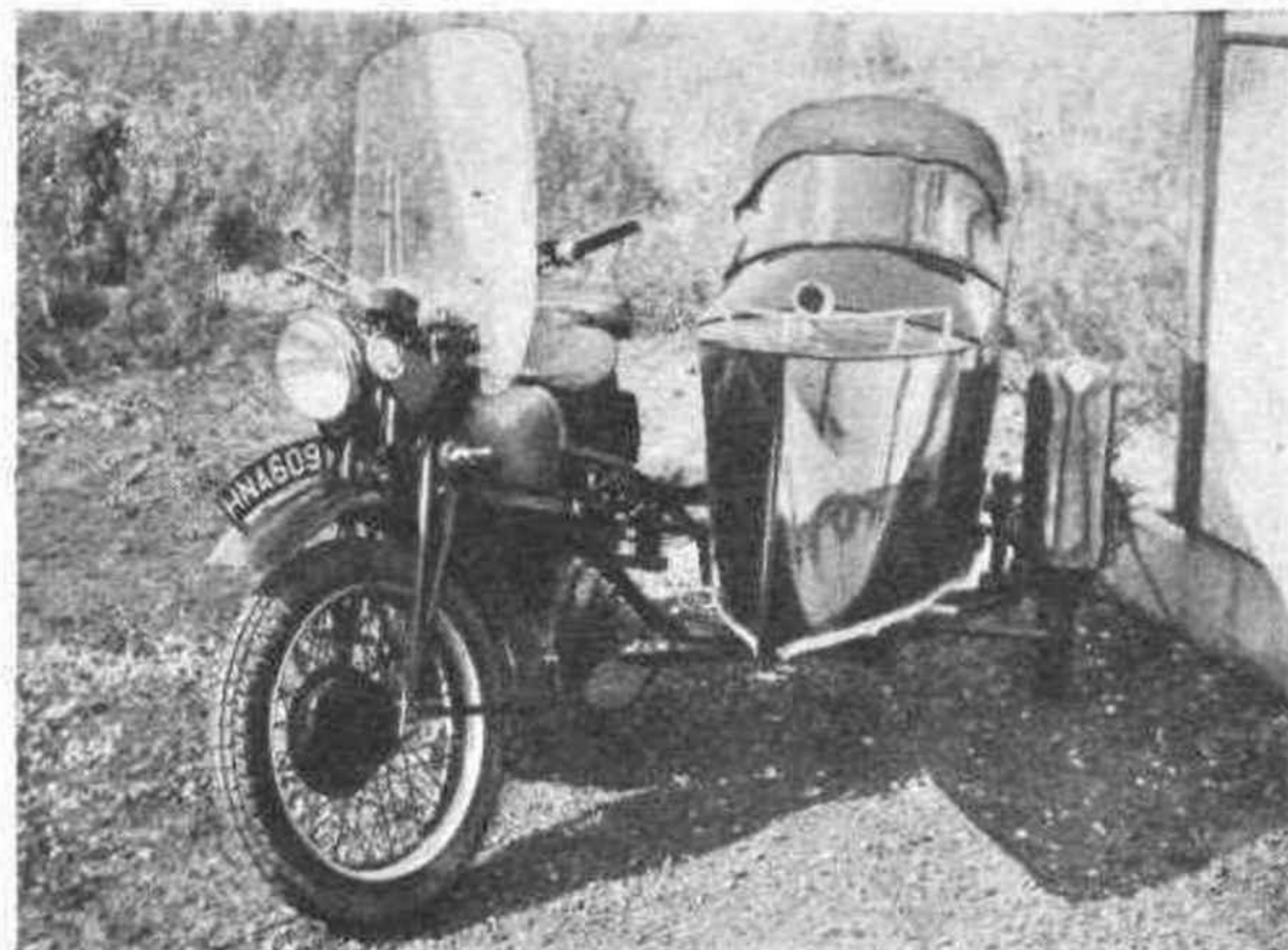


Please send me—without obligation—the illustrated booklet giving full details of service with the Army Emergency Reserve. Send off this coupon at once to Army Emergency Reserve, War Office (M.P.6), London, S.W.1.

NAME

ADDRESS

ARMY EMERGENCY RESERVE



'... a grand finish that lasts'

One of many VALSPAR testimonials

Dear Sirs—Just one year ago I used your Black VALSPAR LACQUER to paint my motor-cycle combination—the photograph I enclose shows the result without any need of comment by me.

I was justly proud of my fine finish, but several people said "Will it last?" My answer is now a definite YES.

Before painting with VALSPAR the sidecar had stood outside for about sixteen months, and the old paint was quite naturally in a bad state.

I can honestly say the finish is as good now as it was when it was first painted, and I must compliment you on a fine product, which I have recommended to many other well-satisfied users.

Thanks for giving those without costly equipment the means of obtaining a grand finish that lasts.

Yours sincerely, (Signed) NORMAN DOWNING

- ★ NO UNDERCOATING REQUIRED FOR A FIRST CLASS FINISH
- ★ DRIES IN 2-4 HOURS
- ★ SUITABLE FOR ALL SURFACES—EVEN TILES
- ★ EASILY APPLIED, EASY TO KEEP CLEAN

VALSPAR
2-4 HOUR LACQUER

The enamel that boiling water made famous



Write for booklet and name of stockist to the Sole Manufacturers U.K.

GOODLASS, WALL & CO., LTD.
179 185, (R.11) Gt. Portland St. W.1. Est. 1840



... someone's been to Henlys !

Henlys . . . the home of really reliable used cars backed by a nation-wide reputation. Henlys . . . where everything is done to ensure confident care-free motoring—7 days' free trial, 4 months' guarantee, fullest facilities for easy purchase. Call in at Henlys soon ! Here are a few examples from current stock:

1952 STANDARD Vanguard saloon, radio, heater, comet blue	£535
1954 AUSTIN A40 d/h. convertible, radio, heater, duo blue	£645
1952 A.C. 2-litre saloon, blue	£695
1954 WOLSELEY 6/80 saloon, heater, black	£725
1954 WOLSELEY 4/44 saloon, heater, black	£765
1951 ALVIS 3-litre saloon, heater, grey	£775
1954 AUSTIN-HEALEY 100 2-door sports, heater, blue	£795
1951 JAGUAR XK120 d/h. sports tourer, heater, red	£865
1954 M.G. Magnette saloon, black	£875
1953 RILEY 2½-litre saloon, heater, green	£895
1954 Sunbeam-Talbot 90 saloon, radio, heater, steel grey	£965
1953 ROVER 75 saloon, grey	£975
1955 RILEY 1½-litre saloon, black	£985
1954 ROVER 60 saloon, black	£995
1953 JAGUAR Mk. VII saloon, radio, black	£995
1953 ARMSTRONG Sapphire saloon, preselector, radio, black	£1,045
1954 ROVER 90 saloon, grey	£1,125
1953 JAGUAR XK120 f/h. coupe, radio, black	£1,165
1954 JAGUAR XK120 d/h. coupe, radio, green	£1,175
1955 JAGUAR Mk. VII Type M saloon, overdrive, grey	£1,365

HENLYS

England's Leading Motor Agents

Head Office: Henly House, 385, Euston Rd., N.W.1. Tel.: EUSTON 4444

Devonshire House, Piccadilly, W.1. Tel.: GROSVENOR 2287

1-5, Peter Street, Manchester. Tel.: Blackfriars 7843

The Square, Bournemouth. Tel.: 6314

Cheltenham Road, Bristol. Tel.: 21326

Victoria Street, Bristol. Tel.: 27757

182, London Road, Camberley. Tel.: 77

A. Mulliner Ltd., Bridge Street, Northampton. Tel.: 907

More than 40 Depots throughout the country



The first, finest, and fastest—with petrol injection . . .

A complete range of Mercedes-Benz models is on view at our new showrooms at 58 Camberwell New Road, S.E.5. Demonstration runs can be arranged at any time.

In the fore-front is the 300SL, as famous on the road as it is on the track. This is truly the world's most remarkable motor car—the finest, fastest production model with petrol injection in existence. The victories of the 300SL, the experience and success gained in international sports car events have contributed to the evolution of the Mercedes-Benz range . . . the world's finest combination of outstanding quality and high performance.

M E R C E D E S - B E N Z



PRODUCED BY THE OLDEST MANUFACTURERS OF MOTOR CARS IN THE WORLD

NAME AND ADDRESS OF YOUR NEAREST DISTRIBUTOR AVAILABLE FROM: SOLE CONCESSIONAIRES IN THE UNITED KINGDOM
 MERCEDES-BENZ (GREAT BRITAIN) LIMITED, 58 CAMBERWELL NEW ROAD, LONDON, S.E.5. TEL: RELIANCE 7691



See the
AUSTIN HEALEY
CARS in our Showrooms

AUSTIN LONDON DISTRIBUTORS

The sports car of the century!
 This superb car has everything the enthusiast wants;
 Speed enough and to spare;
 Fitted with overdrive; Sleek, smooth, aerodynamic
 beauty!
 Snug seating for two and a price that beats all
 records for value. £750 plus £313/12/6 purchase tax.

at **Car Mart Ltd**

GLOUCESTER HOUSE, 150, PARK LANE, W.1
 GROsvenor 3434 (Corner of Piccadilly)



the close (or RICHARD) shave

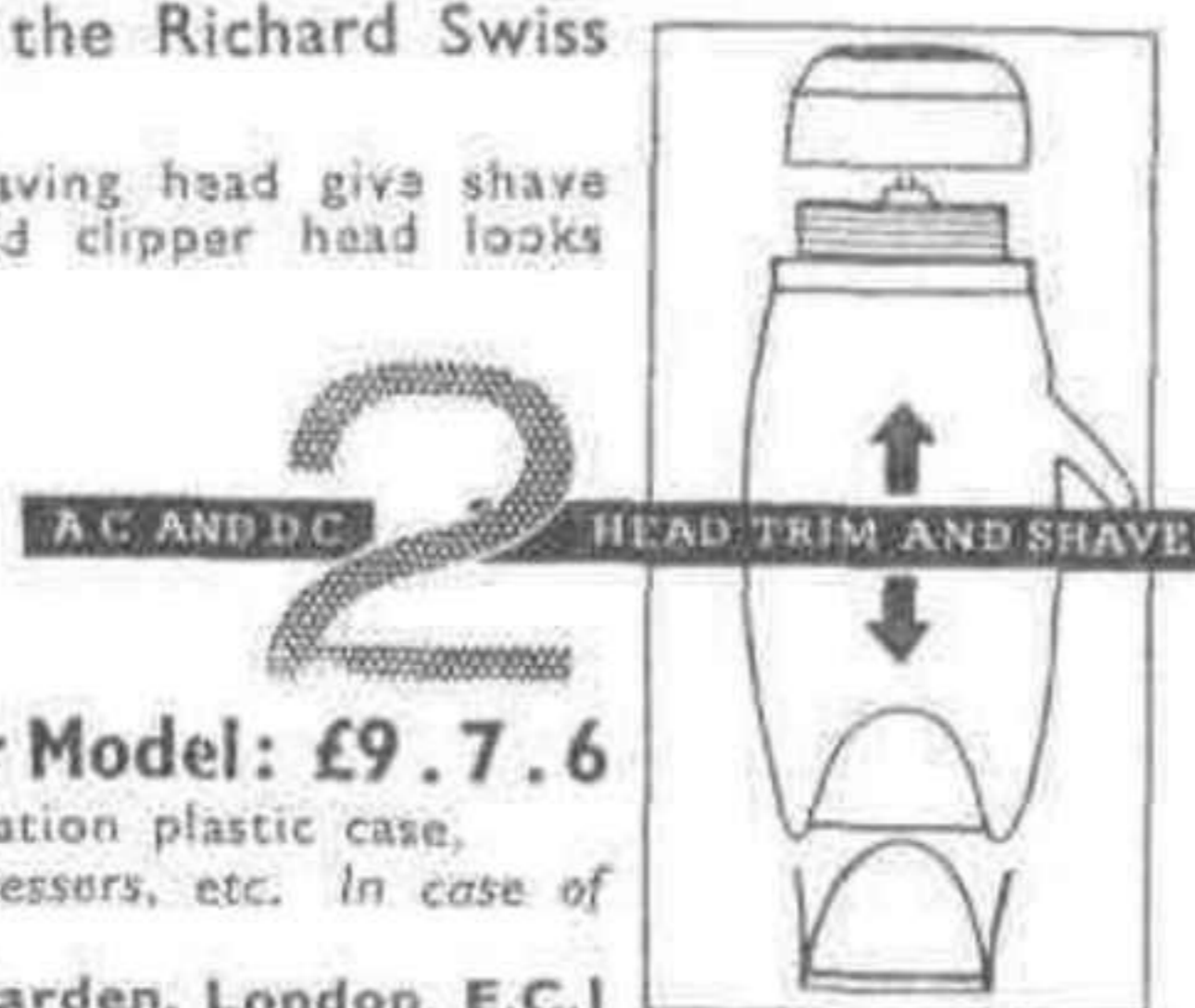
—obtained from both ends of the Richard Swiss Precision Made Shaver.

The self-sharpening blades in the shaving head give shave perfection, and the exclusive Richard clipper head looks after all long hairs.

- ★ Model R.5: AC/DC, 110-250 volts.
- ★ Car Model: AC/DC, 6/12 volts.
- ★ Guaranteed 12 months.
- ★ Full after-sales service.

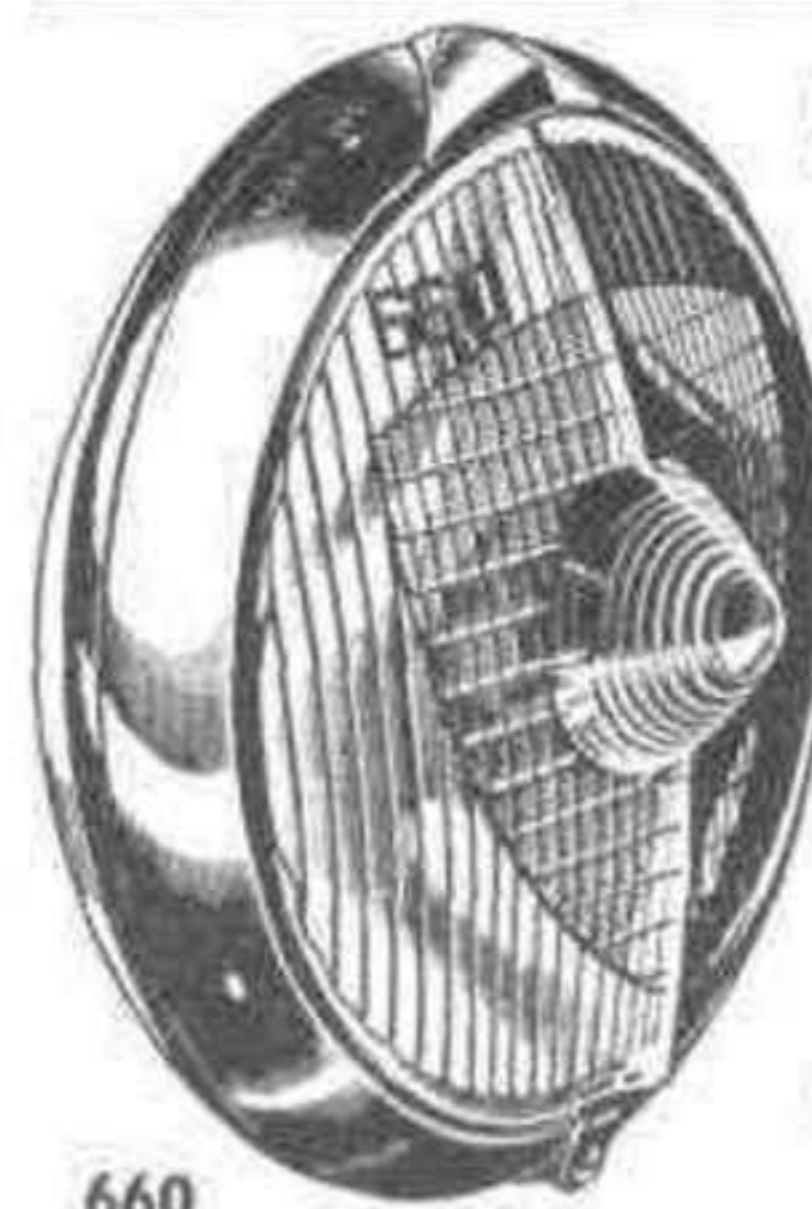
Model R.5.: £8. 19. 0 Car Model: £9. 7. 6

In zip leather pouch, or combination plastic case,
 At Electrical Dealers, Chemists, Hairdressers, etc. In case of
 difficulty write to:
B. H. RIES LTD., 19/21, Hatton Garden, London, E.C.1

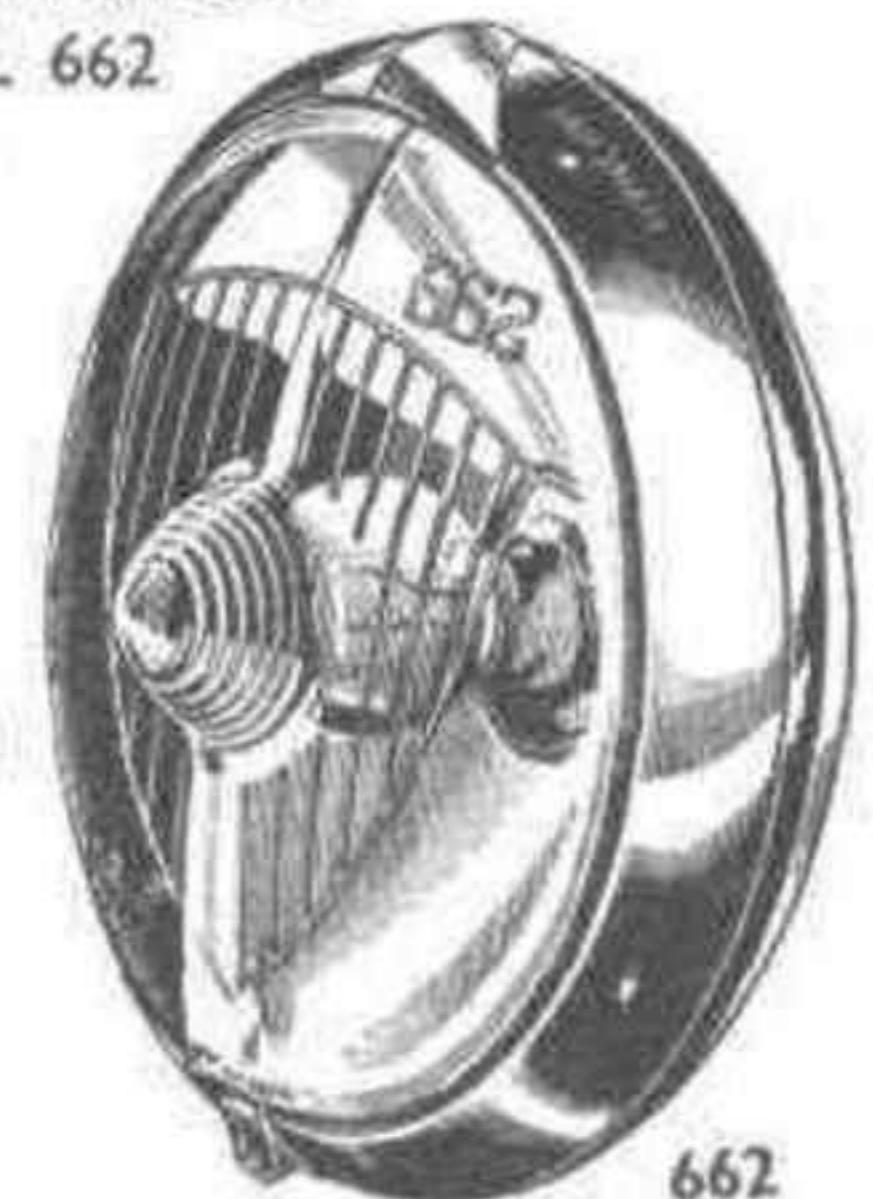


NEW LAMPS
 from L'Ecurie MARCHAL

BIGGER AND BRIGHTER



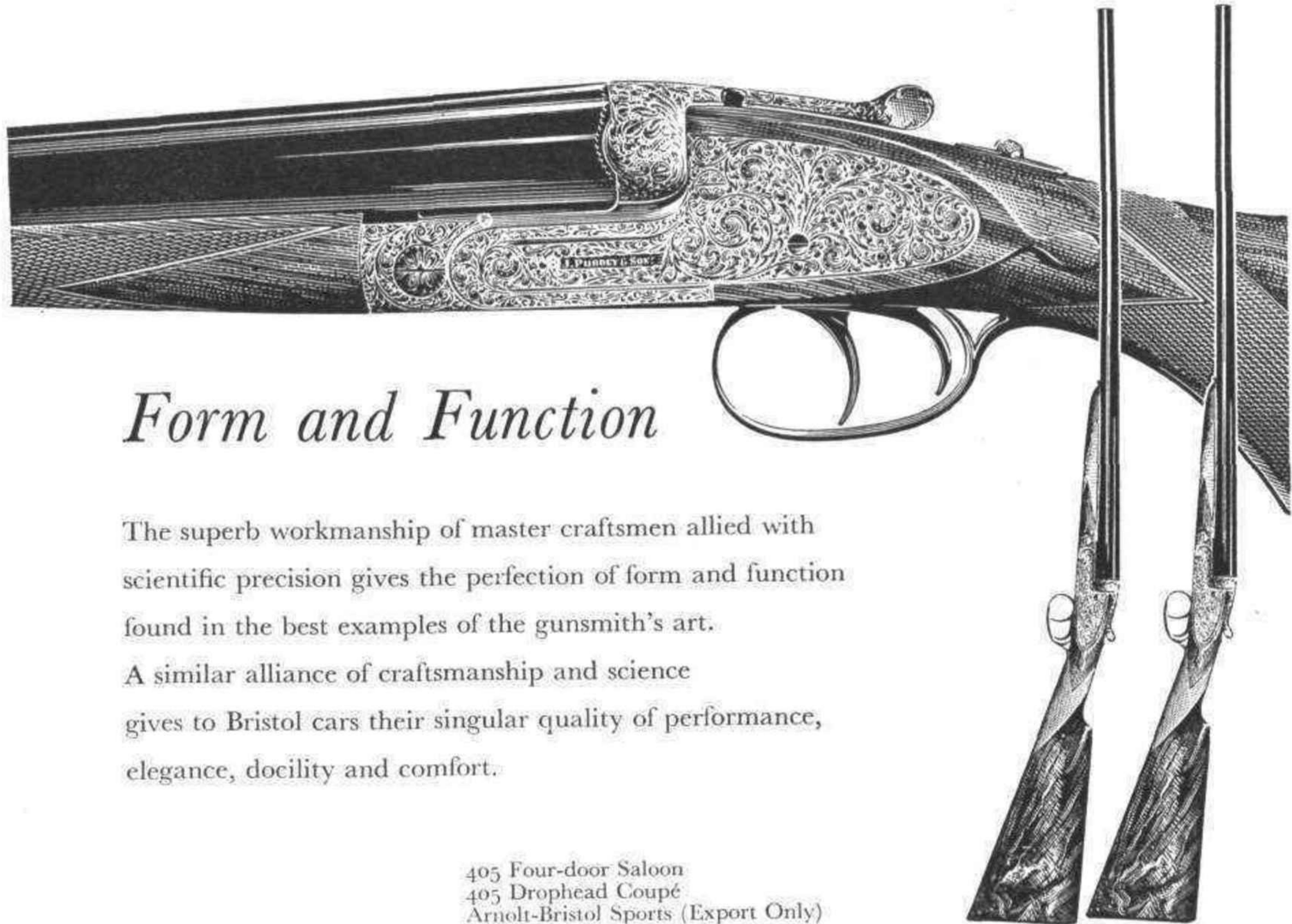
660 FANTASTIC FOG LAMP
 THE ACTION OF THIS LAMP IN
 FOG IS TRULY FANTASTIC.
 A FITTING COMPANION
 TO THE MODEL 662
 DRIVING LAMP



662 FANTASTIC DRIVING LAMP
 THE MOST POWERFUL
 DRIVING LAMP EVER
 MADE. LAMP & 48 WATT
 BULB—110,000 CANDLE POWER

IMMEDIATE DELIVERY
 A superb pair of perfectly matched 7" lamps—5 gns
 each complete with bracket switch and cable.

MARCHAL DISTRIBUTORS LTD
 GREAT WEST ROAD · BRENTFORD · MIDDLESEX



Form and Function

The superb workmanship of master craftsmen allied with scientific precision gives the perfection of form and function found in the best examples of the gunsmith's art.

A similar alliance of craftsmanship and science gives to Bristol cars their singular quality of performance, elegance, docility and comfort.

405 Four-door Saloon
 405 Drophead Coupé
 Arnolt-Bristol Sports (Export Only)

THE BRISTOL 405



THE CAR DIVISION OF THE BRISTOL AEROPLANE CO. LTD., BRISTOL, ENGLAND.

London Showrooms: 80 Piccadilly, W.1

MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH
 SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES

THIRTY-SECOND YEAR OF PUBLICATION

MATTERS OF MOMENT

THE 40th LONDON MOTOR SHOW

This year's S.M.M.T. International Motor Exhibition at Earls Court, which was opened by Earl Mountbatten on October 19th and which closes on October 29th, is proving one of the more interesting of these great annual motor shows.

Amongst new models on view for the first time at Earls Court are numbered the Alvis Graber coupé, the hush-hush 2.3-litre Armstrong-Siddeley, the sensational Citroën DS19, the Daimler One-o-Four Ladies' Car, the small Ford estate car, the Humber Hawk estate car, the 2.4-litre Jaguar saloon, the Mercedes-Benz 190SL and 300C, the M.G. series MGA sports model, the Morgan 4/4 Series II sports model, the Porsche Carrera, and Speedster, the new version of Renault Frégate, revised Rovers, the bigger-engined Rover 90, the twin o.h.c. Singer Hunter 75, the Standard Vanguard III, the Sunbeam Rapier, the Triumph TR3, not forgetting the Alfa-Romeo and Lancia Spider.

Quite the most sensational exhibit is the long-awaited new Citroën, which is fully described in this issue. The former f.w.d. Citroën ran for 21 years with extreme success and whatever its successor was like, Citroën, we felt, would be unlikely to make any mistakes. To say they startled us with the ingenuity of the new car when we saw it at Slough is merely to state the truth. Yet there is every reason to believe that the great French firm will market the DS19 with facility. One engineer confided to us his scepticism of three kilos. of hydraulic piping, yet he flies frequently in aircraft which must rely on miles of similar pipes; a weekly contemporary has expressed doubt as to whether the public will accept full power-steering when they are used to it and casts doubt on the acceptability by buyers of the entire hydraulic mechanism of the DS19. Before the war we could have felt the same, but in 1955, with automatic transmission, two-pedal control, power steering and so forth commonplace on American cars and adopted in part for some British makes, the new Citroën's only really revolutionary feature, apart from the manner in which its hydraulic mechanism is applied and blended with the whole conception of an admittedly advanced design, is its hydro-pneumatic suspension. In 1933 the Citroën which embraced in one car unitary steel construction, front-drive, torsion-bar suspension, rack-and-pinion steering, pendant pedals and wet liners was also revolutionary, although each of these features had been seen previously (historians amongst our readers will no doubt tell us when and where). Yet so successful was this "futuristic" car that it remained the Frenchman's leading bread-and-butter transport for more than two decades

and enraptured motoring connoisseurs in this country and elsewhere. On this assumption we predict a similar triumph for the DS19—at all events, until you have visited Stand 155 you haven't seen this year's Motor Show!

In an age of growing standardisation it is satisfactory still to observe much individuality. To take only one aspect, valve gear; there is much diversity of thought amongst the exhibitors of the 55 makes, 30 British, 10 American, six French, six German and three Italian, at Earls Court. The side-valve engine has almost gone to

join the cone clutch and $\frac{3}{4}$ -elliptic suspension, but persists in the small Fords, in the V8 Simca and Morgan 4/4 which use Ford engines, and in the Hillman Husky, and possibly may be found on an isolated U.S.A. vehicle. On almost all American and other cars o.h. valves prevail. In their most effective location, inclined and opposed to give a hemi-spherical combustion chamber, the comparatively expensive method of operation by twin o.h. camshafts, desirable when high r.p.m. are sought, is employed by Alfa-Romeo, Aston Martin, Jaguar, Lagonda, Porsche (necessitating four camshafts), and Singer. That excellent compromise of single o.h.c., with or without intervening rockers, is used by A.C., Mercedes-Benz, and the other Singer models. Gone are the vertical shafts and ingenious camshaft drives of the past, chains now predominating, although the four-cam Porsche uses shafts. Riley and Lancia Appia have the two high-set camshafts and short push-rods actuating inclined

o.h.v. *via* rockers. Increasing ingenuity is displayed in having cake and eating it, by arranging for push-rod operation of inclined o.h. valves from a camshaft economically housed in the crankcase, Armstrong-Siddeley and Bristol employing cross-push-rods for one line of valves, Citroën and Peugeot adopting different-length rockers for inlet and exhaust valve operation, and the V6 Lancia elaborates this method by having push-rod-operated inclined opposed valves in line with the crankshaft, followed in part by Porsche on their normal flat-four engines, with one vertical and one inclined valve. Bentley, Rolls-Royce and Rover are different again, with their i.o.e. layout, while the D.K.W. dispenses altogether with the Otto cycle, and is valveless.

Whatever system is used, compression pressures tend to increase, as the utmost efficiency is sought from present-day fuels. The emphasis is on ever higher performance and it is, perhaps, a sobering thought that of the makes at the Show, A.C., Alfa-Romeo, Allard, Alvis, Armstrong-Siddeley, Aston Martin, Bentley, B.M.W., Bristol, Daimler, Frazer-Nash, Healey, Jaguar, Jensen, Lancia, Morgan, Porsche, Riley and Triumph, apart from many American makes,

CONTENTS

	Page
MATTERS OF MOMENT	661
FIXTURES	662
SPORTS CARS FOR EARLS COURT	663
IN ANSWER TO ROBERT GLENTON	667
BREAD-AND-BUTTER CARS	669
PARIS SHOW	671
SHOW BUSINESS	673
RUMBLINGS	676
OULTON PARK	678
CASTLE COMBE	682
BOOK REVIEWS	684
THE NEW CITROËN	686
TARGA FLORIO	687
PICTORIAL REVIEW	689
EARLS COURT IMPRESSIONS	691
THE HOUSE OF B.M.W.	693
THE FRANKFURT SHOW	698
WHY I CHOSE A STUDEBAKER	699
GOODWOOD	701
SILVERSTONE AND BRANDS HATCH	704
LETTERS FROM READERS	706
CLUB NEWS	707

Front cover picture: RACE IN THE SUNSHINE.—1955 World Champion, J. M. Fangio, takes his short-chassis Grand Prix Mercedes-Benz round Railway Corner during this year's Monaco Grand Prix, the blue sky reflected in the car's polished body panels. Following some way behind was Miere's Maserati.

Motor Sport Events for November

★ Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list ★

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 5th	Sporting O.D.C.	London Gliding Club	Dunstable	Rally (C.)	2.30 p.m.
"	Cheltenham M.C.	Belle Vue Garage	Cheltenham	Trial (R.)	10.30 a.m.
"	Old Merchant Taylors M.C.	" Durrants "	Croxley Green	Rally (C.)	5.30 p.m.
Nov. 5th/6th	B.A.R.C. (S.W.)	Little Testwood Club	Totton	Rally (R.)	8.00 "
Nov. 6th	Bolton Le Moors C.C.	" Ye Jolly Crofters "	Norwich	Rally (C.)	11.00 a.m.
"	Eastwood & Dist. M.C.	Market Place	Eastwood	Trial (C.)	10.30 "
"	Sunbeam S.T.D. Register	Rootes Sunbeam Factory	Ryton-on-Dunsmore	Rally (C.)	11.30 "
"	Vintage S.C.C.	Wansford	Peterborough	Rally (C.)	1.30 p.m.
"	Oxford M.C.	City Motors Garage	Oxford	Rally (R.)	9.00 "
"	Cumberland S.C.C.	Railway Station	Penrith	Trial (C.)	1.30 "
Nov. 10th-12th	M.C.C.	EIGHT-POINT START	—	RALLY (N.)	8.00 "
Nov. 11th	King's College M.C.	King's College	Newcastle	Night Trial (C.)	6.00 "
Nov. 12th	Lagonda C.C.	Brimpton Grange Hotel	Wheatley	Rally (R.)	2.30 "
"	Mercedes-Benz Club	Tattenham Corner Station	Epsom	Trial (C.)	3.30 "
Nov. 13th	Stafford & Dist. C.C.	Bridge Street Car Park	Stafford	Rally (C.)	2.00 "
"	Yorkshire S.C.C.	Pack Horse Inn	Southowram	Trial (C.)	10.30 a.m.
"	Lancashire A.C.	Bay Horse Garage	Osbaldeston	Rally (C.)	1.00 p.m.
"	Newcastle & Dist. M.C.	Benwell House Hotel	Newcastle	Trial (C.)	2.00 "
"	Dumfries & Dist. M.C.	Bank Street	Dumfries	Rally (C.)	1.30 "
Nov. 15th	Morecambe C.C.	Shaw's Garage	Torrisholme	Rally (C.)	7.00 "
Nov. 17th	N. Cornwall M.C.	Old Sheep Market	Launceston	Rally (C.)	6.00 "
Nov. 19th	Kilmarnock C.C.	Fenwick By-Pass Garage	Kilmarnock	Rally (C.)	12.00 "
"	Vintage S.C.C.	Ilkley, Yorks	Ilkley	Trial (C.)	10.30 a.m.
"	Eastern Counties M.C.	—	Diss	Trial (C.)	5.30 p.m.
"	N. Staffs M.C.	Tom Byatt Ltd., Fenton	Stoke-on-Trent	Rally (R.)	10.30 "
"	Plymouth M.C.	Elfordleigh H.Q.	Plymouth	Trial (C.)	10.00 "
"	Swansea M.C.	Guildhall	Swansea	Rally (C.)	11.00 "
Nov. 19th/20th	Margate & Dist. C.C.	High Rocks	Tunbridge Wells	Rally (R.)	8.00 "
Nov. 20th	Stockport M.C.	Five Ways, Hazel Grove	Stockport	Rally (C.)	10.30 a.m.
"	Windsor C.C.	Taplow	Maidenhead	Rally (C.)	2.00 p.m.
Nov. 26th	East Anglian M.C.	Sudbury, Suffolk	—	Rally (C.)	6.00 p.m.
"	B.A.R.C. (Yorks)	Pool-in-Wharfedale	Leeds	Rally (C.)	4.00 "
Nov. 26th/27th	Loughborough College M.C.	Loughborough and Buxton	—	Rally (R.)	4.00 "
"	Herefordshire M.C.	Greenhouse Garage, Lyde	Hereford	Rally (R.)	7.30 "
Nov. 27th	Peterborough M.C.	Embassy Theatre	Peterborough	Rally (C.)	2.00 "
"	Brighton & Hove M.C.	Madeira Drive	Brighton	Rally (R.)	—
"	Kentish Border C.C.	Birchwood	Swanley	Trial (R.)	10.30 a.m.
"	Lancashire & Cheshire C.C.	Chelford	Macclesfield	Rally (C.)	2.00 p.m.
"	Leicestershire C.C.	Lee Street Car Park	Leicester	Trial (R.)	11.00 a.m.
"	M.G. C.C. (S.E.)	Sugar Bowl Restaurant	Burgh Heath	Rally (R.)	12 noon
"	Fylde M.S.C.	S.S.M.C. Clubroom	Blackpool	Trial (C.)	2.00 p.m.

MATTERS OF MOMENT—continued.

all have models which will do 100 m.p.h. Some exceed the still-magic century by a very appreciable margin and it is a matter of how quickly they get there and how stable they are at that speed which is of real importance. Some only just get there, like the new Daimler One-o-Four which was advertised prior to the Show as a 100 m.p.h. car, but which, tested by the technical Press, did exactly 100.0 for the two-way run, which is what really counts when maximum speed is discussed. The fact is that really fast cars are at Earls Court almost in profusion, from the less-expensive sports car, the Morgan 4/4 Series II, upwards, and on that note we commend you to this great London Motor Show.

VOLKSWAGEN WIN AUSTRALIAN REDEX TRIAL

The results of the Redex Round-Australia Trial have now been finally established. The Volkswagen driven by L. Whitehead and

R. Foreman wins outright, six points ahead of the Volkswagen driven by E. Perkins. A Standard Vanguard—known in Australia as a Spacemaster—was third, 24 points behind the winner, a Ford Customline taking fourth and a Peugeot 203 fifth place. This convincing victory by VW in what is the world's most arduous trial, against cars of all types including large Americans, should explain to those who are still puzzled the sweeping world-sales success of this little car.

In case we are accused of showing bias towards the unconventional against the orthodox, we would remark that in a masterful article in our respected contemporary, the *Motor*, Laurence Pomeroy, F.R.S.A., M.S.A.E., recently showed that, in terms of world production, air-cooling, rear-engines, front-drive and all-independent suspension, etc., predominate over designs which in the past were considered conventional.

EARLS COURT IMPRESSIONS

—continued from page 691

New models include the Daimler One-o-Four, the Ford-engined Morgan, least-expensive sports car on the market, the V8 Pontiacs and the V8 Packards with full-length torsion-bar suspension and automatic leveliser. There appears to be nothing especially original in methods of displaying the cars, but we did notice a Wolseley 4/44 which had somehow got onto a beach. The B.M.W. 507 is imposing in hard-top two-seater form, on its large Firestone Phoenix tyres.

On a little stand all to itself the Lotus chassis was displayed, an object lesson to designers, against a background of racing photographs and with cleverly-worded little cards above it depicting outstanding features. Thus were the keen and critical visitors who

gazed at it reminded that its radiator needs only 116 sq. in. of cooling surface, its swing-axle independent front suspension has a roll-centre of 6 in., the rear suspension units weigh only 6.3 lb., the tubular space-frame 63 lb. complete with all mounting brackets, and that after 1,600 racing miles the 9-in. brakes were found to be completely satisfactory. Good show, Colin Chapman. And over at Monthèry another Coventry-Climax-engined car, the Cooper, was busy establishing new International class records.

The 1955 Earls Court Show can be summed up as stimulating and interesting, the initiative being with those firms listing high-performance models, for the bread-and-butter exhibits of the Big Five are uninspiring, only Standard, with the Vanguard III, having anything really new, the others contenting themselves with old models somewhat modified here and there, or with new bodies, although Morris shows the Isis, introduced last July.

SPORTS AND HIGH-PERFORMANCE CARS AT EARLS COURT

*The Agent and the Engineer
Were walking hand in hand;
They wept like anything to see
The cars on every stand.
"If all but OURS were cleared away,"
They said, "it WOULD be grand."**

A.C.

Stand No. 130

The A.C. exhibits will comprise the Ace and Aceca models, the A.C. saloon not being on the stand. These cars have the Tojeiro-like chassis of tubular-ladder type, providing all-round independent suspension, installed in which is the light-alloy, wet-liner 2-litre six-cylinder engine which, having been introduced in 1919 and reaching its peak of development circa 1938, can be described as well-tried. For 1956 it comes with larger shell-type main bearings, a re-positioned oil intake to obviate bearing failure on "one-handed" race circuits, and, so far as the chassis is concerned, the gear-change has been improved and the brake back-plates strengthened. Over-riders for the bumpers, a Fram oil filter and Michelin "X" tyres are now standard on the Ace, the price of which rises by £85.



The A.C. Ace.

The Aceca coupé has been improved by increasing the headroom, and deadening sound by mounting the final-drive unit on rubber, introducing a plastic bulkhead between engine and occupants—as described and illustrated in MOTOR SPORT last March—and relocating the fuel pump outside the body. Bumpers, demister and heater are now standard on the Aceca, the price of which has risen by £160, to £1,375 basic.

ALLARD

Stand No. 131



The Allard J2R.

The medium-sized Palm Beach sports model is abandoned and Allard offers only large-engined cars for 1956. At Earls Court the all-enveloping sports/racing two-seater J2R with 270-b.h.p. 5.4-litre V8 Cadillac engine, a Monte Carlo two-door saloon and a Safari estate car will be exhibited. All these Allards have coil-spring swing-axle i.f.s. and de Dion rear suspension, their chassis being assembled largely from Ford components so that they can be adapted to take various engines to choice, the latest to be offered being a Jaguar XK unit with four-speed gearbox. MOTOR SPORT published a road-test of the de Dion Allard in December, 1946. The basic price of the Cadillac J2R is £1,722.

* This amusing poem by Horace M. Wyatt, of which we reproduce the first verse, is believed to have appeared in *Car Illustrated* of 1905. Recently our erudite readers have sent us full versions of two different "Hiawatha-motoring" poems, so perhaps someone will be able to complete this one?—Ed.

ALFA-ROMEO

Stand No. 121

One of the cars you *must* see before you take the turnstiles in reverse is the open model or Spider version of the Giulietta Sprint. Using an engine of only 1,290 c.c., a twin o.h. camshaft four-cylinder, this car possesses performance which many of up to 2 litres capacity might envy, and the lines of the new open version are very pretty indeed. The Giulietta saloon is likely to appear as well, a car which exceeds 100 m.p.h. in spite of a capacity of only 1,290 c.c.

**ALVIS**

Stand No. 123



The Alvis TC21-100 Graber coupé.

The Alvis TC21-100 saloon, with Grey Lady engine developing 104 b.h.p. from its 3 litres at the modest crankshaft speed of 4,000 r.p.m., is capable of just about 100 m.p.h., while offering the traditional style, quality and smoothness for which Alvis cars are famous. This model will be continued for 1956, and the new Graber Gran Turismo coupé (Swiss), which created such a good impression at the Paris Salon, will be shown at Earls Court.

**ASTON MARTIN**

Stand No. 132



The Aston Martin DB2/4 drophead coupé.

One of the most interesting and technically-exciting post-war British high-performance cars was the Aston Martin DB2, road-tested by MOTOR SPORT in June, 1942. From this six-cylinder 2½-litre twin o.h. camshaft car has been developed the present 3-litre 2/4-seater DB2/4 saloon, to which has been added by the David Brown Company a new hard-top version. The sports/racing DB3S will be a centre of attraction, these Aston Martins having gained some notable racing successes this season. The basic price of the DB3S in production form is £2,600.

AUSTIN-HEALEY

Stand No. 149



The Austin-Healey 100M.

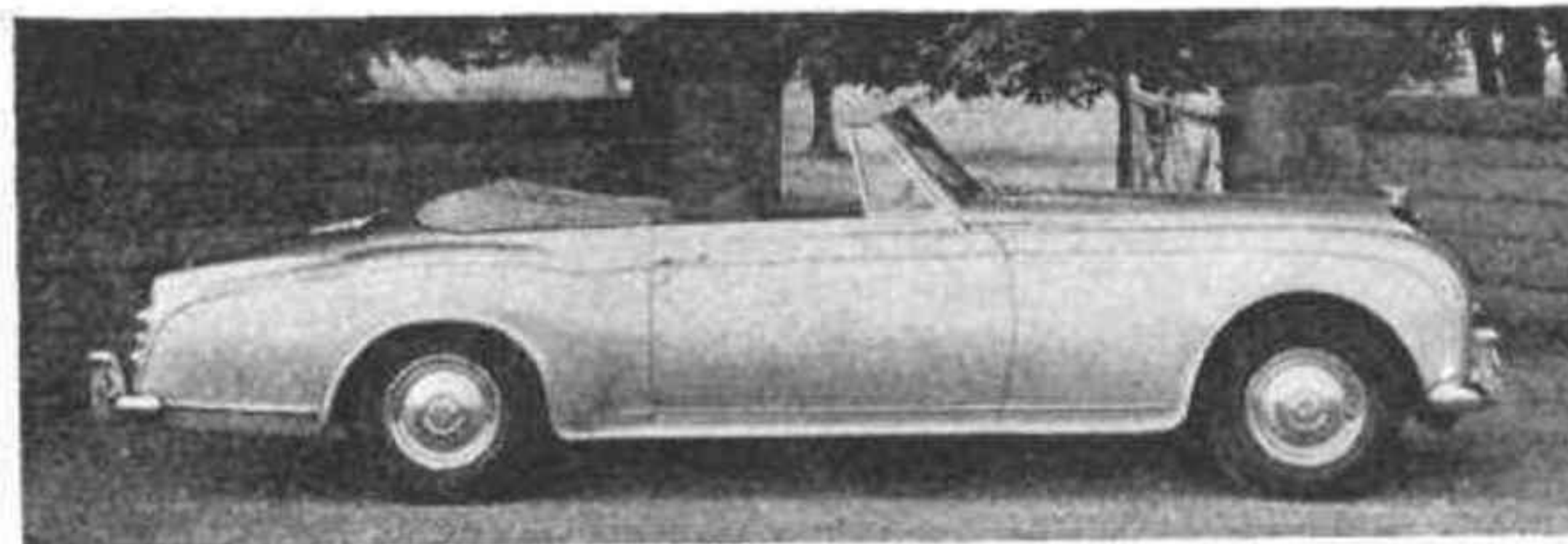
Donald Healey's sports car, powered with the old Austin A90 four-cylinder engine and three-speed gearbox, and built by B.M.C., has gained many friends. It offers effortless performance from 2½ litres and a maximum speed in the region of 100 m.p.h., easily increased by the fitting of a range of modifications introduced for the purpose by the Healey Company. This modified version, the 100M, has h.c. pistons increasing the compression ratio from 7.5 to 1 to 8.1 to 1, high-lift camshaft, special inlet manifolds with 1½-in. carburettors, steel-faced gasket and special ignition timing. An anti-roll bar and special front shock-absorbers are used, together with strapped down louvred bonnet and two-tone finish. The Austin-Healey 100 costs £750 basic, the 100M £855 and the export-only 100S, with four-speed gearbox, disc brakes and alloy body, etc., £1,125.



BENTLEY

Stand No. 126

This fine Rolls-Royce-built British car provides a speed of over 100 m.p.h. and acceleration to match in traditional silence and comfort, in normal S-series form. All models now use a 4.9-litre i.o.e. six-cylinder engine, R.-R. mechanical-servo brakes and, significantly, automatic transmission. The Park Ward drophead coupé has a lightweight body weighing 4½ cwt. less than the former fixed-head coupé and the H. J. Mulliner sports saloon is of low-drag outline, with the rear mudguards acting as high-speed stabilising fins.



The Bentley S-series Park Ward drophead coupé.

Besides these S-series models the Continental 115-m.p.h. version is lighter than previous editions and has a six-port instead of the four-port cylinder head.



B.M.W.

Stand No. 119

A.F.N. Ltd. will show three B.M.W. models, the 502 de luxe saloon with 2.6-litre V8 engine developing 100 b.h.p., a 3.2-litre V8 503 cabriolet, which has two carburettors, a different camshaft and other modifications, resulting in an output of 140 b.h.p., and a 507 sports/roadster, which also uses the 140-b.h.p. 3.2-litre V8 engine, a unit instead of a separate five-speed gearbox, a proper gear-lever. This fine German sports car costs £2,200 in its own country, and knock-off wire wheels, aero-screen, locking differential, higher axle ratio, etc., are available.

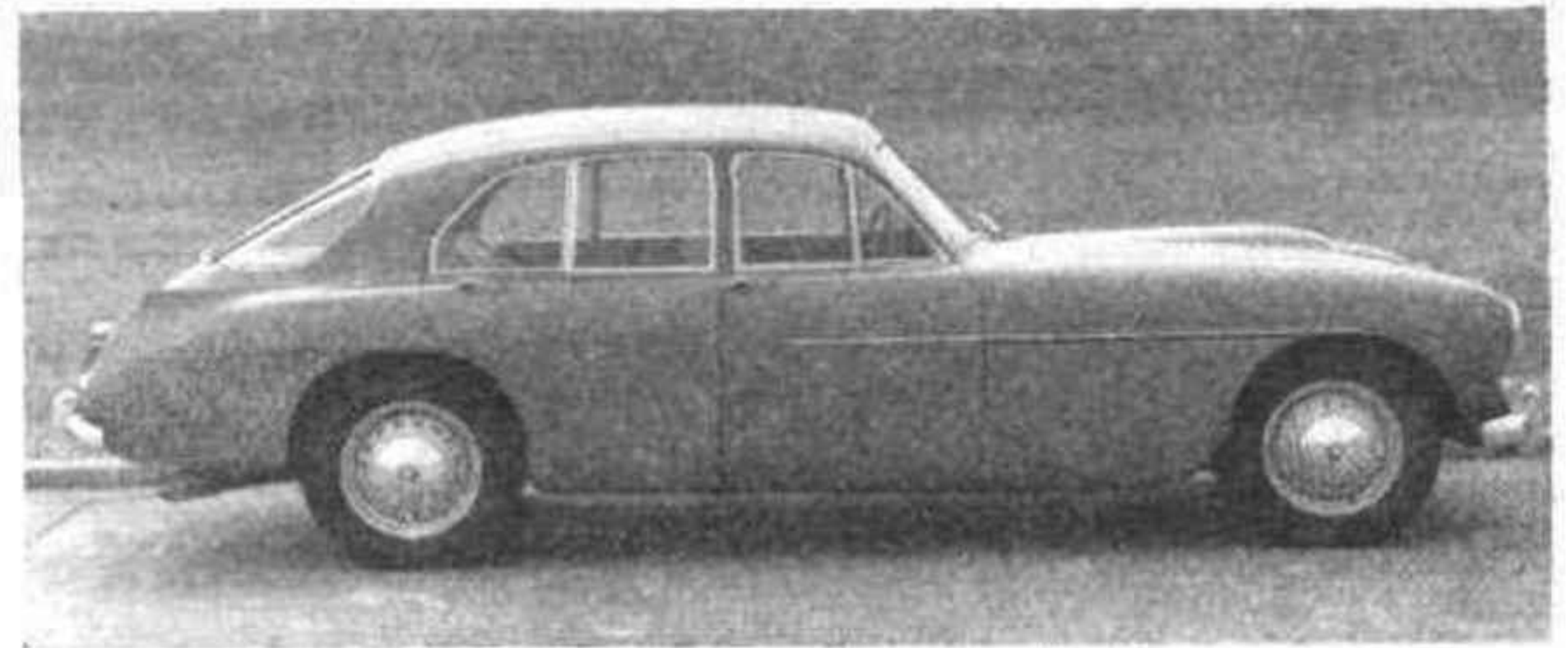


BRISTOL

Stand No. 170

The Bristol continues as a hand-built car, very fully equipped and appointed, and, we are glad to see, retaining the high-efficiency engine of only 2 litres capacity, with inclined o.h. valves actuated by cross-push-rods and special rockers, based on a pre-war B.M.W. design.

For those not reluctant to use the beautiful Bristol gearbox, excellent performance is available from this 1,971-c.c. engine.



The Bristol 405 saloon.

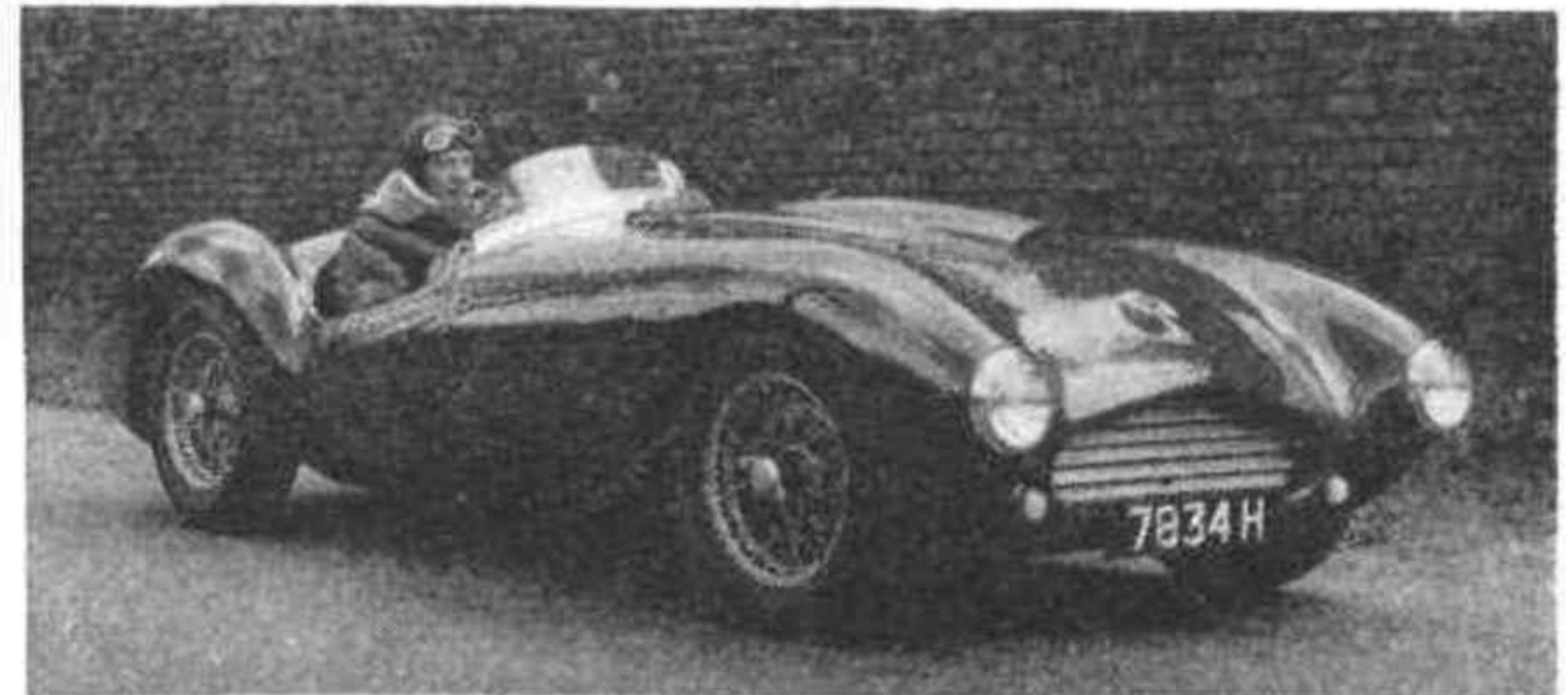
The Bristol 405, which is a full four-seater four-door saloon with very clean lines, overdrive fifth speed and rack-and-pinion steering, using the 105-b.h.p. Bristol 100E engine, will be shown. The Bristol 403 and the 404 Businessman's Express will not be continued.



FRAZER-NASH

Stand No. 119

One of Britain's outstanding sports cars, the Frazer-Nash, which is powered with warmed-up 2-litre Bristol power units, will this year be exhibited in Le Mans fixed-head coupé form. MOTOR SPORT published a road-test of a modern Frazer-Nash in March, 1954.



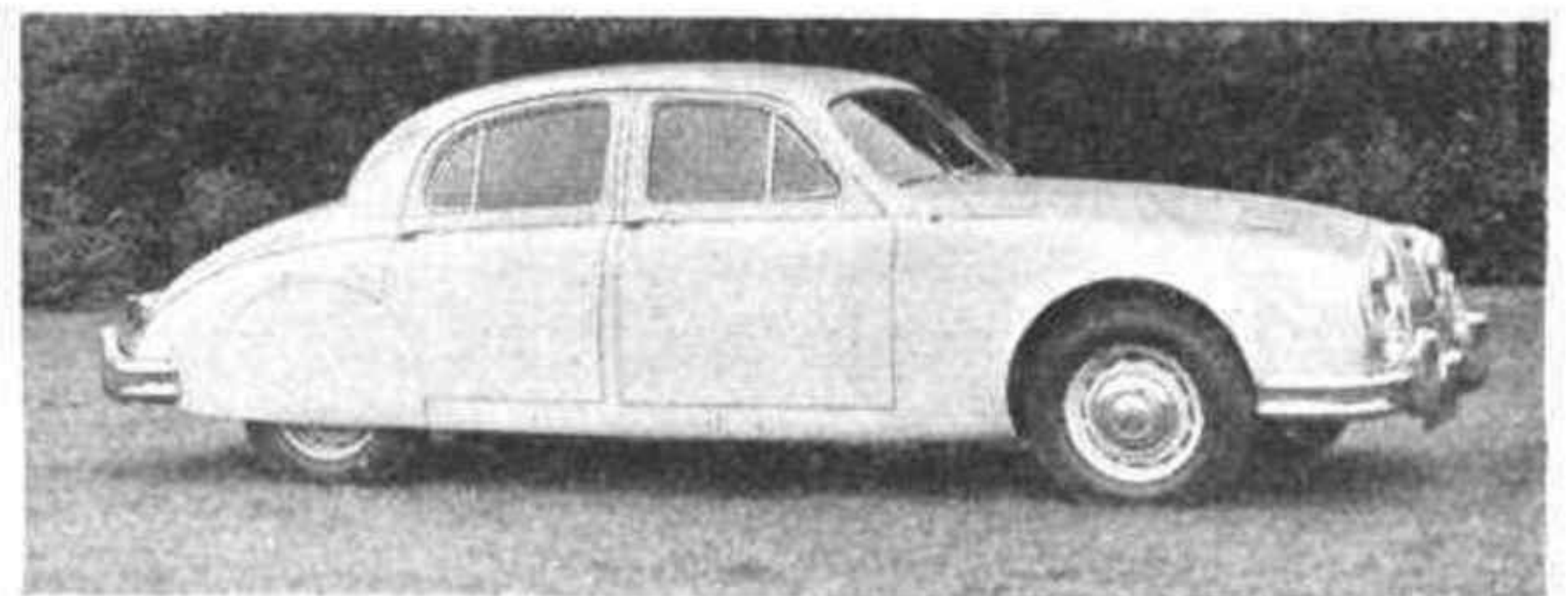
The Frazer-Nash Sebring, which will not, after all, be at Earls Court.



JAGUAR

Stand No. 154

The Jaguar remains affectionately in the minds of sportsmen for its victory at Le Mans and its fine, if unsuccessful, effort in the T.T. The range is a strong one, embracing the 170-m.p.h. sports/racing D-type, available to ordinary mortals, more or less, at an inclusive price of £3,663 4s. 2d. ("Can you lend me 4s. 2d., dad?"), the very-firmly-established XK140 cars using the same exceptionally smooth and reliable 3½-litre, twin o.h.c. six-cylinder engine, in open two-seater sports, drophead coupé and fixed-head coupé forms, and the saloon Mk. VII M version, now available with Borg-Warner automatic transmission.

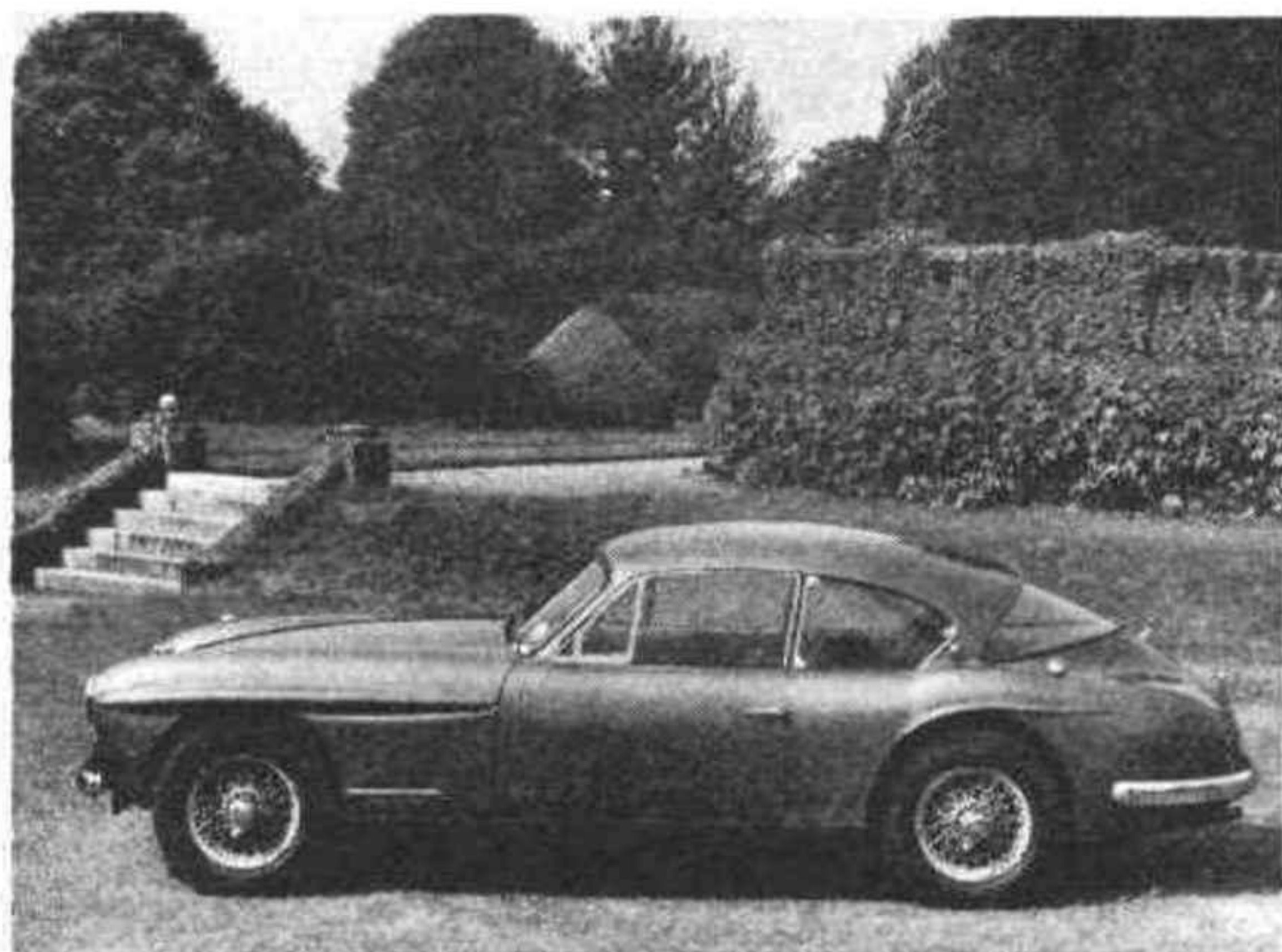


The 2.4-litre Jaguar.

Besides these Jaguars the new integral-construction 2.4-litre saloon, with 83 by 75.6-mm., six-cylinder, twin-o.h.c., twin Solex engine giving 112 b.h.p. at 5,750 r.p.m., coil-spring and wishbone i.f.s. ingeniously mounted on rubber, and a normal back axle sprung on full cantilever springs as found on dowagers' cars of the 1920s, located by two torque-arms and a transverse radius-rod, makes a visit to Stand 154 imperative. This new Jaguar is available in normal or special-equipment versions.

JENSEN

Stand No. 140



The Jensen 541.

The Jensen 541 with glass-fibre Gran Turismo-style saloon body, which was a sensation last year, will again be shown. It uses an unfurried 4-litre Austin Princess engine in conjunction with over-drive and is capable of 112 m.p.h. It will be backed-up by the usual Interceptor saloons and convertibles.



LANCIA

Stand No. 116

One of the Show's sensations will be the open version of the well-established Lancia Aurelia. This, the new Spider G.T.2.500 two-seater, is capable of nearly 120 m.p.h., and it will be recalled that racing drivers Behra and Pedisa used it as personal transport at Monaco this year. Based on the Gran Turismo Lancia, the Spider has a wheelbase shorter by 7½ in. and weighs 1½ cwt. less. It uses the compact V6 78 by 85.5-mm. light-alloy engine, with single o.h. camshaft above an alloy head with inserted valve seats, a double-choke Weber carburetter, and develops 118 b.h.p. at 5,000 r.p.m., with a safe maximum of 5,300 r.p.m. The wheelbase is 8 ft. 0½ in., the turning circle is only 32 ft. 9 in., and the usual Lancia coil-spring i.f.s. and excellent four-speed gearbox and clutch are used, while the body is by Pinin-Farina. The price is £2,997 7s. 6d., with p.t.

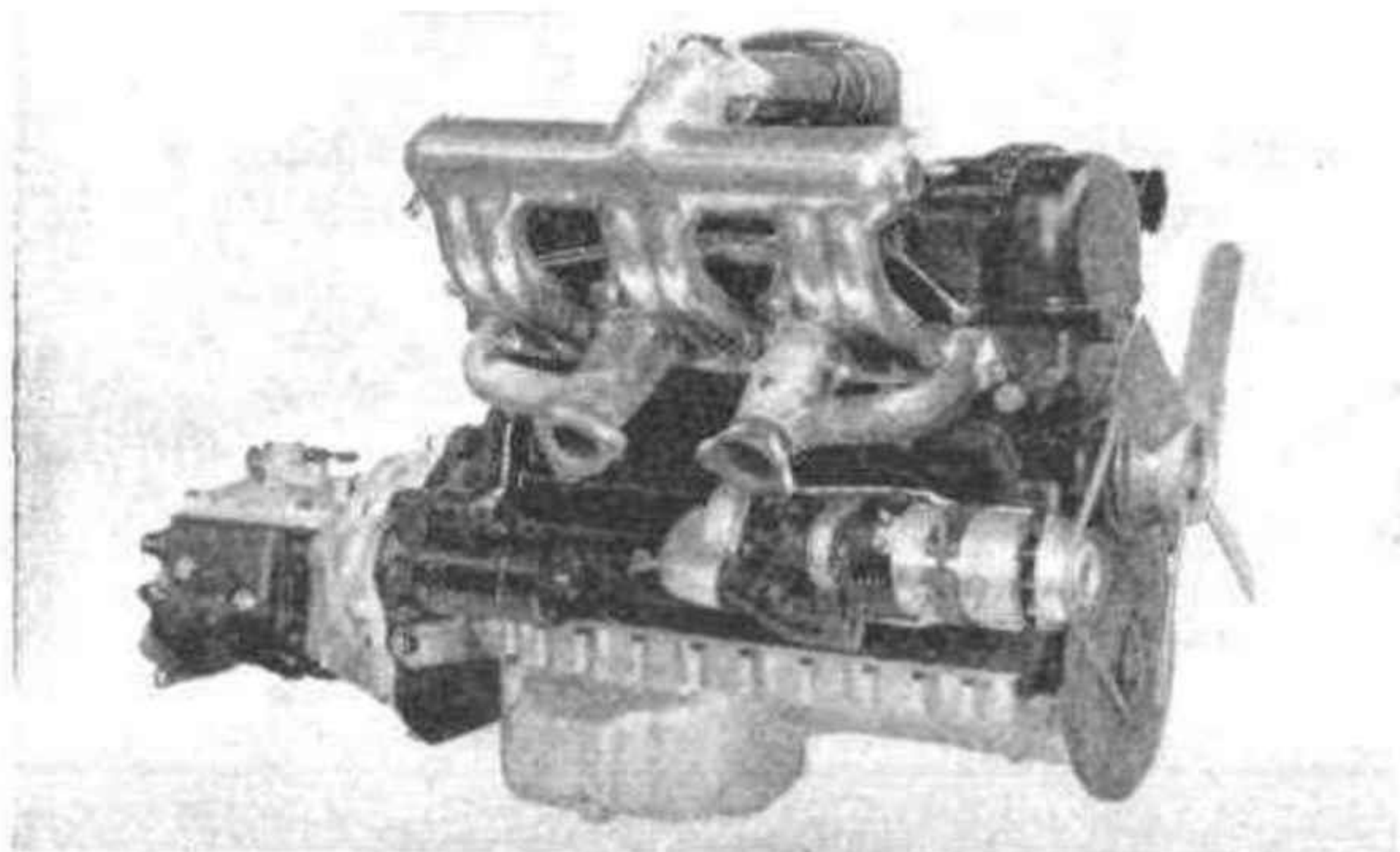
Also on the Stand will be a Gran Turismo 2,500 coupé with the same engine, a 2nd Series Aurelia saloon with 2,266-c.c., 87-b.h.p. V6 engine, which by reason of big price reductions now costs £2,196 19s. 2d. in this country, while the little 1,090-c.c. V4 Appia saloon, a luxury/economy car of considerable performance, will be shown, priced now at £1,771 19s. 2d. Cars for connoisseurs!



MERCEDES-BENZ

Stand No. 114

The products of the great Daimler-Benz organisation will be a centre of attraction, especially as by the time these words appear



The engine of the 300S Mercedes-Benz.

Mercedes-Benz will probably have taken the 1955 Sports-Car Championship of the World.

The fastest normal, as distinct from sports/racing, car at the Show, the 300SL coupé with its gull-wing doors will interest many,

and it is already appearing not infrequently in this country, in spite of its total price here being as high as £4,392 15s. 10d. It has the six-cylinder 3-litre petrol-injection engine lying on one side, the horsepower of which has been increased from 200 to 240. The maximum speed can be taken as from 135 to 165 m.p.h., depending on the axle ratio, road and driver employed. MOTOR SPORT published details of a brief test of this model in November, 1954, Bob Walker's impressions of his own 300SL in August, 1955, and the Continental Correspondent's account of driving in one to the Arctic Circle last month.

Besides this exciting 300SL, from which the all-conquering 300SLR sports/racing model was developed, Mercedes-Benz will show for the first time in this country the new 190SL 1,897-c.c. two-seater sports convertible for which 112 m.p.h. and 26 m.p.g. is claimed from its 105-b.h.p. engine, and the new 300C 3-litre 100-m.p.h. saloon which has two-pedal automatic transmission. In addition, a 220A five-seater luxury saloon capable of 98 m.p.h. will be on view.



M.G.

Stand No. 153

The new and long-awaited M.G. sports model, in the form of the Series MGA, will be shown on Stand No. 153. The new model is notable for a new chassis frame, a low-drag body, and the employment of a 68-b.h.p. 1½-litre push-rod o.h.v., 73 by 89-mm., four-cylinder, twin-carburetter engine. Front suspension is by coil-springs and wishbones, rear suspension by ½-elliptic springs, Armstrong



The M.G. Series-MGA.

damped, the chassis frame being formed of box-section side-members and a three-dimensional scuttle structure. The wheelbase is 7 ft. 10 in., the dry weight is 17½ cwt., the axle ratio is 4.3 to 1, and the car is 2½ in. lower in overall height than the TF M.G. Midget it supersedes. Priced at £595 basic, the new M.G. costs the same as a Morgan Plus Four, these two cars being the least-expensive British sports models apart from the Dellow and new 1,172-c.c. Morgan 4/4.



MORGAN

Stand No. 117

Morgan continues to offer the very fast and accelerative Plus Four, using a Triumph TR2 engine in a chassis which is typically a product of Malvern, backed by a new Ford Ten-engined Morgan 4/4, which is a praiseworthy attempt to offer a small-engined British sports model. It was Morgan's intention to produce a Ford Ten-engined version just after the war when the supply of Standard Ten engines as used in the popular 4/4 dried up, but the idea was abandoned in favour of using the 2,088-c.c. Vanguard engine in a slightly



The Morgan 4/4 Series II.

enlarged chassis, from which was developed the 2-litre twin-carburetter Plus Four 100-m.p.h. sports model, priced at only £595 basic, available also in four-seater and coupé form.

Morgan's ideas of chassis design and i.f.s., the latter not differing in principle from that used for their three-wheelers from 1909 onwards, may be crude, but no one who saw Peter Reece win the Oulton Park Standard Production Sports-Car Race in a Plus Four can doubt the truly excellent cornering stability conferred.

Now comes this Series II 4/4 two-seater with Ford Anglia power unit, available for as little as £638 12s. 6d. inclusive of p.t., and having the same handsome, semi-vintage lines as its big brother. Although only three forward speeds are provided in the Ford gearbox, a good performance should be available, as the 4/4 weighs only 12½ cwt. dry and pulls a 4.4-to-1 axle ratio. 77 m.p.h. is claimed in standard form and no engine is so readily available as the Ford Ten for power increase by adoption of proprietary "mods." or hotting-up in the home workshop. A rather odd remote-control gear-lever depends from behind the dash. Girling brakes are used, and the wheelbase is 8 ft.

The Plus Four has been improved by using rubber-bushed rear spring shackles in place of the former trunnions, Armstrong shock-absorbers and ¼ in. wider front brake drums. The two spare wheels, alas, have given way to only one, this being neatly mounted at an angle on the tail. Experiences with a Morgan Plus Four after a year's ownership appeared in MOTOR SPORT dated August, 1952.



PORSCHE

Stand No. 151

The German Porsche is an enthusiast's car *par excellence*, remarkably compact, with lines both beautiful and aerodynamic, and a maximum speed of close on 100 m.p.h. in normal 1½-litre form, while it shares with the VW the distinct advantages of an air-cooled, rear-located engine and all-round independent suspension.

The Spyder sports/racing version will not be at Earls Court, where the exhibits will comprise a standard cabriolet, a Speedster, and the new Carrera fixed-head coupé. The Carrera has the twin o.h. camshaft roller-bearing engine of the Spyder, but set aft of the transmission and using a compression ratio of 8.7 to 1 instead of 9.5 to 1, so that it develops 100 instead of 110 b.h.p. at 6,200 r.p.m. This engine is now of 1,600 c.c. (82.5 by 74 mm. instead of 80 by 74 mm.) and qualifies for Gran Turismo racing. The cabriolet will also have the 1,600-c.c. engine.

The Porsche is well worth examining, for it possesses "static" as well as "performance" merits. MOTOR SPORT has not been allowed to test a Porsche but we hope to include our Continental Correspondent's impressions of his 1,500 coupé in a future issue.



SUNBEAM

Stand No. 159

The entirely new Sunbeam Rapier saloon will be shown. This is, in effect, a "Gran Turismo" edition of the Hillman Minx. It uses the same "square" four-cylinder, 1,390-c.c., push-rod o.h.v. engine, and the wheelbase of the unitary chassis/body shell is 3 in. longer, or 8 ft. exactly. But the engine, by reason of a compression ratio of 8.0 to 1 instead of 7.0 to 1 and other modifications, develops an extra 14½ b.h.p. for an increase in maximum crankshaft speed of 600 r.p.m., the Rapier engine peaking at 5,000 r.p.m. The four-speed synchromesh gearbox has ratios of 16.6, 12.9, 7.9 and 4.1 to 1, but a Laycock de Normanville overdrive which operates in third and top (giving six forward speeds) steps this up to 3.95 to 1. The unladen kerb weight is just under 21 cwt. and a specially low build is employed. The price will be £986 0s. 2d., inclusive of p.t.



The Sunbeam Rapier

When introducing the Sunbeam Rapier in London on October 12th, Sir William Rootes spoke of a top speed of 90 m.p.h. and an overall fuel consumption of 30 m.p.g., and said that the first rally driver to test the new car was John Cutts, who had that morning driven one down from Coventry! It is the intention of the Rootes Group to enter the Rapier, which has the "Gay Look," in International competitions, but insufficient will have been produced for entry in the 1956 Monte Carlo Rally, for which the well-established Sunbeam Mk. III saloon will be relied upon, the convertible Sunbeam Mk. III and Alpine roadster having been discontinued to streamline pro-

duction. This Mk. III 2.3-litre Sunbeam, which does a rugged 95 m.p.h. and handles well in almost the vintage manner, having been improved greatly from the lessons of the Alpine Rally, will be exhibited unchanged, but in the "Gay Look." We published a road-test report in August, 1955.



TRIUMPH

Stand No. 123

The Triumph TR2 sports model has won universal fame amongst enthusiasts and competition drivers, and represents excellent value for money. It is a reliable, comfortable car for road use, able to out-accelerate almost anything normally encountered, it has sound handling qualities, it is snug when closed up (or in hard-top form), yet its maximum is just under or above 100 m.p.h. depending on tune. Moreover, the 1,991-c.c. twin-S.U. version of the famous Standard Vanguard engine which powers it is notably economical, and something like 28 m.p.g. or better is realised while cruising at speeds in the region of 70 m.p.h.—and it is quite happy holding 98 m.p.h.



The Triumph TR3

The Triumph TR2 has earned a great reputation in sports-car races and rallies without departing very far from standard form, and an enthusiastic TR2 Association is in existence. Consequently, the new TR3 model, which has its power output increased from 90 b.h.p. at 4,800 r.p.m. to 95 b.h.p. at the same crankshaft speed, retaining the same gear ratios, and overdrive if required, will be a source of great interest. It has more room behind the seats than formerly, and an occasional seat, supplied as an extra, may be installed.

The TR3 is priced at £25 more (£650 basic) than the TR2 but at an inclusive price of £921 19s. 2d. in this country, or £985 14s. 2d. in hard-top form with sliding windows, it is right at the top of the sports-car field in terms of value for money. Extras available include the electrically-operated overdrive operating on second, third and top gears, heater, radio, competition-type back shock-absorbers, Dunlop Road-Speed tyres, competition-type front springs, telescopic steering, centre-lock wire wheels, leather upholstery, tonneau cover, and the extra seat. MOTOR SPORT's impressions of the TR2 appeared in the issue dated February, 1955.

SPORTS CARS COSTING UNDER £1,000

Inclusive of P.T.

£638	12s. 6d.	...	MORGAN 4/4 Series II two-seater.
£676	17s. 6d.	...	DELLOW Mk. IIC two-seater (not at Earls Court).
£768	19s. 2d.	...	DELLOW Mk. V lightweight sports (not at Earls Court).
£844	0s. 10d.	...	MORGAN Plus Four two-seater.
£844	0s. 10d.	...	M.G. MGA two-seater.
£865	5s. 10d.	...	MORGAN Plus Four four-seater.
£886	10s. 10d.	...	TRIUMPH TR2 two-seater.
£921	19s. 2d.	...	TRIUMPH TR3 two-seater.
£950	5s. 10d.	...	TRIUMPH TR2 hard-top two-seater.
£985	14s. 2d.	...	TRIUMPH TR3 hard-top two-seater.

MOTOR SPORT

will be at

Earls Court on Stand No. 81

IN ANSWER TO ROBERT GLENTON

Sir,

As a regular reader of this publication I wish to draw attention to what must be the finest example of journalistic bias and inaccuracy ever seen in motoring circles.

On October 9th the *Sunday Express* published an article under the heading "British Cars Beat the Invader." This, accompanied by a photograph of a Volkswagen, tried to show (apparently the author, Robert Glenton, thinks conclusively) that the VW is no match for British cars. Most of the points were very misleading half-truths with a few honest bits thrown in to restore the reader's confidence. Let me quote:—

"I have just conducted an experiment with a new VW and a new British car which is nearest in its class—the Standard Super Ten."

Who says so? and which class? R.A.C. rating? comfort? finish? what? for these don't agree. The photograph has an arrow pointing to "Tricky Steering" which the text laughably describes as "... very light, too light perhaps for the heavy hands of the family driver," farther on the author complains of the one instrument only (the photo says none) on a VW and yet goes on to say:—

"The Standard, although not exactly bulging with dials, does tell you how much fuel you have and whether your battery is charging."

If the author of the article looked at a Standard Ten he would find the same instruments minus the petrol gauge. I suppose it was just oversight that made him miss the foot-operated reserve tap on the VW, but on second thoughts it must be that his feet could not reach it since—

"When I was driving I had the seat back as far as it would go, my knees still loomed up near the wheel and the back seat passengers wriggled with discomfort after 10 minutes."

He must have a family of giants since my height of 5 ft. 10½ in. requires the seat in its mid position where it gives me 1½ in. to spare when comfortably seated in the back with two others.

The article describes the engine as noisy and produces some figures for fuel consumption, speed, etc., which are intended to convince you that the VW is N.B.G., even allowing the journalistic "fiddle factor" which raises the Standard's m.p.g. from 35 (as tested by the *Motor*) to 39, such articles as these do more harm than good because many people actually believe them.

The VW has many virtues and a few vices like other cars but I would rather have a few cost-saving virtues and put up with vices such as fixed rear-passenger windows. My only objection to the VW is that it is not a British car. If we are to have criticism of foreign cars, let it be honest criticism and not grossly unfair and inept.

I am, Yours, etc.,

Ashton-on-Trent.

A. C. JESPER.

So many readers have sent us clippings of Robert Glenton's attack on the VW, published in the *Sunday Express* of October 9th, that we almost know the words by heart. Conscious that we devote a great deal of space to this excellent German car we intended to ignore the Glenton injustice, which he perpetrated under the heading "The VW is All the Rage but the 'Family' Market is Safe," but the number of letters which we have received (one of which we publish on page 708 and another above) requesting us to reply has changed our mind, especially as a letter the Editor of *MOTOR SPORT* addressed to the *Sunday Express* on the subject has not been published, although they did permit the Secretary of the V.W.O.C. to point to the "proof of the pudding" in that in the first six months of 1955 VW sold 13,117 cars to the U.S.A., Standard only 23.

Our readers look at Glenton's article from two points of view. There are the VW enthusiasts who demand that his inaccurate statements be corrected and there are those who consider that the British Motor Industry has been insulted by this attempt to sell its products by unfair criticism of a German competitor.

After claiming to have compared a VW with a Standard Super Ten, Glenton found that "the Volkswagen is not for our family garages." He praises highly its suspension "that leaves our cart-sprung cars out in the cold," its finish "which we seem unable to imitate," and

its air cooling. Then he lashes his whip. The VW's engine, according to Glenton, is noisy, its steering "too light perhaps for the heavy hands of the family driver," the interior is cramped, and apparently you have no means of knowing how much fuel is in the tank or whether "the battery is charging." The real sting of the attack lay in an accompanying photograph of a VW labelled "Passengers cramped," "No instruments," "Luggage for midgets" (indicating the bonnet), "Steering tricky," "Windows (back) don't open," and "Noisy engine (at the back)."

We can only remark that on the Editorial VW there is a speedometer incorporating the usual warning lights, a convenient fuel-tap trapping 1.1 gallons in reserve, that luggage goes behind the back seat as well as in front, a total space found adequate when three people (one from Australia) travelled with luggage from Southampton Docks during the rail strike, that the steering is delightful, that engine noise doesn't matter because the engine is at the back (how this noise myth arises is beyond us, unless faint fan and gear hum troubles sensitive ears), and that in so small and well ventilated a car you only need to open the back windows to be ill, which with VW suspension and no fumes shouldn't arise—also that on our car the dynamo, not the battery, does the charging! The VW is not particularly roomy but is adequate for two adults and three children or three adults, and for 1956 the interior has been enlarged. It is certainly far less "tinny" than small British saloons, the doors closing in those "two stages" beloved of vintage addicts and being fully dust-sealed when shut. For other comparisons between VW and Standard, since admitted by a famous British driver to be honest, see page 607 last month.

Glenton uses a little table in which he shows the VW to cost £88 10s. 10d. more in this country than the Standard, to do 36 m.p.g. to the British baby's 39 m.p.g., and 68 m.p.h. to its 70-72 m.p.h. We got over 41 m.p.g. on long runs from a VW and haven't tested the new Standard Super Ten but to be fair we publish our table hereafter, taking performance data (as it relates to the old VW and Standard Ten) from an independent technical source. Before concluding may we say that our continual reference to the VW, unlike in some circles, is dictated by correspondents' interest in the car—before the war enthusiasts who couldn't run sports cars turned to Continental small saloons because they handled well and were "different" and it seems today that the VW is popular with such owners for the same reason. It is a great pity Glenton has re-kindled the subject, because if we couldn't use a VW as Editorial hack we would gladly use a Standard Ten. We like these cars—and to be forced to draw comparisons is unfortunate, if desirable in the pursuit of fair play. We see that a week later Robert Glenton had written "The Townsend Story" for the *Sunday Express*. We only hope, for the sake of Group-Capt. Peter Townsend and the Royal Princess, that this versatile journalist is more accurate in reporting a private love-affair than in comparing German with British family cars. While on this subject, we commiserate with Peter Townsend—to whom the best of good fortune—on being criticised by busybodies because he drives a Renault Frégate instead of a British car, when surely he has enough already with which to contend.—W. B.

	VW	Standard Ten
Fuel consumption (average)	34.5 m.p.g.	34.4 m.p.g.
Top speed	72 m.p.h.	73.2 m.p.h.
Wheelbase	7ft. 10½ in.	7 ft. 0 in.
Acceleration: a.s. ¼ mile ...	24.2 sec.	24.2 sec.
Distance, pedals to front seat	11 in.	15 in.
Distance between front and back seats	11½ in.	12 in.
Distance, rear seat squab to floor	16 in.	14 in.
Width of back seat	52 in.	48 in.
Headroom from back seat cushion	35 in.	35 in.
Luggage space (approx.) ...	37 in. x 16 in. x 12 in. + 38½ in. x 18 in. x 12 in.	44 in. x 33 in. x 17 in.
Weight as tested	17½ cwt.	18½ cwt.
2,500 ft. per min. piston speed =	120 m.p.h.	74 m.p.h.
R.P.M. at 60 m.p.h.	2,970	4,080
Fuel capacity	8½ gallons	7 gallons
Brake-lining area	80.6 sq. in.	68.0 sq. in.
B.H.P.	36 at 3,700 r.p.m.	33 at 4,500 r.p.m.
Compression-ratio	6.6 to 1	7.0 to 1

WHAT CANADA WANTS

[This letter, written some months ago makes an interesting Show-time commentary on motoring in the Dominions.—Ed.]

Sir,

I was particularly interested in the letters about the VW in the light of my own experience in this part of the world. This city has the second largest car population in relation to its size of all cities on the American continent. The motor car is strictly a means of transportation here and *Le Sport* is only beginning to awaken interest. Cars put up phenomenally large mileages (60,000 plus per annum is not remarkable) owing to the immense distances to be travelled in all directions. In the course of covering this distance in a single year the car will encounter every conceivable condition from 90/100 degrees of heat on prairie dirt roads to 90 degrees of frost in the icy Rocky Mountain passes, and the snow-bound Yukon and Alaska highways. Automobiles must earn their keep here and it is startling to see the large American car completely dominating the market as they can scarcely be classed as economy vehicles. I expected to find British cars in large numbers on my arrival here, but this is far from being the case. The reasons for this were not hard to find.

In the first place, they have failed ignominiously to achieve the mileages required of them with any degree of economy or reliability. Who can be expected to buy a medium or light British car with its 25,000 miles engine life, its 24 m.p.g. (let's face it, these claims of 30 plus m.p.g. do not stand up under practical hard driving), its cramped space, short-lived suspension, and the unavailability of spares and service, when for \$300 more they can buy a Ford or Chevvy, which will give 60,000 miles and 22 m.p.g.? The answer is in the used-car market, where year-old Fords sell for two-thirds of their original cost and year-old Austins (the only readily saleable British car here) are lucky to fetch half price. Of all the British cars which have sold here only two really survive, Austin and Hillman. The Morris dealer went bankrupt, the Standard dealer disappeared, the British Ford dealer is relinquishing his franchise. There are possibly a half-dozen T-type M.G.s in the province, one or two Jaguars, no Sapphires, a Humber or two, half a dozen Austin-Healeys, no TR2s—one could go on *ad nauseam*. The reason for this is the complete inability to absorb punishment of the smaller cars. The lack of interest in motor sport explains the paucity of other makes.

Against this dreary background the VW is starting its meteoric rise here as in other places. Here is a car of 1,192 c.c. which will run for 65,000 miles and more on one engine, which will give 38/40 m.p.g. under the most leaden foot; which soaks up washboard, mud-rutted, ice-packed roads at all speeds with stability and reliability; which has more actual luggage space than any of its British counterparts, and with "two-up" has as much as a Fleetwood Cadillac; which is superbly built and absolutely draughtproof; which has an integral six-outlet heater included in the list price—not an annoying extra; which is impervious to Arctic cold and desert heat alike; and, as new owners here are finding to their increasing delight and the total bewilderment of Buick and Olds. drivers, can stay with anything on the road and out-perform many big fellows on icy, twisty roads. A man in Dawson Creek who has driven from Edmonton on \$9.35 worth of gas is amazed and impressed by the VW owner who left at the same time, arrived at the same time, and only spent \$3.50. The stories of VW owners are being greeted with the mild scepticism usually reserved for fishing tales, but the truth is gradually being accepted owing to the consistency of the various unrelated claims.

Eyebrows assume most unlikely angles and smiles are hardly concealed; but interest quickens when listeners hear of the blessed freedom from worry about anti-freeze; of two-quart sump capacity with its consequent economy of oil changes; of 350-mile fuel-tank range in this land of long journeys; of overdrive top gear; of extraordinary feats of traction on soapy-mud roads impassable to front-engined cars; of "rubber transmission"—their wide-eyed phrase to describe that superb gearbox; of independent torsion-bar suspension on "all four"; of the synonymy of "max." and "cruising" speeds; of 50-minute engine changes (scheduled time); of long and even tyre wear; of 2½ turns from lock to excellent lock which can be done with one finger when the car is stationary on dry concrete; of all the desirable features lacking in the Detroit armchairs. An amusing incident took place during the August rains which reduced unpaved highway to a soapy morass on which even a Murray or a Hardman would have trouble from a stop. One four-mile stretch of the popular Jasper highway was completely impassable; nose-heavy Detroit machinery and light British cars were at a standstill at either end by the score; tractor owners were gleefully and profitably hauling them in each direction; their ignominy was in

no way lessened by the nonchalant supervision of a very mobile Alberta Motor Association scout—in a VW. The publicity value of this can well be imagined.

So the VW gains ground. These stories promote inquiries, the inquiries bring out the cheque-books, and off drives another unpaid but willing salesman, another ambassador. This goes on in the face of stiff consumer resistance—resistance based on previous bad experience, real and hearsay, of small cars. People who "don't want to know" about small cars end up buying VWs and singing their praises to all and sundry. Nobody but an ostrich could fail to be impressed—if only by the sales graph of the VW wherever it has appeared.

This, sir, is no prejudiced partisan paean of praise. I have driven a Y-type M.G. in trials and found it a splendid machine; I have driven Morris, Citroën, Hillman, Velox, Fiat, and the new Ford Anglia in rallies and trials with great personal satisfaction. Were I still at home I would probably continue to use an Anglia for competition work because of its slight edge over the VW in performance due to its three-speed box with handy first/reverse changes. I do not yet own a car here but when I do it will most assuredly be a VW. I did a "Monte" in one and the recollection of that alone, without any of the other perfectly obvious reasons, is enough to convince me that there is nothing to touch it on these roads in this climate. An 800/1,000-mile solo run, virtually non-stop, is nothing to write home about here even when done on icy roads in 'way sub-zero temperatures. I can think of no less tiring car for such motoring than the now ubiquitous VW.

The alchemists who seek to transmute sterling automobiles into dollar balances would do well to gain some practical experience of the conditions under which their catalysts are expected to operate. Neither faith nor hope are adequate touchstones for victory in the grim struggle for success in automobile sales. There is—repeat is—a potential large market on this continent for a good small car, and the VW is the only make which is making any serious impression on it. There is plenty of room for competition but it will have to be rugged. It would have to have eye-appeal to begin to eat into the VW's preserves, and that appeal would have to be backed up by the same incredible durability and toughness of the VW. It must give 40 m.p.g., 70 m.p.h., superb roadholding, low engine wear, long life, good luggage space, easy maintenance with economy, first-class service facilities—but there I go, describing the VW again! If it has all this and eye-appeal, which is the only thing the VW lacks, then it can devoutly hope for success in this market. In the meantime the slavish scaled-down imitations of Detroit which emanate from Dagenham, Longbridge and Oxford might just as well save the expense of transportation to these parts. VW has only been on sale here for a little over a year and by the end of 1955 it will likely be outselling all British cars together in this Dominion.

Those who accuse you of partisanship for your excellent review of the VW can only be doing so from an ostrich-like though admirable patriotism. Such faith is completely in keeping with that which confidently exports British light cars to wind up on the scrap heaps the world over where the going is tough. This is no exaggeration here, where 1953 Vanguards, Oxfords, Vauxhalls and Fords languish on the used-car lots at give-away prices when the humble VW is sold within the hour. If the motor industry had such objective minds as the one which dictated your review the position might be otherwise. I am not qualified to speak of the position in Africa, Australasia, nor Asia, but where road and climatic conditions approximate to the extremes of this country it is hard to see how the position could not be the same. The only fault I could find in your review when I read it some months ago was the one usually attributed to you and your compatriots—understatement. Keep up the good work, sir. Let there continue to be at least one honest objective pen which reports the facts as it finds them. If enough people who matter are finally provoked into doing something constructive about it that pen will have done an estimable service and the alchemists may finally find the right catalyst. It is significant that only one letter of carping and obviously uninformed criticism of the VW has appeared in your columns.

Until such time as the slogan "Buy British" offers some enticement to comply with it other than Imperial Preference, the discerning motorist in these parts is restricted in choice to Detroit and Wolfsburg—which, to the really discerning, is no choice at all.

It may be thought that I have a material motive in so enthusiastically lauding the VW. If the truth were known I could be excused for speaking ill of it owing to my personal experience with its purveyors in this province, but no personal dislikes can detract from my whole-hearted admiration for this willing little beast which I heard affectionately described by a small boy as "a crazy mixed-up car."

I am, Yours, etc.,

Alta, Canada.

M. C. HOGAN.

EARLS COURT BREAD AND BUTTER

ARMSTRONG-SIDDELEY

Stand No. 141

The big Sapphire saloons will be shown, available with several variants of transmission, together with two new 2.3-litre saloons, details of which we hope to publish on page 691.



AUSTIN

Stand No. 162

Austin will exhibit their wide range of family cars, from the diminutive, economical A30 of 803 c.c. to the six-cylinder 90-m.p.h. 2,639-c.c. A90 Westminster saloon.



BORGWARD

Stand No. 150

The fast six-seater Isabella 1,500 saloon, which has the economy of a 1½-litre with the performance of a 2-litre car, will attract visitors, besides which the Borgward 2,400 sports saloon will be shown. New is the Isabella TS for which 75 b.h.p. and 90 m.p.h. is claimed. A MOTOR SPORT road-test report of the Isabella appeared in October, 1955.



BUICK

Stand No. 125

Two cars are on show, the Buick Roadmaster sedan which is the most expensive model in the range and the Century sedan which is a new pillarless four-door saloon.



CADILLAC

Stand No. 125

The experimental "La Espada" is on show, this car has a fibreglass body automatically dipping headlamps, Hydramatic transmission, and thermostatically interior heating. A Cadillac Fleetwood saloon is also being exhibited.



CHEVROLET

Stand No. 146

Four models are on view: two model 1,019 Belair saloons, a 1,076D Belair coupé and a 1,067D convertible sedan



CHRYSLER

Stand No. 158

A Chrysler New Yorker Newport coupé with two doors, an Imperial four-door saloon and a Windsor saloon can be seen, also a Plymouth Belvedere saloon.



CITROEN

Stand No. 155

If the reception which the long-awaited new Citroën DS19 got at the Paris Salon, where people queued-up for three hours to see it and had to be dispersed by the police, you will be lucky to get anywhere near it, but a description appears on page 686. Besides this all-hydraulic, pneumatically suspended, disc-braked, front-drive 2-litre, those old favourites the Light Fifteen and Big Fifteen will be on the Stand, as well as the little 425-c.c. 2 c.v., tested by MOTOR SPORT in April, 1954.



DAIMLER

Stand No. 167

These beautiful, typically British cars with the brilliant fluid-wheel-cum-epicyclic transmission will be on Stand 167, where the models of the greatest interest to our readers will be the Conquest Roadster, and Conquest Century 100 b.h.p. saloon.



DODGE

Stand No. 161

Dodge models with automatic transmission are the Custom Royal sports coupé, the Custom Royal four-door saloon, the Kingsway Custom four-door saloon and the De Soto Diplomat Custom four-door saloon.



D.K.W.

Stand No. 134

The interesting 896-c.c. three-cylinder, two-stroke, front-drive D.K.W. Sonderklasse saloon is sure to be a centre of attraction, for its ability to out-perform and certainly to out-corner large cars has been demonstrated in this season's production-car races. New models will be shown, beautifully finished as before, 12 per cent. more powerful, more handsome and more roomy. A MOTOR SPORT road-test report appeared in September, 1954.



FIAT

Stand No. 124

Fiat will show the little rear-engined 600 economy saloon which was such a source of interest last year, the New 1,100 saloon which possesses such a truly excellent all-round performance in a handy-sized, pleasant-to-handle car, and the bigger 1,400A saloon. MOTOR SPORT road-test of the New 1,100 appeared in July, 1955.



FORD

Stand No. 137

Ford still markets our least-expensive car, the rugged Popular

saloon, costing £390 14s. 2d with p.t. This, and the Anglia and Prefect Tens, with side-valve engines, and the famous o.h.v. Consul, Zephyr and Zodiac Fords are continued virtually unchanged for 1956, but with the addition of de luxe Anglia and Prefect models costing approximately £20 more than the normal versions. MOTOR SPORT tests of the Anglia appeared in July, 1954, and of the Zephyr Zodiac in September, 1954.



HILLMAN

Stand No. 164

The popular Hillman Minx will appear with unchanged technicalities beneath "Gay Look" two-tone exterior. It is backed-up by the useful, all-purpose side-valve Husky utility and estate car and convertible versions using the o.h.v. Minx engine.



HUDSON

Stand No. 147

Black Hudson Hornet, Hudson Wasp in two-tone green, and Rambler cross-country wagon in two-tone blue, are on show as well as the Rambler Super series which is a four-door saloon in red and white. All are six-cylinder models and are fitted with radios and heaters, overdrive, screenwashers, and reclining seats.



HUMBER

Stand No. 163

The new Humber Hawk estate car will be the main attraction on this Stand, backed up by the well-tryed, modestly-priced Super Snipes now with raised compression-ratio, giving 6½ more b.h.p.



LAGONDA

Stand No. 139

Using the same twin o.h. camshaft 3-litre six-cylinder engine as the Aston Martin, the Lagonda represents one of Britain's luxury cars and our only luxury model to have its back wheels sprung independently. Favoured by H.R.H. the Duke of Edinburgh, the Lagonda was last reported by MOTOR SPORT in September, 1951.



LANCHESTER

Stand No. 166

The docile Lanchester Sprite with fluid flywheel and self-change gearbox, is just the car for the ladies.



LINCOLN

Stand No. 136

The Lincoln Premier four-door saloon, the Fairlane saloon, the Continental Mk. II saloon and the Mercury Montclair saloon can be seen. All are fitted with automatic transmission.



MORRIS

Stand No. 157

Ten Morris exhibits will be shown, covering the delightful-to-control Minor in saloon, tourer and Traveller forms, with its willing o.h.v. 803 c.c. engine if rather sad gear-ratios, the Cowley and Oxford family saloons, Oxford Traveller, and the six-cylinder Isis saloon.



NASH

Stand No. 118

Four models are being exhibited, the Ambassador, the Statesman and the Rambler. All are r.h.d. models and have overdrive and heaters. The British-built Metropolitan will also be on show.



OLDSMOBILE

Stand No. 122

Three Oldsmobiles will be on this stand, the 98 four-door Holiday sedan, the 98 Starfire, and the 88 Super four-door saloon. All have automatic transmission.



PACKARD

Stand No. 152

Two six-passenger Patrician four-door saloons can be seen. Both are fitted with power steering and brakes and power-operated seats. White-wall tyres are fitted as standard.



PANHARD ET LEVASSOR

Stand No. 143

Enthusiasts for opposed cylinders, front-drive and air-cooling should visit this Stand, where the little 850-c.c. Dyna 56 flat-twin will be found with improvements to chassis and engine, including the adoption of valve tappets automatically adjusted by hydraulic mechanism.



PEUGEOT

Stand No. 129

This old-established French make stands out amongst families transport for its excellent steering, braking and handling qualities and some unusual technical features such as push-rod actuated inclined o.h. valves, coil-springs at the back, and a worm-drive back axle. Both the 1.2-litre 203 model and the 1½-litre 403 Peugeot

are very completely equipped, yet sell at competitive prices. **MOTOR SPORT's** appreciation of the 203 saloon appeared in October, 1955.

**PONTIAC**

Stand No. 120

A Starchief convertible in black and white and a Starchief Catalina coupé will be exhibited; both are l.h.d. models with Hydramatic transmission, power steering and brakes, electric window lifts, radios and heaters. Two four-door sedans with r.h.d. can also be seen; these are fitted with synchromesh gearboxes, radios and heaters. All have 180-b.h.p. engines.

**RENAULT**

Stand No. 145

The popular little rear-engined, all-independently-sprung Renault 750 will be shown in improved form, retaining its brisk performance with commendable economy, and with an electro-magnetic automatic clutch as an optional extra. The Frégate is available in a simplified form and with an enlarged-bore 2.14-litre engine in the Amiral saloon, two-colour Grand Pavois saloon and the Domaine station wagon. This model, too, contains detailed improvements. The last **MOTOR SPORT** road-test report on the Renault 750 appeared in May, 1955.

**RILEY**

Stand No. 169

Here Englishmen can admire the Riley Pathfinder, a large, slab-sided saloon, appointed in traditional style, yet capable of around 100 m.p.h., an excellent speed from a 2½-litre engine. Vacuum-servo brakes are used.

**ROLLS-ROYCE**

Stand No. 168

The Silver Cloud and Silver Wraith Series E Rolls-Royce cars have a specification similar to that of the faster Bentley, including a six-cylinder i.o.e. engine and mechanical-servo brakes. They are the most costly normal cars at Earls Court, the Silver Cloud chassis being priced at over £3,087 and the Silver Wraith Park Ward limousine, Hooper limousine and James Young saloon costing, with p.t., £7,502 7s. 6d.

**ROVER**

Stand No. 160

The typically English Rover, which might be termed an upper middle-class Rolls-Royce, continues in 60, 75 and 90 four-door saloon forms. The 2.6-litre Rover 90 now has raised compression-ratio, resulting in an increase of 3 h.p., Dewandre vacuum-servo to assist the Girling brakes, and a Laycock de Normanville over-drive is an optional extra. The free-wheel is discontinued on this model.

**SIMCA**

Stand No. 115

The very pleasing Simca Aronde family saloons will be displayed in improved form, with enlarged engine, normal or Simcamatic automatic clutch to choice, and improved appearance.

**SIMCA**

Stand No. 148

On this Stand will be shown products of the Vedette division of the French Simca organisation.

**SINGER**

Stand No. 144

Interest on this Stand will centre around the overhead-camshaft Hunter saloons, supplemented by a faster Hunter 75 version having a 75 b.h.p. cast-iron edition of the 1½-litre twin o.h.c. cylinder head evolved for the Singer engine in the sports H.R.G. The open Roadster is continued and a lower-priced Hunter S saloon is offered at £895 0s. 10d.

**SKODA**

Stand No. 156

The only Czechoslovakian cars in the Show will be exhibited by L. C. Rawlence & Co. Ltd., who used to race the O.M. They will show the new Skoda 440, claimed to give 40 h.p., 40 m.p.g. and 72 m.p.h.

**STANDARD**

Stand No. 142

One of the outstanding new bread-and-butter cars at the Show, the Standard Vanguard III retains the proven 2,088-c.c. wet-liner four-cylinder engine which has served this excellent car so well all over the world as well as powering tractors and Triumph, Doretta and Morgan sports cars so successfully. But the car itself has been re-styled into a handsome, full six-seater, very fully equipped, yet priced only £44 higher than the basic price of the former model. The exceedingly employable Standard Eight and Ten are also shown, being available in normal form and also as de luxe editions



ANOTHER ONE WE WANT TO TEST!—The young lady has emerged from the spacious interior of the handsome new Standard Vanguard III, but why she is frowning we cannot tell you.

and with Good Companion estate body. **MOTOR SPORT's** impressions of the Standard Ten will be found in our issue of June, 1955, and of the phase-two Vanguard in February, 1954.

**STUDEBAKER**

Stand No. 127

Three 1955 models are on the stand. There is the President State four-door sedan in black with r.h.d., the Champion Regal four-door saloon in green and a President State hardtop in grey which is a l.h.d. model and has automatic transmission and power steering.

**VAUXHALL**

Stand No. 165

Vauxhalls have a fine reputation as spacious, brisk and comparatively economical "medium" cars. For 1956 altered exterior trim, winding windows, lever-type door locks, better visibility, smarter interiors and new colour schemes are available and the brakes have been improved. Prices have risen somewhat for four-cylinder Wyvern and six-cylinder Velox and Cresta models.

**VOLKSWAGEN**

Stand No. 135

Here believers in rear-engined, air-cooled, all-independent-torsionally-sprung, flat-four small cars can enjoy the deservedly popular VW in its new form, with greater passenger and luggage space, brighter colours and a slight power-increase, etc. **MOTOR SPORT's** last road-test report appeared in May, 1954. Unfortunately the new *Karmann Ghia* coupé will not be shown but the VW convertible will be seen for the first time at Earls Court, and the Microbus de luxe will be on the Stand.

**WOLSELEY**

Stand No. 138

The practical 94-m.p.h. Wolseley 6/90 and 1½-litre 4/44 saloons will be exhibited. The writer is sorry to find that the typical single o.h.c. valve actuation, a legacy of Wolseley's aero-engine experience of the First World War, has given way to push-rods and rockers.

SOME ACCESSORIES AT THE SHOW

Tyre Products, Ltd., 303, Harrow Road, Wembley. Typrod rubber car mats and link mats for industrial and domestic uses.

Bowden (Engineers), Ltd. Wire mechanisms and pipe units.

Tecalemit, Ltd., Great West Road, Brentford. Garage service equipment, mechanical lubricating plant, oil filters, grease guns.

A.C.-Delco. Instruments, gauges, oil and petrol pumps, electrical equipment, electric motors.

Thomas Meldrum, Ltd., John Street, Sheffield, 2. Tools and accessories, axle stands, heavy-duty wrenches.

Servais Silencers, Ltd., Ashford Road, N.W.2. Silencers, air intakes.

Turner Manufacturing Co., Ltd., Villiers Street, Wolverhampton. Two-stroke Diesel engines. Land Rover conversion units.

Automobile Plastics, Ltd., 62, High Street, Barnet. Plastic and reinforcing materials for repairs to steel and aluminium coachwork.

(Continued on page 708)

THE PARIS SHOW

THERE is one aspect of the Motor Show in Paris that always makes it well worth a visit, and that is the wonderful freedom given to exhibitors. It is truly International, cars from all over the world being on show, and manufacturers can display anything from a standard production model to mechanical fantasies, from family saloons to Grand Prix cars, and the bizarre to the absurd. For the racing enthusiast there was not so much to see as in previous years, but tucked away in a corner of the vast Grand Palais, in which everything is crowded together, was the new Grand Prix Gordini. This was the semi-streamlined eight-cylinder car, with all-round independent suspension and disc brakes, that made its debut at the recent Italian Grand Prix. Next to this was a sizeable stand for the Maserati firm, and they were showing the new 1,500-c.c. sports car, painted blue for the occasion, with four-cylinder engine based on the Grand Prix unit, and all-enveloping two-seater body, as described in *MOTOR SPORT* last month. This interesting and fast newcomer to the 1½-litre field is now for sale to the public and should liven up that category of sports-car racing. Also displayed were two of the new Gran Turismo models, fitted with very beautiful coupé bodies, one a two-seater and the other a very-occasional four-seater. These models are identical mechanically to the very successful and long-proven A6G 2-litre sports car, the Gran Turismo version being detuned to 120 b.h.p. How serious this entry into the touring-car range by Maserati proves to be will depend a great deal on the customers. Compared to past efforts at producing road/sports cars, as distinct from racing/sports cars, these new models are the best yet and are superbly finished.

At the other end of the great hall, Porsche were also being tactful and showing their production 1,500-c.c. Spyder painted French racing blue. This ready-to-race sports car has wider front brake drums and shoes than earlier models, with air-scoops to these, and is sold complete with collapsible quick-action jack and regulation hood, though how it is fitted with a single Perspex aero-screen on the car is another matter. The other Porsche models were naturally on show, including the new four-camshaft Carrera-engined coupé.

From England in this ready-to-race tour of the show there was an immaculate blue and white DB35 Aston Martin, still, unfortunately, with normal drum brakes, albeit now drilled with large holes, and only six sparking plugs for its six-cylinder twin-o.h.c. engine, unlike the factory cars which have 12 plugs. Keeping it company on the David Brown stand was a drophead coupé DB2/4 and a normal coupé of the same type, but not the new one with the unstreamlined rear end, however. Finally, there was one of the "single-seater" sports Panhards, of the type that won the Index of Performance at the recent Tourist Trophy. These tiny 850-c.c. flat-twin-engined cars, with monocoque chassis/body frame and very streamlined bodies, are essentially a racing/sports model, with most of the accent on the "racing."

For those who were looking for a "sporty" two-seater for fresh-air motoring, there was much to see; English cars, as at Frankfurt, being well to the fore. The Austin-Healey 100 was shown fitted with a new four-speed gearbox, the M.G.-A was no longer new since the German Show, and the model exhibited was actually fitted with very secondhand-looking wheels showing rust marks through the paint. Triumph were there, of course, with the TR2, and the little white Giulietta Spyder by Alfa-Romeo had come from Germany, as had the eye-opening B.M.W. 507 with detachable hard-top. Mercedes-Benz had a new 190SL model, beautifully finished in black and chrome, with white bucket-seats, though the safety catch on the passenger seat had been fitted back to front! Denzel from Austria showed an open two-seater model of what they thought the Porsche should have been. This model of 1,300 c.c. is claimed to give more power than the Porsche 1,300-c.c. Super, without the use of a Hirth roller-bearing crankshaft or inclined valves, the Denzel head having the valves vertical. The body is of aluminium, against steel for the Porsche, and naturally the whole car is much lighter. The very lovely, though harsh, Lancia Aurelia Spyder open two-seater was on show, backed up by its relations the Gran Turismo coupé and the Aurelia saloon. Singer were displaying their open 2/4-seater 1,500-c.c. model, honestly called a "roadster"; a designation some other manufacturers might follow. Salmson were showing a two-seater version of the 2.3-litre four-cylinder, twin-o.h.c. competition model, and on the stand was a 1,500-c.c. version of the same engine; and, as already mentioned, the Porsche Speedster, the open version of the normal Porsche was also showing.

Among the sporting coupés, apart from those already mentioned, was the ever-present 300SL. Pegaso showed two models, with body

by Touring of Milan, and they also showed a new version of their V8 engine, available in 3.9 or 4.5-litre form. Just behind them was the Ferrari stand and two typical Ferrari coupés were shown, both on the 3-litre V12 chassis known as the 250 Europa. Of particular interest was the fact that both were fitted with left-hand steering and controls, the first time Ferrari had made this move. A very beautiful chassis was on show, being the new Super-America, with 4.9-litre V12 engine, a production version of the 1954 Le Mans winner. The large-diameter tube chassis now has i.f.s. by coil-springs, a four-speed gearbox just behind the engine, and retains the normal ½-elliptic rear suspension, while the brakes would stop a Grand Prix car. Another chassis of particular interest to those who like nice mechanical things was the new 2.5-litre Talbot-Lago four-cylinder, based on the old Grand Prix engine, with high camshafts, pushrods and rockers. Mounted in an entirely new frame comprised of two large-diameter tubes, with i.f.s. by wishbones and transverse leaf-spring, the engine drives through a ZF four-speed gearbox with short central control, and by propeller-shaft to the normal rear axle suspended on ½-elliptic leaf-springs. Built in a classic, almost vintage, tradition, the new Talbot-Lago chassis was a delight to behold and made noticeable the fact that many manufacturers no longer show the chassis of their cars, either because they have not got one, like Porsche, or else it is too horrible to behold, like—ahem! Two coupé bodies were shown on the new 2½-litre Talbot-Lago chassis and they looked very sleek and small beside the long-out-of-date 4½-litre coupé that was displayed. Nearby were two tiny D.B. Panhard coupés, one with a sickly plastic body that was made to look more sickly by the colour scheme of green and white, though both were very neat and compact in shape.

The Ford Thunderbird, with hard-top, was lurking about, as was the pretty little Karmann coupé VW, while Jaguar showed only coupé and drophead XK140 models as standard, but they were accompanied by a very sleek Ghia-bodied coupé on the same chassis. The Bristol stand looked very sombre with gunmetal grey 405 models, saloon and drophead, and it was left to Arnolt, just opposite, to attract the sporting types with his very pretty Bertone-bodied coupé, fitted with Borani knock-off alloy disc wheels. For the Renault enthusiasts there were many versions of specialist work on the 4-c.v. theme, with attractive little coupés by Henri Chapron and mechanical mods. by Autobleu, and a tiny coupé based on a 300SL, even to the "gull-wing" doors, by Pichon-Parat. Equally, Panhard Specials were shown, one successful one by the company just mentioned, and another enormous one by Arista that was big enough to take a Bristol engine.

Being a truly International Show, all the Americans were there, looking beautiful, vulgar, funny or obscene, depending on the viewer's mind; though Chrysler were so ashamed of one of their models they buried it down a hole so that only the front stuck up above ground. An enormous Cadillac Eldorado, looking in accordance with the viewer's eyes and mind, was revolving on a platform and showing a great deal of stainless-steel where chromium once grew, while the prize for vulgarity must surely be handed to a device called the Gaylord. This tiny tubular chassis is fitted with a 5-litre Chrysler engine of fabulous horsepower and the German firm of Spohn executed a beautifully-finished body to the most horrible design yet seen, the idea being born in Chicago. Any true vintage members must have rejoiced in the P100 headlamps and the exposed front wheels, but there the rejoicing would have ended. Not far from this monster was the stand of Boano, a coachbuilder of Turin, and showing were two creations of Raymond Loewy, the American body stylist. One was a very sleek coupé on a Chrysler, so low you could see over the roof, and the other was a rather strange flight of fancy on a Jaguar chassis. Neither are likely to be repeated but were fine examples of coachbuilders' art given a free hand and very typical of one section of the Paris Salon every year. On the other side of the hall from these cars was a peculiar object called an IAME, which hailed from the Argentine and had a 3-litre V8 air-cooled engine, very much like the old Steyr, but cooled by an enormous turbo-fan driven by belts from the front of the engine. This engine was mounted in a chassis and coupé body that were merely meant to prove that the engine could be fitted to a car.

All these interesting, exciting and amusing things in one big hall meant that the end of the day found the mind beginning to boggle and the head a bit swimmy, but to complete the day the new Citroën just had to be seen. With everything controlled by hydraulic pressure and the whole conception being like an artist-draughter's impression of a 1980 motor car, any firm but Citroën would never have got away with such a gigantic forward stride in automobile engineering. Having got away with just such a gigantic step when they introduced the f.w.d. Citroën in 1935, they will probably do it again with their 1956 car. The Paris Salon has always been acknowledged as the greatest Motor Show, and it surely retains that title.—D. S. J.

THE EDITOR DISCUSSES—

SHOW BUSINESS

EACH year, as the opening of the Earls Court Motor Show proclaims the end of another motoring season, it seems a good thing to take stock of what has gone before and what is likely to lie ahead.

The scientists tell us that the world is slowing down and will eventually be uninhabitable by humans, but they reassure us by planning mass-evacuation to far-distant planets.

All of which renders the Motor Show and whether to buy a Sleek-line Six or a Rugged Rotter rather remote. I wonder, however, whether getting the first space-ship away is going to be any easier than getting a B.R.M. off the line in some of the earlier post-war races? We are told that on the longer journeys the crew will have to be prepared to breed future crews *en route* because the original members will die before they arrive, which seems to suggest that a very high rate of starting-money will be demanded—by their relatives! "Ah," say the scientists involved, "but you are already doing this, for what is earth but a space-ship?" The earth, however, is steered by God, the space-ship will be steered by man; and in that I feel lies the difference . . .!

Returning on that note to Earls Court, the exhibits at which I have not seen at the time of writing, I do hope most sincerely that I shall find a new way of thinking on the part of British designers and that they will be offering air-cooling, independent rear suspension, rear-located engines or front-wheel drive and the like to their customers, the public. On the Continent they have these items of specification in the low-priced cars (VW, Renault 750, Fiat 600), so why not in Britain? Or if you prefer to leave the engine at the front, then front-wheel-drive, as adopted by Citroën, Panhard and D.K.W.

Engines have reached a high degree of perfection and reliability and it is where they are installed, and in what sort of chassis, which seems to matter now, although I hope air-cooling will spread. It works not only on low-output engines but for the Porsche (remember Le Mans?), and it not only means immunity from freezing in winter and overheating in summer, but is devoid of anxiety about damaged radiators, split hoses and such like, besides which it should spell longer cylinder-bore life. My own air-cooled car (I will modestly forbear to utter which make!) gets its oil reasonably warm within three miles of starting from cold and is up to its normal oil temperature in 5/6 miles. Just pause to consider what the *water* temperature of your engine is after that distance, reflect that oil takes a great deal longer to get warm than the cooling water, and you will, I think, see my meaning. If you must have water, at least dispense with fan and pump, as Alvis did successfully on the 12/50 all of thirty-two years ago.

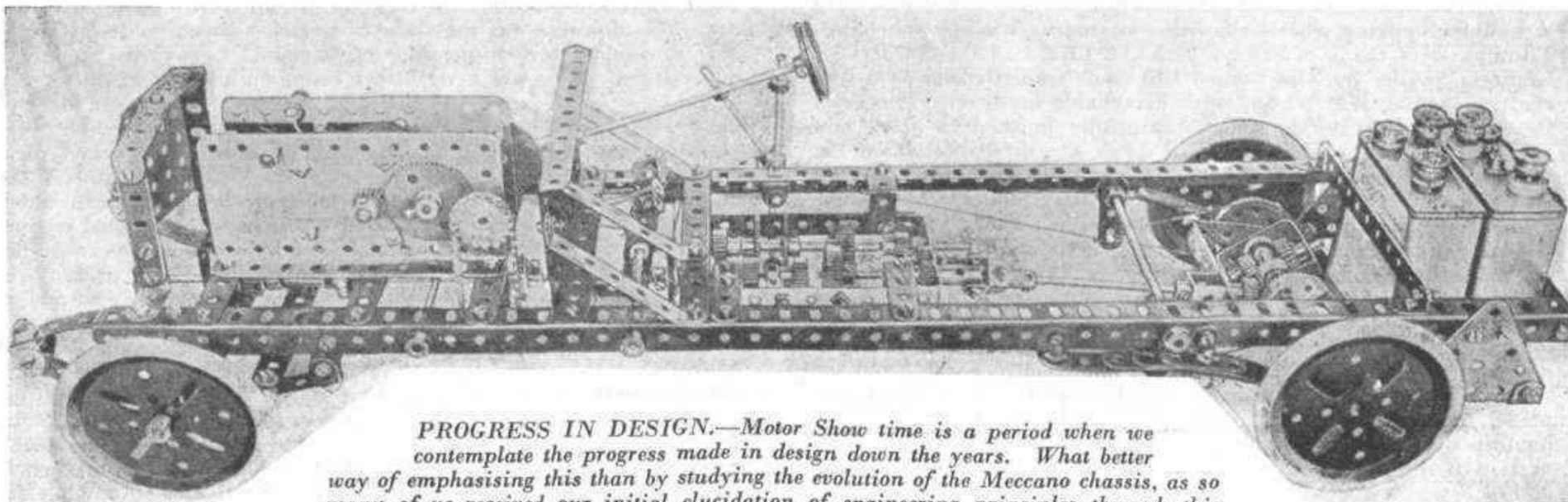
Having got your air-cooled engine you can put it out of sight behind you, where noise, heat and fumes will float backwards away from your human form, which is susceptible to such things, or you

can mount it in front and make it drive the front wheels, so that round corners you will gain that stability which any owner of a Citroën made during the past twenty-one years will tell you is a very considerable safety factor.

As I am writing for MOTOR SPORT readers, I assume you will wish to corner fast and to enjoy good control, so I must insist on a back suspension which doesn't wag the car like the tail wags the dog. De Dion, swing-axle or other form of i.r.s.—it's all the same to me providing the designer is prepared to throw away that great unsprung mass of rigid axle which still persists on almost all British cars. Mark you, at the risk of treading on Mr. Tinwear's toes, I sometimes wonder if vintage cars are not just the very thing for the British motorist, judging by the manner in which the majority of them seldom exceed 40 m.p.h. even along wide, straight roads. I base this on long observation, added to the manner in which the moderns baulked my 33-year-old 8-h.p. vintage two-seater on the journey to Goodwood and back to celebrate the V.S.C.C.'s 21st birthday. How such drivers ever contrive to have serious accidents beats me, yet isn't it a fact that the insurance companies, in trying to excuse another increase in insurance rates, point to the expense of repairing battered *modern* vehicles after crashes, while admitting that the *vintage cars* involve them in next to nothing at all? It seems sad to me that with engines which benefit to the full from excellent high-octane petrols that prevent knocks-at-the-piston, the average motorist scarcely makes use of the power at his command yet still contrives to suffer knocks-on-the-body.

I am fortunate to be writing for an enthusiastic readership of a quarter-of-a-million (the circulation of MOTOR SPORT continues to increase every month) instead of for Mr. Average Driver, for whom the journals at this time of the year have to cover proprietary heaters and Laying-up-until-the-Spring, in order to help fill the advertising pages which so outnumber those devoted to editorial. (The new 2.4-litre Jaguar may be an excellent car but I became rather sick of it after counting 65 separate pictures of it in one issue of a weekly contemporary!)

We have come so far along the path of motoring comfort, that it seems permissible to wonder whether the modern car-owner in his enclosed saloon, equipped with heater, demister, defroster, air-conditioning, radio, cigarette lighters, ash-trays, flashing indicators telling of its intention to turn, antennae feeling for the kerb, a dolly dangling from the screen to amuse the occupants, with a chain trailing astern to humour their stomachs and the sidelamps alight to ward off forked lightning, knows much of motoring. Soon he will have universal automatic transmission and power steering, and he will continue to swell the congestion in our towns and along our arterial roads. But you and I and most of the quarter-million MOTOR SPORT enthusiasts can still find cars to enjoy and roads over which to enjoy them. How long will this be so, I wonder? Already on my 40-mile journey to and



PROGRESS IN DESIGN.—Motor Show time is a period when we contemplate the progress made in design down the years. What better way of emphasising this than by studying the evolution of the Meccano chassis, as so many of us received our initial elucidation of engineering principles through this excellent medium? Above is the Meccano chassis of 1922-23, a typical luxury vehicle of this period, with big engine, cone clutch, separate (two-speed and reverse) gearbox, right-hand control levers, open propeller-shaft and differential back axle. The chassis has $\frac{1}{2}$ -elliptic front and full cantilever back springs, cable-operated contracting rear-wheel brakes, narrow-section "high-pressure" tyres, and fixed starting handle. By 1928 a smaller engine

from the office I drive the entire way, except for the initial four miles, between newly-laid kerbstones (some of which even protrude purposely at places where the local authority deems accident-prevention a matter of frightening drivers to a crawl instead of speeding-up the traffic flow). At present this isn't too bad, because for much of the distance after London has receded they are flanked by grass and there are trees beyond the footpaths. Yet everywhere buildings are springing up where fields, trees and hedges once stood, for in this Age of the Bulldozer beauty is at a premium. The time may soon come when motoring in the Home Counties will cease to provide any pleasure, only convenience, because there will be no point in leaping into the driving-seat to escape from bricks and mortar if bricks and mortar flank your route all the way; you'd be better off in a helicopter. How long shall we give it—ten years?

For the present, however, the desire is to motor and Earls Court will provide an International sales-room of new cars for those who can afford such luxuries in an age when the motorist is for the fleecing—the motor-insurance sharks (who might as well be Nationalised and have done with it) are after a bigish bite, and petrol, so savagely taxed by Labour and Conservative Governments alike, has gone up in price, Shell having put a 1d. extra on their premium grade the day before I wrote these words, with the rest of the big companies soon following suit. The fact is that insurance is no longer a sporting gamble, purely profit-snatching Big Business. What excuse the petrol companies have for slapping 1d. a gallon on the private-motorists' petrol, which costs no more to distribute than commercial fuel, and after the 16 companies which have so far reported profits this year show an increase, *vide* the *Sunday Express*, of £32 million to a total of £306,000,000 and have paid out nearly £9,000,000 more in dividends, I cannot imagine. Lucky are the vintage-car owners whose low-compression engines will run on the cheapest petrol, scorning high aromatic, platinum-processed, initial control additive high-octane fuels and who do not have to carry sleeping babies on the back seat.

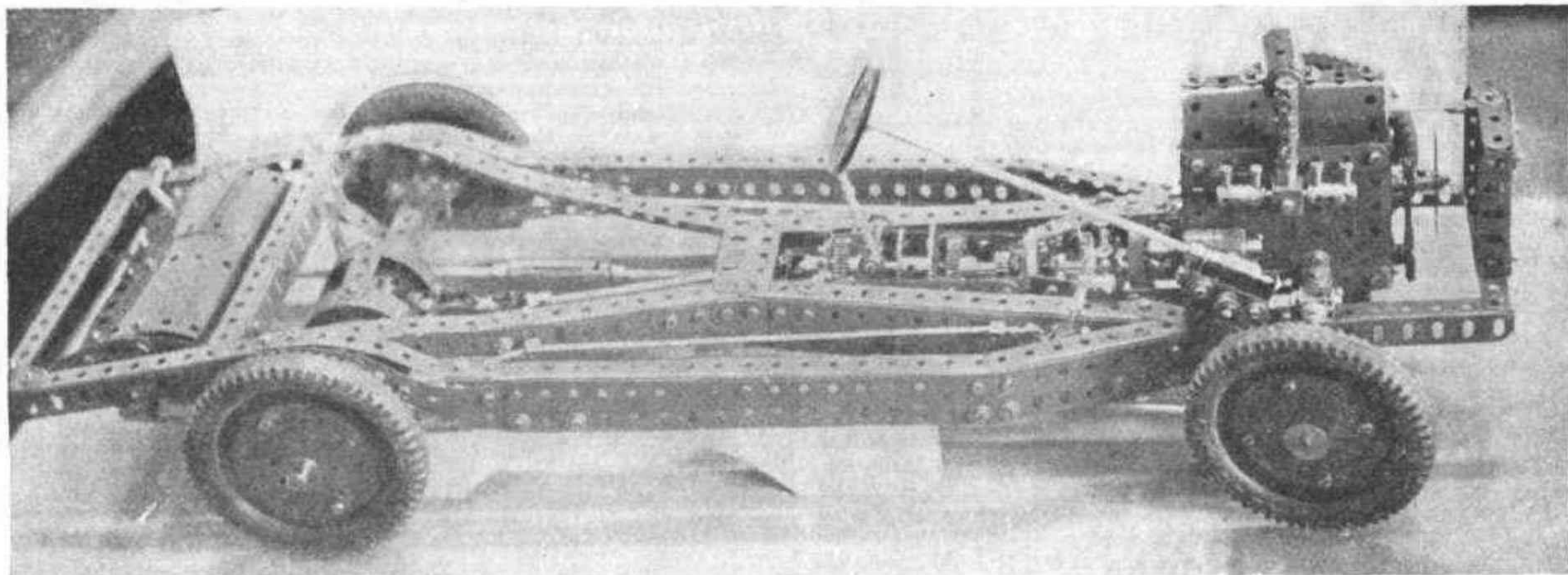
But the rest of us must wish that the petrol companies would be content with a mere fortune. With six times as much oil gushing from the Middle East now as there was ten years ago, surely they could still run their 10 per cent. wages and salaries increase, elaborate publicity stunts, paint petrol stations free of charge, employ sleek "petrol reps." and so on, while *reducing* the price of their fuel? And isn't it interesting that although they—Shell, Esso, National Benzole, Vacuum, Fina, Regent and my own favourite Cleveland—are all supposed to be rivals, yet all have extracted exactly the same increase in price of their products?

Certainly the Motor Show stimulates interest in motoring, and if purchase tax on new cars is increased, as Mr. Butler is said to contemplate, and if wage increases and manufacturing costs continue to inflate new-car prices, used-car sales should improve, providing

vendors have the good sense not to further increase the already ridiculously high prices asked for vehicles which have either been wearing-out in use or deteriorating in storage for the better part of two decades. For some of us all these glittering new models at Earls Court, with which it is well-nigh impossible to associate such vulgar calamities as flat tyres, flat batteries, oval bores or crumbling valves, seem to have a perverse effect and we regard the older cars with increased affection. I will confess that I took a perverse delight in arriving at the Show two years ago in a "bull-nose" Morris-Oxford for a demonstration of the V8 Pegaso. I have no doubt there are others about like that! But if, after dazzling yourself at Earls Court, you feel the need to motor and set out to purchase a used-car, do use your loaf and not unload bags of gold or dollars to unscrupulous salesmen offering you a flogged-to-death heap as a "genuine team-car, old boy," or a mediocre model of a well-known make as "personal property of the late Sir Malcolm Campbell." After all, you can always ask our advice, or gen.-up at the appropriate one-make Club or Register.

Did I write "dazzled at Earls Court"? You will be that all right at the Hillman stand, where the Gay Look Minx will be brightly displayed. I first saw these attractive two-colour cars at the first of the Showtime Parties (which some journalists enjoy and after which I—with my Mk. I internals—suffer) at Devonshire House, where the Rootes P.R.O., John Bullock, had arranged for young ladies wearing frocks the colours of the new cars to pin buttonholes in the gentlemen's lapels. As the young ladies were very charming models and their frocks of the opera-top variety, I think the visitors probably looked more at the girls than at the cars, which may be why, as I walked back through the sunlight to Hyde Park, I decided that I prefer my sober all-black VW. But if I am permitted to road-test the Gay Look Minx next year I shall certainly ask for one of these charming models to be part of the trial . . .

I do not know whether this year's Motor Show will be notable for many entirely new models because I am writing this before the doors open, but already some very interesting new cars have been announced. Jaguar, for instance, seems to have "hit the jackpot" again with a 2.4-litre six-cylinder, twin-o.h. camshaft saloon for which 100 m.p.h. is claimed, at a total price, with p.t., of £1,269 (plus a ridiculous tenpence), which puts it in price competition with the Riley Pathfinder and Sunbeam Mk. III. I shall be interested to discover whether it is faster than the former and more roomy than the latter, although somehow I do not think the Jaguar P.R.O., Bill Rankin, is any more likely to lend us one than the Bishop is to bestow a new M.G. on us. However, without trying it I know the Jaguar has one of the best engines in the world and although the employment of cantilever back springs seems decidedly unusual in 1955, this bears out all Georges Roesch used to say when he endowed



behind a higher radiator was used in a shorter chassis, the gearbox had a central lever and was in unit with the engine, and expanding back brakes had appeared, but cantilever rear suspension (as on the new 2.4 Jaguar) was retained. Above is seen the 1956 Meccano chassis, with rigid cruciform braced frame, underslung $\frac{1}{2}$ -elliptic back springs, worm steering (true Ackermann on all models), plate clutch, a compact three-speed-and-reverse gearbox, with central lever, large "hydraulic" four-wheel-brakes, a small four-cylinder engine with "d.d. carburettor" and belt-driven cooling fan behind a small radiator, the "dynamo" driven from the engine, "low-pressure" tyres, and independent front suspension by wishbones and torsion-bars (the Meccano sports chassis has transverse leaf-spring i.f.s.). All these Meccano chassis are electrically driven, and the 1956 version can be seen in the Meccano showroom-window at 20, Berkeley Square, W.1, while the Motor Show is in progress.



FRESH AIR.—Britain builds some good convertibles for open-air lovers. Here is the Hillman Minx, which costs £766 2s. 6d., while below—

quite big Talbots with $\frac{1}{2}$ -elliptic rear suspension, saying that anything longer was unnecessary and just so much dead-weight. And the Jaguar front suspension is every bit as intriguing.

The new sports M.G., Series MGA, will attract the tweed caps and polo-necks, and how nice that the misleading "Midget" has at last been dropped. The car has decided promise and if either of the twin-overhead-camshaft engines used in the T.T. become available in the production version, that will be *really* exciting. At present the car uses virtually the B.M.C. 1,500 TF engine but new body lines have apparently produced a maximum speed of nearly 99 m.p.h. The fuel consumption, however, seems heavy in comparison with the Triumph TR2, for example, and without good fuel consumption, in this age of the flat-rate annual tax, a 1½-litre engine is of small merit except that it is convenient for competition purposes. I hear from America that dealers are unhappy over having had to wait four months for this new M.G. model, which was apparently due there in June, and, as *Road and Track* sagely observes: "... the new model has the same power (68 b.h.p.) and the same weight as the TF, so will accelerate the same." It is heavy, at 18½ cwt. unladen, a figure which should turn Colin Chapman British Racing Green! Nor is it particularly inexpensive, being only £30 less than a Triumph TR2, and I believe that a number of minor points will need tidying up before the latest M.G. appeals to the discerning enthusiast as earlier M.G.s did.

I only hope present-day sportsmen and sportsgirls realise what excellent value is offered to them in the sports cars of 1956. Austin-Healey, M.G., Triumph, and Morgan deserve every credit for excellent productions in the inexpensive fast-car field. Incidentally, in about the only convincing race for standard production sports cars this season, run by the Mid-Cheshire M.C. at Oulton Park, it was the least-expensive 2-litre of them all, the Morgan Plus Four, which vanquished a strong field of Austin-Healey, A.C. Ace and Triumph TR2 cars.

I am glad to see increasing use of overdrive, showing that such good use is made of modern fuels that present-day small engines develop sufficient power to enable high gear ratios to be employed, which was one of the most enjoyable technical aspects of the vintage era. But I wonder whether it wouldn't be better to build them into the gearbox, as Peugeot and Renault do, instead of incorporating proprietary units operated by airman-Cody's mistrusted "electricity." And if Borgward, VW, Porsche and others can pull high top gears with engines of under 1,500 c.c., what excuse is there for buzzing? Certainly it is nice to cruise the VW at 60 m.p.h. and to know that its "boxer" engine is turning over at only 2,970 r.p.m., whereas at the same speed the engine of the Austin A30 runs at 4,760 r.p.m., that of the Standard Ten at 4,080 r.p.m., and that of the Ford Anglia at 4,000 r.p.m.

It is pleasing to see how racing innovations are finding their way onto production cars. Disc brakes, which were a sensation on the V16 B.R.M., were soon adopted by Jaguar and Austin-Healey for sports-car racing, and later by Aston Martin, and became available in a limited degree to the public. This year Triumph experimented with two different makes at Le Mans and used such brakes in the T.T., three British F.I. cars use them, and Colin Chapman has Girling disc brakes on his latest Lotus. I do not know as I write this whether any other cars available to the public besides Austin-Healey 100S, Jaguar D-type and Lotus-Climax will have disc brakes at Earls Court, but watch any manufacturer who does adopt them, because this will be an assurance that he employs a design-staff which doesn't hang about. De Dion rear suspension, petrol injection (on Lloyd and Mercedes-Benz), and plastic bodies (Lancia) are other items of racing-car specification now adopted for road cars, and it

may not be long before Mercedes-Benz' air brakes and B.R.M.'s air-strut suspension is so used.

With integral body/chassis construction open bodies are difficult to stiffen adequately and with a true space frame the doors present difficulties, overcome by gull-wing doors in the Mercedes-Benz 300SL, the practicability of which was made clear by our Continental Correspondent last month in his article on a drive in one of these cars to the Arctic Circle. We are obviously becoming confirmed closed-car users but, sports two-seaters apart, British convertibles number those of Alvis TC 21/100, Aston Martin DB2/4, Bentley, Bristol 405, Daimler Conquest, Ford Zephyr, Hillman Minx, Jaguar XK140, Jensen Interceptor, Lagonda, Morgan, and Morris Minor in contrast to which Triumph offer a hard-top version of the in-any-case closable TR2. Convertible bodies amongst Continental cars on the British market, as I write, are available on Delage D6, D.K.W., Mercedes-Benz 300S, Panhard Junior Sprint, Porsche, Renault 750 and VW. But as our Porsche-minded Continental Correspondent says, "Why get cold and wet when you can go faster under a lid," and both Stirling Moss and Mike Hawthorn have renounced open cars away from the circuits.

My own feeling is that not only are large engines unnecessary in modern cars (the petrol companies continue to render them a luxury) but that modern traffic conditions call for very small overall dimensions. For two people the Porsche is about what I have in mind, and for a family car I crave nothing larger than a VW. Such small cars need not look odd if they are decently proportioned, although I must confess that this art is something of a mystery to me—why does a big-boned, bowler-hatted businessman seen broadside on in a Ford Anglia look slightly comic but becomes just a big man in a small car in, say, a Standard Ten? If there is any immediate goal to which I would like to see designers apply themselves it is to greater reliability. One component frequently in disgrace is the car clock, my own Moto Meter clock on the VW used to tick away the remaining minutes of my life in a startlingly audible manner, but soon it did so only intermittently or not at all. Many other car clocks are equally temperamental, so that it is a brilliant idea on the part of Timex to introduce a tiny key-ring car clock to supplement the dashboard one, that is, if their new shock-resistant miniature proves to be reliable.

In the matter of reliability, will someone please build a car which will run for 10,000 miles without developing any trouble or snags of any sort? In my own experience of three new post-war cars I have been disappointed not to achieve this comparatively modest distance without quite serious defects occurring. I had thought that perhaps only low-priced cars suffer in this unfortunate manner but an acquaintance of mine tells me that his new car needed a replacement gearbox, and has suffered from a leaking brake master-cylinder, a faulty distributor, a faulty timing-chain tensioner and other smaller defects in 5,500 miles, and its basic price is £1,140; so where are we? If readers have cars which have run 10,000 miles, properly serviced, without so much as a blown lamp-bulb, our correspondence columns are open for them to tell the world so, but in general I deplore the very good cars which are spoilt by early defects of a minor, and seemingly avoidable, nature. So far as general design is concerned, I wouldn't willingly return to water-cooling and a rigid back axle. So far as the former is concerned, were I handling the publicity of an air-cooled car (which Heaven forbid!), I shouldn't be able to resist countering those advertisements for anti-freeze which appear at this time of year declaring, "WARNING. It's — time again! Frost Can Strike at Any Time . . .", by having one worded "Don't Worry! Air Cannot Freeze" or words to that effect.

In past Show Reports I have remarked that today's motor-manufacturers are really motor-assemblers, and if you examine carefully the interesting exhibits of the components and accessory companies



—is the Bristol 405, a beautifully-made 2-litre priced at £3,471 19s. 2d. in convertible form.

you will learn the truth of this. Fortunately there are, as Chubbs might say, "Lots of combinations," and versatility still predominates, although one day the use of standard components may result in all cars looking exactly alike, as visualised by Vandervell Products.

At Earls Court it will be possible to see side-valve, vertical push-rod overhead-valve, inclined push-rod-actuated overhead-valve, single overhead-camshaft and twin overhead-camshaft engines; two, three, flat-four, in-line four, six and V8 cylinder dispositions, two-stroke as well as Otto; bevel, hypoid and worm back axles; leaf-spring, coil-spring, torsion-bar and pneumatic suspension mediums; de Dion, swing-axle and rear-axle arrangements; all manner of methods of achieving independent front suspension; and so on throughout the anatomy of the brilliant collection of International cars on display. Moreover, Colin Chapman's Lotus will be present in this great Exhibition Hall and that should warm the cockles of all enthusiast hearts, for here is a tubular space-frame aerodynamic design which owes nothing to standardisation and the big combines. The Lotus is obviously intended for competition motoring but is just as much the true enthusiast's road-car as was an Amilcar Six or a Grand Prix Bugatti three decades ago. It goes remarkably with a mere 1,100 c.c. of Coventry-Climax power unit, and for a small concern this, and the fact that the car has run most convincingly at Le Mans and in the T.T. before it retired, is creditable indeed. Its close rival, the Cooper, will not, I believe, be shown—at the Castle Combe race meeting on October 1st we saw a Cooper-Climax with its slab tail (which enables a friend of mine to say that his very square shooting-brake possesses Surbiton streamline!) hattle with and just beat an aerodynamic, tail-finned Lotus-Climax—but in these and the other small firms we find cars near to our ideal, perhaps because Colin Chapman and his kind not only design the cars they sell but race 'em (either as drivers or technicians) as well.

On that note I will close, welcoming you to the great London Motor Show, with all it will reveal, from the Docker Daimler to the aforesaid so-desirable Lotus sports/racing car.—W. B.



ENTHUSIASTS' IDEAL.—The Mk. IX Lotus-Climax sports/racing car, by reason of a rigid, lightweight tubular space-frame, de Dion back end, efficient 1,098-c.c. overhead-camshaft Coventry-Climax FWA engine, Girling disc brakes, and a scientifically-conceived aerodynamic body, offers outstanding performance for a 1,100-c.c. car or any other size of car and should steal the Show from the enthusiasts' point of view. The twisty road seen behind it in this picture is just the sort of going a Lotus likes. See it on Stand No. 61 on the ground floor.

THE LOTUS EXHIBIT ON STAND 61

The Lotus Engineering Co., Ltd., will exhibit a Lotus Mk. IX multi-tubular space-frame complete with Lotus swing-axle independent front suspension, Lotus de Dion rear suspension, outboard front and inboard rear disc-brakes, worm-and-nut steering, and Lotus final-drive unit, and propeller-shaft. A Coventry-Climax FWA 1,100-c.c. single-overhead-camshaft engine—one of several alternative engines which the Mk. IX frame is designed to accommodate—in unit with a proprietary four-speed close-ratio gearbox, will be mounted in the frame, together with all main engine auxiliaries, and a Lotus radiator unit.

The specification reads as follows:—

Frame

Mild steel 18 and 20-gauge round and square-section tubing assembled by acetylene welding. Lower longitudinals are 1½ in. diameter tubes, upper longitudinals are 1-in. square-section braced throughout with square and round tubes of appropriate size according to load and function. All engine, gearbox, final-drive suspension, and accessory mountings are welded to the framing. The frame is designed to accept a fully aerodynamic low-drag, two-seater body with a full-length undershield, and twin rear stabilising fins. A forward extension of the frame is arranged to locate the ducted radiator, while a light-alloy fuel tank, also produced by Lotus, may be accommodated on outriggers on the passenger side of the frame. At the rear, in the tail of the frame, provision is made for battery mounting. Weight of frame, complete with all mounting brackets and body hoops, is 63 lb.

The Mark IX frame is designed for a vehicle with a wheelbase of 7 ft. 3½ in., a front track of 4 ft. 0½ in., a rear track of 3 ft. 11½ in., and an overall length of 11 ft. 7½ in. The overall width is 4 ft. 8 in., and the height from the ground to the top of the scuttle is 2 ft. 3 in.

Front Suspension

Swing-axle pivoting about lower front cross-member, ensuring low roll centre. Fore and aft location by radius-arms, attaching to frame near second main cross-member by Thompson joints. Girling concentric coil-spring and telescopic shock-absorber units provide overall deflection from full bump to full rebound of 6 in.

Steering

Burman worm and nut, divided track-rod, attached to bell-crank lever on lower front cross-member. Specially forged steering arms, conventional drag link and drop-arm.

Rear Suspension

Lotus de Dion rear suspension with Lotus final-drive unit bolted to frame, universally-jointed half-shafts located laterally by transverse Panhard rod, and longitudinally by parallel trailing arms on each side. De Dion tube is of 16-gauge mild steel, diameter 3 in., swept behind final-drive unit. Light alloy housings at each end of tube contain hub and race assemblies. Suspension units as at front, but total deflection is 7 in.

Other Details

As exhibited, the Mk. IX frame will be equipped with a Coventry-Climax four-cylinder engine and a four-speed gearbox. A special Lotus adaptor unit is used to attach the gearbox to this engine.

The engine has a bore of 72.39 mm. and a stroke of 66.6 mm. The capacity is 1,098 c.c., and the compression ratio 9.75 to 1. Maximum power output exceeds 72 b.h.p. at 6,000 r.p.m. Single overhead camshaft, operating valves inclined at 20 degrees through inverted tappets. Twin S.U. 1½-in. carburetters.

A Borg and Beck 7¼-in. diameter single dry-plate clutch is used in conjunction with the four-speed gearbox, which has synchromesh on second, third and fourth gears.

RUMBLINGS



Show-time is usually records-time, or was when Brooklands was booming and Montlhéry was a busier place than it now seems to be.

RECORDS

This year the interest has centred on the Bonneville Salt Flats, Utah, where at the end of September the American drivers Tony Bettenhausen and Marshall Lewis performed with a 78 by 78-mm., four-cylinder, 1½-litre, streamlined, all-enveloping Osca (alias Simpson Special), said to weigh only 14½ cwt. in starting trim.

It established International Class records (subject to F.I.A. confirmation) from 10 miles to 12 hours, at from 132.1 m.p.h. to 160.3 m.p.h., which would seem comfortably to shatter all the Porsche records in that class for such distances, and some of the M.G. records held by Goldie Gardner, Ken Miles and George Eyston, and a Borgward record.

But records are made to be broken, and we may hear of activity at Montlhéry to coincide with the Paris Show. If so, more anon. Wasn't it Goldie who once had a beautiful Christmas card prepared, listing the records he held, which, ere it reached us on Christmas morning, had had to be overprinted because in the meantime some inconsiderate someone had annihilated some of Gardner's figures?

The new banked autodrome at Monza obviously lends itself to records and we may expect that Taruffi will probably have first go, in a re-engined version of his famous Tarf.

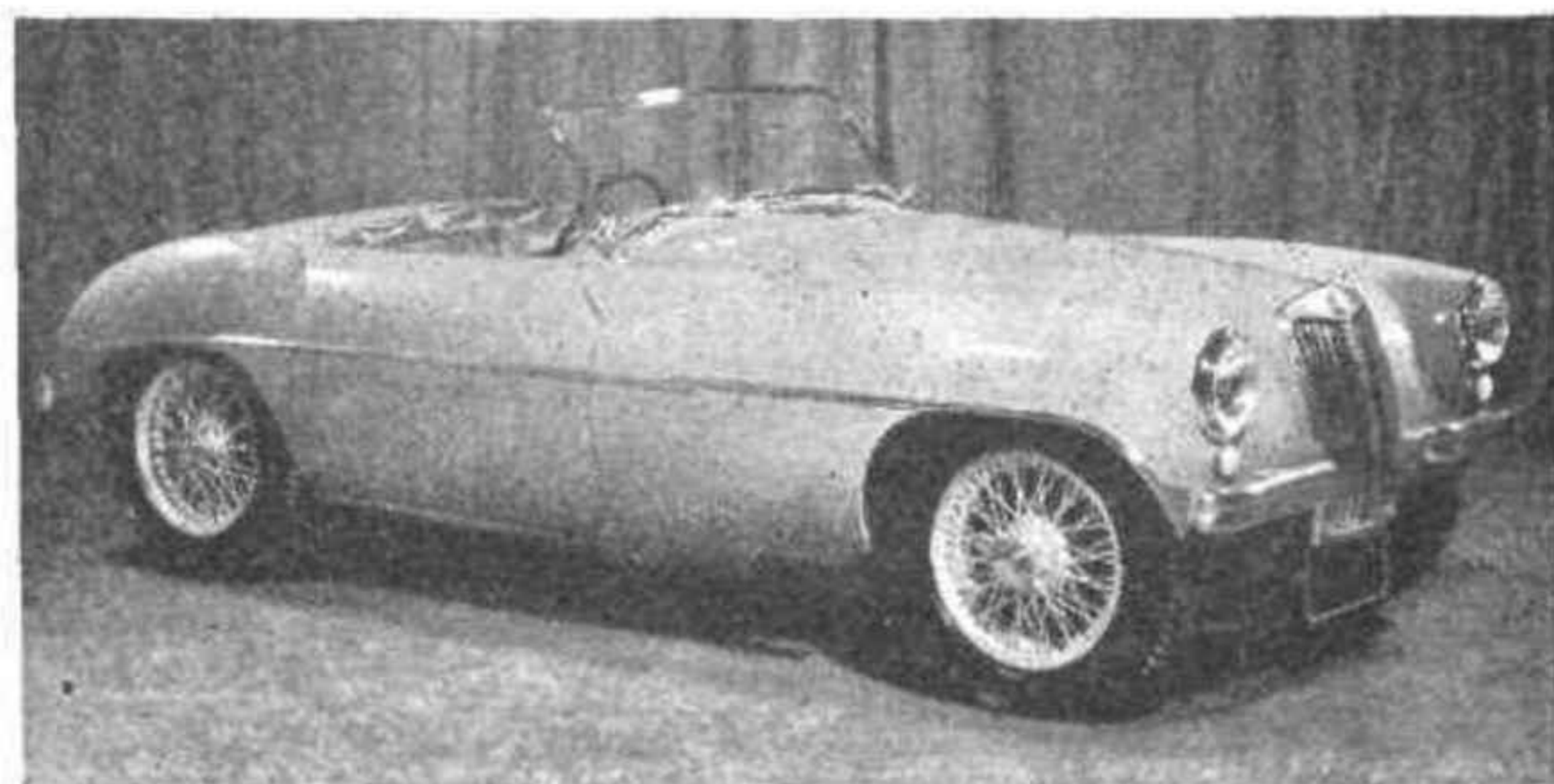
* * *

Details have been released of the F. I racing-car engine which Les Brooke has been hatching up in Coventry, abetted by local personality Alderman Harry Weston, with

A NEW F. I ENGINE

W. T. Oliver and R. J. Dalton at the drawing-board. This S.E.L. engine, product of Speed Engines Ltd., is a light-alloy, 90-degree wet-liner V8, of the pleasing dimensions of 81.3 by 61 mm. Each cylinder bank possesses twin overhead camshafts, bevel-gear driven from the timing train at the front, the camshafts running in needle roller bearings. There are two inlet and one exhaust valves per cylinder, *a la* early Bugattis, which the cams prod through piston-type, shim-adjusted tappets. Two Champion plugs in each combustion chamber are fired by twin Lucas vertical racing magnetos. There is a water-pump to each cylinder bank, water flow being divided to obviate connecting passages between head and block, and the lubrication system incorporates two pressure pumps, one supplying the main bearings and big-ends, the other the valve gear and gear trains, and twin scavenge pumps, as this is a dry-sump layout.

The crankshaft runs in five plain bearings. At present four double-choke Solex carburetters are mounted vertically between the cylinder banks but the aim is to provide this interesting eight-cylinder engine with S.U. semi-fuel-injection. The intention is to supply the S.E.L. engine for installation in suitable F. I cars and it would seem to be just the job for owners of worn-out Maseratis and the like. David Murray, we gather, is interested.



DEVELOPMENT.—The new M.G. series MGA will be shown for the first time at Earls Court, on Stand No. 153. Here is a prototype developed at Abingdon while the MGA model was on the stocks; the production version has a lower, untraditional, radiator grille.

Basil Davenport, who, if H. R. Godfrey is the "G" and "Archie" Frazer-Nash the "N" of G.N., must surely be the "D" of develop-

A G.N. MUDDLE

ment, created unwitting confusion when he brought both his famous G.N. Spiders to Shelsley Walsh for the Golden Jubilee Hill-Climb. One contemporary endowed his old car with a J.A.P. engine and another mistook his 2-litre car for the ex-record-holding 1½-litre.

The truth is that the old Spider has a four-valves-per-pot 1½-litre G.N. engine that was used with sensational success in sprints by Davenport between 1925 and 1931, the car originating, with two-valve G.N. Vitesse engine, in 1923. The 2-litre Spider has a special engine of G.N. type evolved by Davenport in 1946/7, installed in a front-wheel-braked chassis incorporating H.R.G. components.

This winter we hope to visit Macclesfield to talk and play G.N. with Basil. If we do, more anon.



TAKING DELIVERY.—Peter and Ariel Clark taking over from Henlys their Studebaker Commander—see page 699.

THE TIMEX KEY-RING WATCH

The Timex key-ring watch, which attaches to the ignition-key, is an excellent purchase for those whose cars lack clocks or who cannot rely on such "electricery." Having an overall diameter of 1½ in., this little watch is surrounded, for protection, by a miniature tyre,



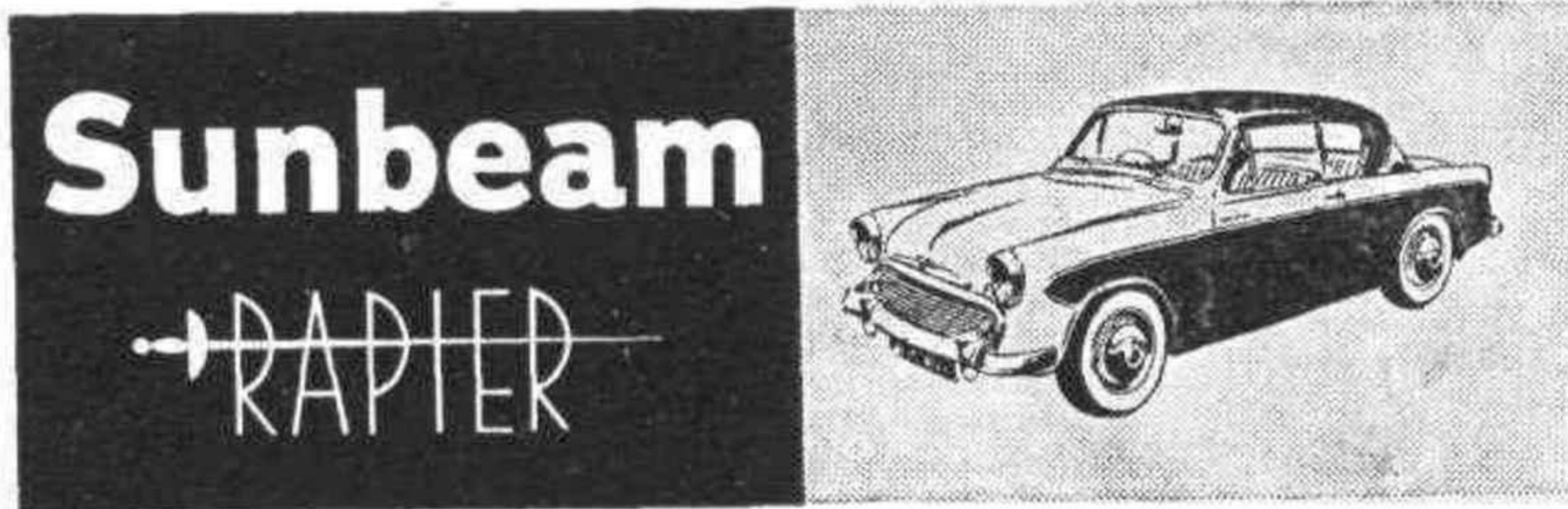
has a chromium-plated case, luminous hands and dial, unbreakable glass and a shock-resistant V-conic movement which cannot be overwound. It carries a guarantee, keeps good time, and costs only 52s. 6d., packed in a neat suede-lined box. Just the job as a Christmas present! It is made in Scotland and sold by Timex Ltd., 161-167, Oxford Street, London, W.1.



*From Bonnet
to Boot...*

A SUPERB NEW CAR

The exhilarating



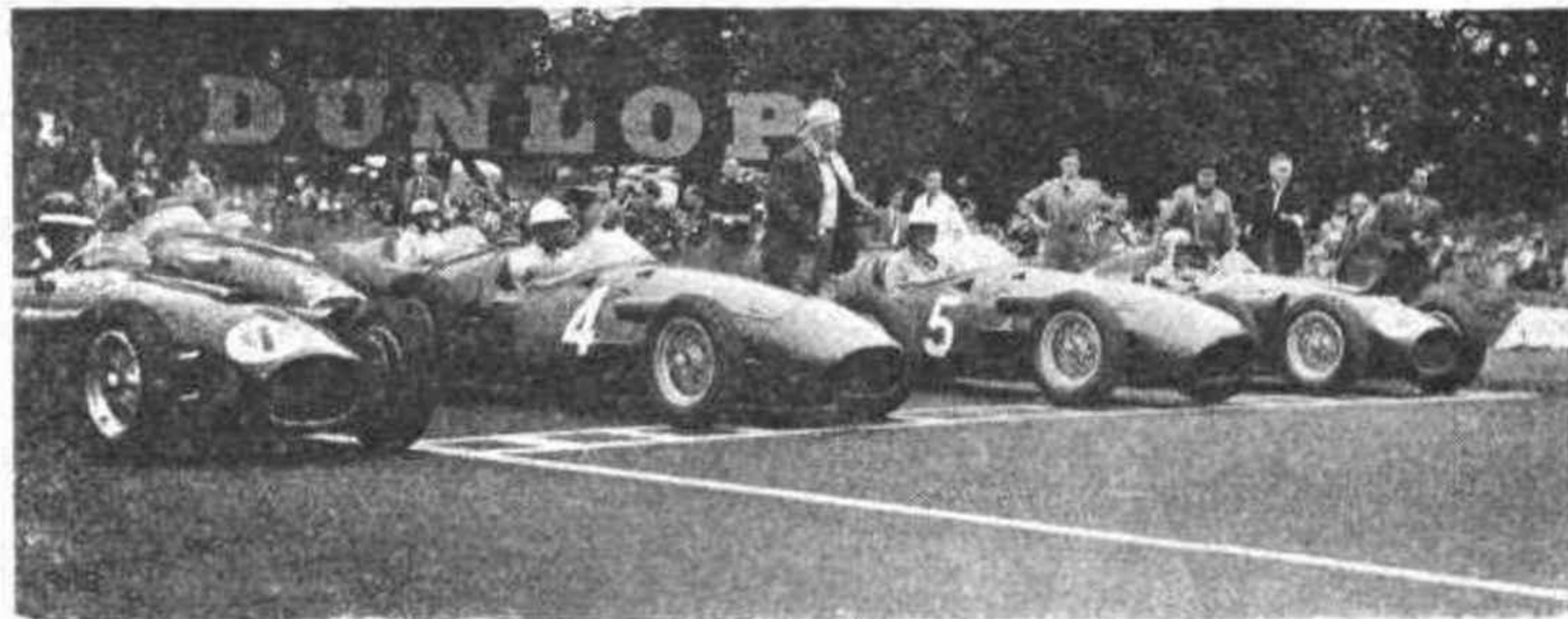
Limpet-like road holding, flashing acceleration to around 90 m.p.h., overdrive on top and third gears, superb styling and comfort... From every angle this newest addition to a famous family of Rally Champions is the most exciting car for years... See it at the Motor Show, Stand No. 159.



£695 (P.T. £290.14.2)
(White-wall tyres and overriders available as extras)



1.4 LITRES · OVERDRIVE STANDARD · TWO-TONE STYLING · LUXURIOUS REFINEMENTS
SUNBEAM-TALBOT LIMITED, COVENTRY. LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON W.1.
A PRODUCT OF THE ROOTES GROUP



FERRARI/LANCIAS IN ENGLAND.—A surprise which added enormous interest to the Mid-Cheshire M.C. International Gold Cup Meeting sponsored by the "Daily Dispatch" was the presence of two Ferrari-entered Lancias. Here, from left to right of picture, on the front row of the starting-grid are Hawthorn's Lancia, which finished second, Moss' works 250F Maserati which won so convincingly, Musso's Maserati, which retired with gearbox trouble, and Castellotti's Lancia which wouldn't steer properly but finished seventh, four laps behind Moss.

OULTON PARK is a true road circuit and one of the finest in the country. It is thought by some drivers to be rather narrow in view of its short straights, but during the International Gold Cup Meeting of the Mid-Cheshire M.C., sponsored by the *Daily Dispatch*, held there on September 24th, the victorious works Maserati driven by Stirling Moss was able to raise the lap record to 87.81 m.p.h.

Not only is Oulton Park a very fine circuit but it possesses excellent spectator-facilities and is set in very nice country, while the officials of the promoting club, under their Secretary, J. H. Smith, are full of enthusiasm and ideas of the right sort.

This meeting really was International and it is to the great credit of the Mid-Cheshire M.C. and the *Daily Dispatch* that we were able to see two works Maseratis, two Vanwalls, two works Connaughts and the new B.R.M., as well as two Lancia/Ferrari cars making their first, and surprise, appearance in a British race, and privately-entered Ferrari, Maserati, Connaught and Cooper-Bristol cars, in the Gold Cup Race. This, with Moss exhibiting his full virtuosity, the B.R.M., while it lasted, going exceptionally well in its first race and Vanwall and Connaught finishing third and fourth, respectively, behind Maserati and Lancia/Ferrari cars, made one of the best short races of 1955, of which the sight of four red cars on the front row of the starting-grid and three green cars on row two had given promise.

Besides a supporting F. III race it was clever of the club to include races for standard saloons and sports cars which, if productive of unspectacular speeds, did show up cars-you-can-buy in their true colours, Porsche, D.K.W. and Morgan Plus Four scoring decisive victories.

* * *

The Gold Cup Race produced an excellent entry. Ferrari brought two V8 Lancia/Ferrari cars for Hawthorn and Castellotti to drive, a pleasant surprise as these cars had not run at Monza, where the fast-banked section of the course defeated their Englebert tyres, and had never before been seen, or expected, in this country. They also brought a 625 Ferrari four-speed, long-chassis car entered by the Marquis de Portago. Maserati, whose van had made the journey from Paris in friendly company with the Ferrari transport, which it had inadvertently rammed *en route* to the detriment of its grille and one headlamp, brought two of the latest works Maseratis, the car Mieres had at Monza for Moss to drive and, for Musso, the car he drove at Monza.

Vandervell had entered three Vanwalls but only brought two, Harry Schell driving one and Desmond Titterton, fresh from his great Jaguar drive in the T.T., the other, Wharton's being withdrawn when it was known that Ken, who however was a keen spectator, had decided not to drive until he is absolutely fit. Connaught had an aerodynamic car on Weber carburettors for Jack Fairman and a non-aerodynamic car with a new body for Reg Parnell. This car had the one-piece fuel tank in the tail, the oil tank in the same place, a tapering nose-cowl, and two double-choke Weber 48DCO3 carburettors. Both Connaughts had Dunlop disc wheels, Dunlop disc brakes and Pirelli Stelvio tyres. Maserati were also on Pirelli tyres, the B.R.M. on R4 Dunlops.

The lone new four-cylinder B.R.M. was entrusted to Peter Collins

OULTON PARK

Stirling Moss Wins Oulton Park Gold Cup Race for Maserati and Sets New Lap Record

Hawthorn is Second on Lancia/Ferrari's First Appearance in this Country. German Cars Dominate Production Saloon Car Race. Morgan Beats All-Comers in Production Sports-Car Race. Boshier-Jones First in 50-Mile F. III Race.

(Further pictures in Pictorial Review centre-spread.)

and it was interesting to reflect that these three leading British F. I cars all had disc brakes, the B.R.M. Dunlop, the Vanwalls Goodyear, the Connaughts Dunlop.

Besides these works cars, Horace Gould had an early works Maserati lent to him while his ex-Bira car was being repaired (Les Leston practised on this car but apparently declined an offer of Gould's ex-Bira Maserati for the race). Peter Walker drove Rob Walker's very smart Connaught, Salvadori had the Gilby Eng. Co. Maserati, Marr his aerodynamic Connaught on Weber carburettors, M. F. Young his 2½-litre H.W.M.-engined Connaught, Gerard his well-known over-bored Cooper-Bristol, and Halford drove Kyffin's 2-litre Cooper-Bristol on Kyffin's number, his own Cooper-Bristol non-starting. Other non-starters were Boulton's Connaught and Volontario's Maserati.

Practice saw many in trouble. The B.R.M. had clutch trouble on the Thursday, broke an oil-pipe on the Friday, covering Collins with oil, returned, and then broke its propeller-shaft. Walker was finding the Connaught a handful, as fuel-injection means about 3½ m.p.g. and necessitated starting with 54 gallons in the tank, a handful on this rather slippery course, for oil had been dropped at some places. Hawthorn was absent on the Thursday with tonsillitis and looked anything but well, driving well wrapped-up, on the Friday. Both Lancia/Ferraris seemed light at the back but this did not prevent Hawthorn from making fastest lap in 1 min. 52.4 sec. Next fastest was Moss (1 min. 52.6 sec.), followed by Musso and Castellotti (1 min. 52.8 sec.), and Schell (Vanwall) in 1 min. 53.4 sec. It is exceedingly interesting that Hawthorn was using new-type Dunlop racing tyres for practice but both Lancia/Ferraris had to be on Engleberts for the race. Moss and Musso were making 18 gear-changes a lap on their five-speed gearboxes. Hawthorn went to 8,900 r.p.m., Musso to 7,900, Moss to 7,200.

When the flag fell and the imposing field of red and green cars shot off towards the narrowing road down to the first corner, Titterton taking his Vanwall up to 8,000 r.p.m., Castellotti headed the tight-packed, jostling bunch round Esso Bend, followed by Hawthorn, Moss and Musso. By Lodge Corner Moss was in front and Collins had the sleek B.R.M. in fifth position, displacing Schell's Vanwall. It was with a gasp that spectators realised that Moss was well in the lead at the end of the first lap, which he completed at 80.94 m.p.h. For the next few laps they were kept on their toes watching Moss working really hard as he strove to keep and increase his lead from Hawthorn's Lancia/Ferrari, and to see the meteoric progress through the field of Collins in the B.R.M. From fifth place on lap one, Collins passed Castellotti, who was already behind Hawthorn and Musso, on lap three into fourth place, took Hawthorn's squat, pannier-tanked Lancia/Ferrari on the next lap and was closing right up on Musso's Maserati which was in second place, on lap nine, when Hawthorn re-passed and Collins' splendid and inspiring drive came to an end as oil pressure vanished from the B.R.M. engine—but what a fine show in the car's first race! Moss had been going as fast as he could, holding vicious tail slides by superb arm-work and judgment, and after five laps he led his team-mate by a comfortable margin. On this lap Castellotti lost 30 seconds telling his pit he

didn't like the way the Lancia/Ferrari was steering, and this he never regained in this hard-fought 150-mile race.

On the 10th lap, when Collins retired while in fourth place, Moss had a lead of 9.8 seconds from Musso, having averaged 85.98 m.p.h., and Musso was 6.4 seconds ahead of Hawthorn, who never seemed happy in the Lancia/Ferrari although trying very hard. Schell had the leading Vanwall a considerable way behind in fifth place, pursued by Parnell's Connaught and Salvadori's Maserati.

With only ten of the 54 laps run, Fairman's Connaught had lost 30 seconds over a pit-stop, its engine misfiring badly, Halford's Cooper-Bristol had spun off and retired with a seized engine, Gibson's Connaught had been obliged to stop for a puncture and Gould's Maserati had disappeared with no oil pressure.

After the 10-lap mark Moss glanced back, but team-mate Musso was by now lost to sight. Hawthorn was turning on the power good and proper, occasionally raising clouds of dust from the road's verges. The order was Moss, Musso, Hawthorn, Schell and, far away, Parnell, then Titterington, rapidly getting the hang of racing an F. I. car, Salvadori being left behind and Gerard chasing him, while Castellotti, not too happily, was trying to get back on the same lap as the leaders.

After 17 laps the bolts of the coupling on a drive-shaft of Schell's Vanwall broke and this exuberant driver was out of the race, putting Titterington into fifth place. On lap 20 Moss had a lead of no less than 21.2 seconds and the race was in two sections, Moss, Musso, Hawthorn, Parnell and Titterington spaced out but on the same lap, Moss closing up on the last-named, with Salvadori chased by Gerard and Castellotti a lap in arrears, followed by the tourists.

For ten more laps this order held, but on lap 30 the Vanwall of Titterington, beautifully handled, got the better of a steady Parnell and took fourth place from the Connaught. Moss now led by 24.2 seconds and three laps before, going up to 7,600 r.p.m., had set the new lap record of 87.81 m.p.h. He could now afford to ease up, his wheel-twirling became almost sober and, although five laps later Musso was 34.2 seconds behind and Moss had averaged 86.64 m.p.h., he now slowed to 86.5 at 40 laps, 86.28 at 45 laps, 86.09 at 50 laps, eventually winning at 85.36 m.p.h. before catching an aeroplane to London.

The pattern of the race now seemed settled but after 46 laps Hawthorn was seen to be gaining on Musso, not because the Lancia/Ferrari was going faster but because the unfortunate Maserati driver, who had held second place so ably, lost first top, then fourth, then third, and finally all the gears in the box, retiring on lap 49 (after the race he had a ride in, lying along one of the fuel tanks of Castellotti's Lancia/Ferrari).

Otherwise, no changes amongst the leaders, Moss crossing the line amid loud acclaim, 1 min. 6.2 sec. ahead of Hawthorn, with Titterington and Parnell (his car distinguishable by a yellow nose-band) a lap behind, losing power through one magneto being defective; Salvadori two laps behind.

Of the remainder, those who were not stringing along behind had retired, Marr's Connaught spinning off, likewise Portago's Ferrari at Lodge Corner, after which it wouldn't restart, the gearbox probably seized, while the gear-change of Walker's Connaught became stiffer and stiffer to operate and he spun off when the transmission seized, and earlier the car had lost two minutes while a fuel blockage was cleared. On lap 16 Portago had lost 1½ minutes while the rev-counter drive was examined, and Fairman had a total of three pit-stops, involving a loss of eight minutes while ignition and carburation checks were made to cure misfiring.

It was an eminently satisfactory race and the result—Maserati, Lancia/Ferrari, Vanwall, Connaught—a good portent for 1956.

Results :

F. I. OULTON PARK INTERNATIONAL GOLD CUP RACE—54 Laps—Sept. 24th

Warm, Dry

1st : S. Moss (Maserati), 1 hr. 44 min. 5.4 sec. ... 85.94 m.p.h.
2nd : J. M. Hawthorn (Lancia/Ferrari), 1 hr. 45 min. 11.6 sec. ... 85.04 ..

3rd : J. D. Titterington (Vanwall), 53 laps.
4th : Parnell (Connaught), 53 laps. 5th : Salvadori (Maserati). 6th : Gerard

(Cooper-Bristol). 7th : Castellotti (Lancia/Ferrari). Rest flagged off.

Retirements: Halford (Cooper-Bristol), seized engine, eight laps; Gould (Maserati), no oil pressure, nine laps; Collins (B.R.M.), no oil pressure, 10 laps; Marr (Connaught), crashed, 15 laps; Schell (Vanwall), broken drive-shaft, 17 laps; Portago (Ferrari), gearbox failure, 35 laps; Walker (Connaught), seized transmission, 45 laps; Musso (Maserati), gearbox failure, 49 laps.

* * *

Apart from this excellent Gold Cup Race the supporting races were good value.

The Standard Production Saloon-Car Race was a walk-over for J. B. Naylor's Porsche Super, which some people might have called a sports car but which had been happily accepted as a standard saloon. Behind Naylor, C. A. S. Brooks gave his usual polished demonstration in a three-cylinder D.K.W. and Boshier-Jones was driving his Austin A50 right on the limit in third place. Apart from this the race was dull, because only seven started in the two classes.

After three laps Simister's Ford Anglia took Crummack's VW and on the second lap Goddard's Standard Eight slid at Old Hall Corner, over-corrected, slid the other way and caused Wake's Renault 750 to swerve off onto the grass on the inside of the course and tip onto two wheels in taking avoiding action, just like the Southend Arterial in the rush-hour! The Porsche won the 1,001-1,600-c.c. class, the D.K.W. the up-to-1,000-c.c. category, both with consummate ease, the Porsche 5.7 m.p.h. faster than the hurrying Austin. No one retired.

The 50-Mile Formula III race was a victory for Boshier-Jones' Cooper, chased by Colin Davis, who drove the Francis Beart Cooper-Norton in place of Leston, Allison's Cooper coming through to finish third. Out of a battle between Don Parker's Kieft, Bicknell's Revis and Taylor's Cooper it was Parker who came through, only to be overtaken by S. Lewis-Evans' Cooper, until Parker closed right up and re-passed into fourth place on lap 13. Too many drivers still hold onto the body with one hand while steering with the other in these races, offenders on this occasion being Higham, Symonds and Howard. Boshier-Jones worked hard at his steering but Davis less so. Retirements included Higham's Cooper, which shed its cylinder, and Phillipson's Staride which shed a rear wheel, the driver being slightly hurt.

Very informative was the 84-Mile (30-lap) Standard Production Sports-Car Race. It seemed that a genuine attempt was made to limit this to normal sports cars, which must not exceed £1,500 in price. The entry was informative in itself, consisting of 13 Triumph TR2s, six Austin-Healeys, six A.C. Aces, four Morgans and a lone Sunbeam Alpine. In fact, only two Austin-Healeys, eleven Triumph TR2s, four A.C. Aces, two Morgan Plus Fours and the Sunbeam Alpine started. There had been some complaint from A.C. that the Austin-Healeys possessed Le Mans modifications, but no one need have worried, because, although Peter Reece (Morgan) led away from the Le Mans start, very soon Scott and Corlett were duelling in their Austin-Healeys away ahead of the field until, on lap eight, Corlett lost his at Old Hall Corner, overturning, unhurt, and involving Scott. This left the road clear for Reece, who showed that the back of a Morgan Plus Four may leap about on the bumps and you have to work on the steering, but it is a splendidly stable car round the corners. Not so Standbridge's A.C. Ace, which tail-slid at the slightest provocation and was left well behind, while de Mattos' A.C. Ace could also make no impression on the Morgan, which at half-distance was 39 seconds in the lead. James Tilling, over the p.a., had said, when the Austin-Healeys were leading, that here was the answer to those who, in bars up and down the land, had debated whether an Austin-Healey is faster than a TR2. But at Oulton Park they have corners and now, behind the A.C. Aces, came a fine gaggle of TR2s, led by Wallwork's wire-wheeled model. (For the record, three of the TR2s had wire wheels, eight had disc wheels, and all used a small aero-screen before the driver. In addition, Naylor's had a racing exhaust note but Taylor's sounded very woolly.) Looker's battered four-seater Morgan Plus Four stopped at its pit, Hurrell's Triumph TR2 shed the near-side front wheel, Maude's TR2 ran a big-end after a fast run and Newby's TR2 left the road at Esso Corner and retired after trying hard to catch Les Brooke's TR2. So ended an instructive race, Peter Reece's Morgan easily the safest and most impressive sports car running, aided by Dunlop racing tyres. The Sunbeam Alpine of Dixon went so slowly that it confirmed our opinion that this isn't a sports car.

Results :

Standard Production Saloon Cars (25 miles) :

Up to 1,000 c.c. :

1st : C. A. S. Brooks (D.K.W.), 23 min. 33.6 sec. ... 63.28 m.p.h.
2nd : G. Goddard (Standard Eight), 8 laps.
3rd : A. Wake (Renault 750), 8 laps.

Fastest lap : Brooks, 64.37 m.p.h.

1,101-1,600 c.c. :

1st : J. B. Naylor (Porsche Super), 23 min. 0.8 sec. ... 64.78 m.p.h.
2nd : D. Boshier-Jones (Austin A50), 25 min. 14.2 sec. ... 59.08 ..
3rd : P. Simister (Ford Anglia), 8 laps.

Fastest lap : Naylor, 66.0 m.p.h.

Formula III (50 miles) :

1st : D. Boshier-Jones (Cooper), 37 min. 32.2 sec. ... 79.44 m.p.h.
2nd : C. C. H. Davis (Cooper), 37 min. 34.0 sec. ... 79.37 ..
3rd : C. Allison (Cooper), 38 min. 0 sec. ... 78.47 ..

Fastest lap : Boshier-Jones and Davis, 80.68 m.p.h.

Standard Production Sports Cars (84 miles) :

1st : P. Reece (Morgan Plus Four), 1 hr. 10 min. 47.0 sec. ... 70.21 m.p.h.
2nd : R. O. Standbridge (A.C. Ace), 1 hr. 11 min. 25.0 sec. ... 69.59 ..
3rd : B. De Mattos (A.C. Ace), 1 hr. 11 min. 44.4 sec. ... 69.25 ..

* * *

We came away from Oulton Park very impressed with the excellence of the circuit, set in pleasant Donington-like country, the arrangements, G. Grant as a commentator, and the racing. Let us have more real racing of this sort at this course next year. Incidentally, the VW averaged exactly 40 m.p.g. on Esso Extra on the journey up and just over 41 m.p.g. on National Benzole on the return run.—W. B.

These car manufacturers use

VANDERVELL



A.C.



ALLARD



ALVIS



ARMSTRONG SIDDELEY



ASTON MARTIN



AUSTIN



AUSTIN-HEALEY



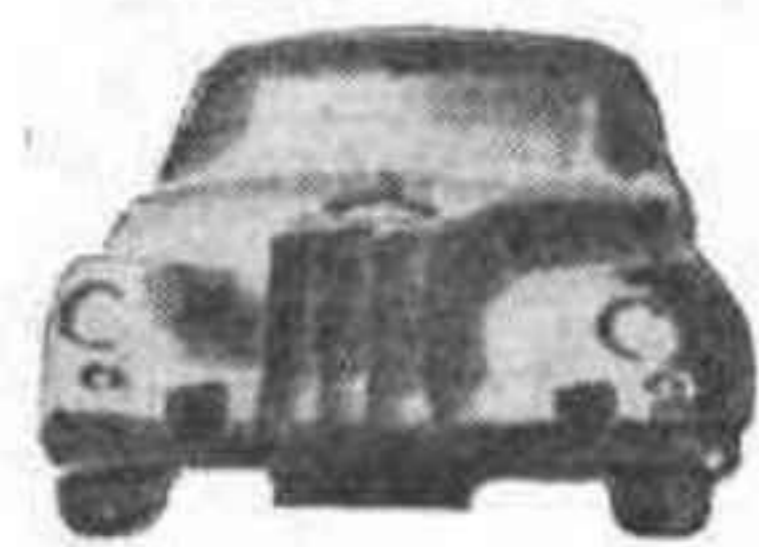
RILEY



BRISTOL



CHRYSLER & DODGE



DAIMLER



FORD



FRAZER-NASH



HEALEY



HILLMAN



HUMBER



JAGUAR



JENSEN



JOWETT



LAGONDA



LANCHESTER



LEA FRANCIS



M.G.



MORGAN



MORRIS

The largest producers of

VANDERVELL PRODUCTS LIMITED · WESTERN AVENUE · ACTON W3 · LONDON

bearings and bushes



STANDARD



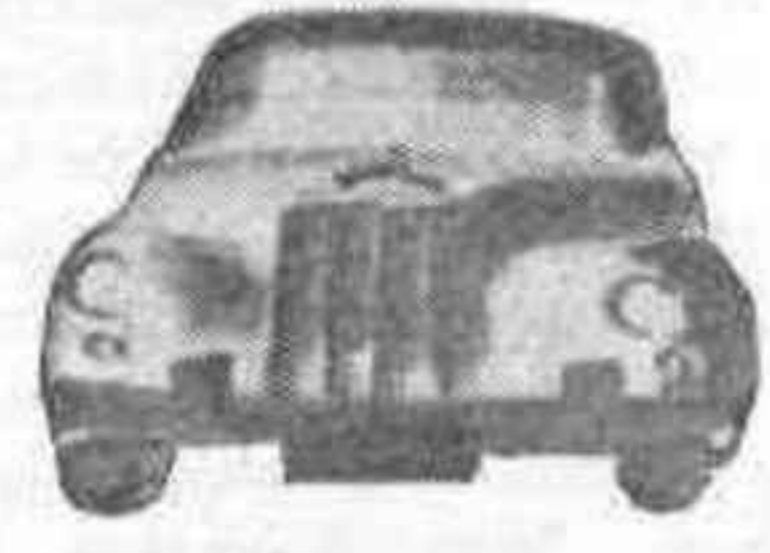
SUNBEAM TALBOT



TRIUMPH



VAUXHALL



WOLSELEY



VOLVO



PEUGEOT



HOLDENS



RENAULT



SIMCA



BUGATTI



EQUIPE GORDINI



SIMCA VEDETTE



HOTCHKISS



S.E.A.T.



DAIMLER-BENZ



ALFA ROMEO



FIAT



FERRARI



LANCIA



MASERATI



NASH-METROPOLITAN



SIATA



CITROEN



DELLOW

bearings and bushes in Europe



DORETTI

VANDERVELL PRODUCTS (CANADA) LTD.

401, KIPLING AVENUE SOUTH · HOLLYWOOD POST OFFICE off QUEENSWAY · TORONTO, 14 · CANADA

VANWALL SUCCESSES AT CASTLE COMBE

Harry Schell Wins Two Races for Vandervell and Sets Lap Record to 90 m.p.h.

THE Bristol M.C. & L.C.C., at the Castle Combe circuit in Wiltshire, achieved distinction on October 1st in having its International Race Meeting broadcast and televised. Although the works Lancia/Ferraris and Maserati had returned to Italy and Hawthorn was deemed too expensive in the ex-Bira Maserati, a good entry was obtained. The club, with its unspectacular but efficient organisation, sensible programme and excellent p.a. commentary, proved fully capable of putting over this meeting, and it was unfortunate that only a small attendance of spectators was present in the warm autumn sunshine. Mrs. Kathleen Maurice, who owns Castle Combe, also owns a Frazer-Nash fixed-head coupe, so the club operates in the right atmosphere.

October 1st was a day of records, Schell, besides winning two races in Vanwall cars, setting the lap record to 90 m.p.h., or 0.33 m.p.h. faster than the old lap record held by Wharton in a Mk. II B.R.M., excellent augury for Vanwall successes in G.P. races next year. Ivor Bueb won no fewer than three races in Cooper-Norton and Cooper-Climax cars, and Salvadori, without distinguishing himself otherwise, put the Castle Combe sports-car lap record to 85.58 m.p.h., 2.57 m.p.h. faster than Parnell's former record, also in an Aston Martin DB3S. Jim Russell defeated Bueb in the second 500-c.c. race, in which Colin Davis put the F. III lap record to 84.71 m.p.h. in Beart's Cooper-Norton, bettering Russell's old Cooper record by 1.6 m.p.h. The new B.R.M. did not run, the Owen organisation bringing only their Maserati for Peter Collin to drive and a Mk. II V16 1½-litre B.R.M. for Flockhart. The former soon expired and the latter had to be content with following the second of Mr. Vandervell's Vanwalls in the Formule Libre race, in which Gerard in his very fast Cooper-Bristol easily disposed of Leston, who was having his first taste of F. I racing in Moss' Maserati.

* * *

FIRST 500 RACE—F. III Cars—44 Miles

Colin Davis, who never quite seems to get there, but will, made a great bid to win in the Francis Beart Cooper, but after leading for three laps and putting the F. III lap record to 84.71 m.p.h., he was overtaken by a determined Bueb and finally lost a wheel, which injured a girl spectator. The same thing fell off at Aintree and no doubt Sammy has since had words with Colin about this.

Bueb looked to be established in the lead, but Jim Russell challenged strongly and led for six laps, was passed, regained the lead but, on lap 15, retired, Bueb then leading the race from Boshier-Jones and J. K. Hall. Don Parker, whose bolt has been shot since he left off his Beart tuning, held fourth place for some distance but was passed by S. Lewis-Evans and D. Taylor before the finish. Retirements included Lones, Brackenbury, etc.



WHERE'S GEORGE?—Out in front in his H.W.M. in Castle Combe's Redex International Trophy Sports-Car Race, after Salvadori's Aston Martin DB3S had retired. The previous weekend Abecassis had won the MOTOR SPORT Brooklands Memorial Trophy for 1955 on points at Goodwood.

TWO-LITRE TROPHY RACE—Sports Cars up to 2,000 c.c.—36.8 Miles

A splendid field took the Le Mans start. Les Leston in the Connaught had the race absolutely in his wallet when the engine lost power, and he fell right back. In five of the 20 laps he had lapped back-marker Piper's Lotus-M.G. but his lead evaporated after 15 laps and Bueb came home to his second win, in a Cooper-Climax, after a hard fight to pass Colin Chapman's Lotus-Climax, which finished second, ahead of Salvadori in a Lister-Bristol—how these 1,100-c.c. Climax-engined cars travel! The race contained an imposing number of aerodynamic Lotus-Climax, seven in all, backed up by Lotus-Bristol, Lotus-Connaught and Lotus-M.G. cars, of which Cunane's cream Lotus-M.G. spun twice on the smooth grass at Old Paddock Bend, promptly resuming the race.

SECOND 500 RACE—F. III Cars—27.6 Miles

In this race Russell made no mistakes and his Cooper-Norton led all the way, Russell crouched over the wheel, while Bueb chased him, also crouched and looking sideways occasionally. Colin Davis, who had resumed four wheels, disposed of Parker's Kieft-Norton in six laps and later Boshier-Jones also passed Parker.

AVON TROPHY RACE—F. I—101.2 Miles

Hawthorn (Lancia) and Flockhart (2½-litre B.R.M.) were not present but to make up for this Harry Schell drove a Vanwall and Gould had his early works 250F Maserati. Schell drove splendidly, leading all the way and putting ever more space between himself in the British car and Gould in the Italian one. Peter Collins did his usual meteoric drive, although unable to practice, in the Owen-modified Maserati but it blew up on him after 11 of the 55 laps, when he was lying second, from the back row of the starting-grid; Gould now moved up, and behind him Gerard drove his over-bored Cooper-Bristol absolutely on the limit in third place, for he had had no great difficulty in disposing of Salvadori, in the Maserati, who is becoming erratic. Peter Walker was having gearbox trouble in Rob Walker's Connaught, and no works Connaughts were running. Rosier's blue Maserati tagged along in fifth place until the rear suspension gave trouble after 20 laps. The race then became a procession, with Schell demonstrating virtuosity, Gould being careful, Gerard going all out and Salvadori dropping farther and farther back. In the course of the race Schell set the lap record to exactly 90 m.p.h.

C. A. S. Brooks led the 2-litre contingent in the ex-Rob Walker F. II Connaught belonging to Riseley-Pritchard, ahead of Graham Whitehead in E. W. Holt's Connaught and L. Gibson in another F. II Connaught.

INVITATION SPORTS-CAR RACE—Sports Cars up to 2,000 c.c.—27.6 Miles

Colin Chapman's Lotus-Climax led for two laps, then Bueb in his Cooper-Climax and Leston in the Connaught took advantage of a spin to go into first and second places, until the Connaught's trouble returned and it fell back. Bueb drove splendidly, being especially neat, on a line all his own, through Old Paddock Bend, but Chapman recovered splendidly to come in second, after falling to eighth place on the third lap out of 15. Jopp's Lotus-M.G. took third place, followed by Jack Sears' Lister-Bristol. A closely-fought battle took place between Alan Moore's Lister-Bristol, Emery in a Lotus-Climax and Dick Steed in yet another Lotus-Climax, Steed getting past both his rivals going into Tower Corner on the last lap, to finish sixth behind Leston's sick Connaught.

REDEX INTERNATIONAL TROPHY—Unlimited Sports Cars—36.8 Miles

Here we had a very instructive race. Salvadori got well away ahead in the Aston Martin DB3S, proving that he still drives well when his car is taking him to victory. A vast distance in arrears George Abecassis took the H.W.M.-Jaguar along in second place, with Louis Rosier's blue Monza 750S Ferrari doing all it could to close, but always a corner loomed up and it failed to pass. This

order looked like holding, but the Aston Martin retired on lap 18 at Quarry Corner, giving George the race, with the old French ace only 0.2 sec. behind him. By dint of a very courageous drive, Cunningham-Reid got home third in an old-style H.W.M.-Jaguar, passing Mackay-Frazer's red Monza 3-litre Ferrari by sheer fast driving. Loens' blue 2-litre Maserati, which had won its class in the T.T., challenged the big Ferrari seriously for fifth place at the end. Maude's Milan-entered Gigi Platé XK120 Jaguar with C/D modifications retired and after Mrs. Vickers had been baulked on lap one by Sargent's XK120C-engined Jaguar she led him for most of the race, but at the tail end. Surprisingly, Duncan Hamilton's D-type Jaguar never got higher than fourth place and retired after Cunningham-Reid's H.W.M. had gone by, and soon after Hamilton's other D-type, driven by Head, also stopped, when in seventh place. Are they worn out, Duncan?

"EMPIRE NEWS" TROPHY—Formule Libre—36.8 Miles

Vandervell produced another Vanwall for Schell to drive and he ran right away, lapping only 0.25 m.p.h. slower than before. Flockhart came round in the lead on the first lap in Owen's wailing Mk. II V16 B.R.M., but Schell forced his way before Tower couldn't. Leston was having a go in Moss' grey Maserati but Gerard couldn't be held off and after a prodigious run got by Leston on lap 13, after which Leston seemed to give up G.P. driving, falling farther and farther back. Gerard couldn't, however, catch the B.R.M., which he has done before now at this circuit; Flockhart was changing up just as he went over the finish line on each lap. Richardson spun his R.R.A. at Tower Corner and was restarted by marshals and thereafter pursued Emery, who was noticeably sparing in "wheel-twirling" in the G.P. Emeryson.

Truly, it had been Schell's, and Bueb's, day.

* * *

After watching the prizes being presented by the Bristol Club's popular President, Dick Caesar, the crowds streamed happily away, no doubt with every intention of inscribing Castle Combe firmly in their 1956 diaries. A one-way traffic system, not subsequently sign-posted, led us home along delightfully deserted roads via Malmesbury, Cricklade and the outskirts of Swindon, but when we rejoined the Bath Road at Hungerford the race-traffic was still going through, from a noisy aerodynamic Lotus and Mrs. Vickers, now a passenger in her C-type Jaguar, to a young lady enthusiast alone in her Austin Seven Special. A fitting finale to a very full season.—W. B.

Results:

- AVON TROPHY RACE (F. I racing cars), 55 laps (101.2 miles):**
 1st: H. Schell (Vanwall), 1 hr. 10 min. 32.8 sec. ... 86.07 m.p.h.
 2nd: H. Gould (Maserati), 1 hr. 10 min. 52.8 sec.
 3rd: F. R. Gerard (Cooper-Bristol), 1 hr. 11 min. 5.4 sec.
Up to 2,000 c.c.: 1st: C. A. S. Brooks (Connaught).
 2nd: A. G. Whitehead (Connaught).
 3rd: R. Gibson (Connaught).
Fastest lap and new course record: Schell (Vanwall), 90.00 m.p.h.
- "EMPIRE NEWS" TROPHY (Formule Libre racing cars), 20 laps (36.8 miles):**
 1st: H. Schell (Vanwall), 25 min. 26.8 sec. ... 86.77 m.p.h.
 2nd: R. Flockhart (B.R.M.), 25 min. 47.4 sec.
 3rd: F. R. Gerard (Cooper-Bristol), 26 min. 4.6 sec.
Fastest lap: Schell (Vanwall), 89.75 m.p.h.
- REDEX INTERNATIONAL TROPHY (unlimited sports cars), 20 laps (36.8 miles):**
 1st: G. Abecassis (H.W.M.), 26 min. 53.6 sec. ... 82.10 m.p.h.
 2nd: L. Rosier (Ferrari), 26 min. 53.8 sec.
 3rd: N. Cunningham-Reid (H.W.M.), 27 min. 36.6 sec.
Fastest lap and new sports-car lap record: R. Salvadori (Aston Martin), 85.58 m.p.h.
- FIRST 500 RACE (F. III racing cars), 25 laps (44 miles):**
 1st: I. Bueb (Cooper), 33 min. 41.6 sec. ... 81.88 m.p.h.
 2nd: D. Boshier-Jones (Cooper).
 3rd: J. K. Hall (Cooper).
Fastest lap and new F. III lap record: C. C. H. Davis (Cooper), 84.71 m.p.h.
- SECOND 500 RACE (F. III racing cars), 15 laps (27.6 miles):**
 1st: J. Russell (Cooper), 20 min. 0.2 sec. ... 82.79 m.p.h.
 2nd: I. Bueb (Cooper).
 3rd: C. C. H. Davis (Cooper).
Fastest lap: Russell (Cooper), 84.06 m.p.h.
- TWO-LITRE TROPHY RACE (sports cars up to 2,000 c.c.), 20 laps (36.8 miles):**
 1st: I. Bueb (Cooper-Climax), 27 min. 9 sec. ... 81.33 m.p.h.
 2nd: C. Chapman (Lotus-Climax), 27 min. 17.4 sec. ... 80.91 m.p.h.
 3rd: R. Salvadori (Lister-Bristol), 27 min. 42.0 sec. ... 79.71 m.p.h.
1,100-c.c. Class: I. Bueb (Cooper-Climax) ... 81.33 m.p.h.
1,101-1,500-c.c. Class: P. Jopp (Lotus-M.G.), 27 min. 51.6 sec.
Fastest lap and 1,100-c.c. sports-car lap record: Bueb (Cooper-Climax), 84.92 m.p.h.
- INVITATION SPORTS-CAR RACE (sports cars up to 2,000 c.c.), 15 laps (27.6 miles):**
 1st: I. Bueb (Cooper-Climax), 20 min. 9.2 sec. ... 81.5 m.p.h.
 2nd: C. Chapman (Lotus-Climax), 20 min. 38.4 sec.
 3rd: P. Jopp (Lotus-M.G.), 20 min. 47.8 sec.
Fastest lap: Bueb (Cooper-Climax) and Leston (Connaught), 82.8 m.p.h.

MICHELIN "X" TYRES FOR AUSTIN-HEALEY, TRIUMPH TR2, ETC.

On September 22nd the Michelin Tyre Company invited the Press to a very satisfactory lunch at the Drift Bridge Hotel, Epsom, to introduce their new 155-15 Michelin "X" tyre. This new tyre fits 15-in. rims and can be used on Austin-Healey 100 (replacing 5.90-15), Triumph TR2, M.G. TD and TF Midget, and M.G. Magnette (replacing 5.50-15), and Austin A50 (replacing 5.60-15).

Before lunch we were able to sample this new tyre on an Austin-Healey, a Triumph TR2, and on an M.G. Magnette saloon loaned by Jarvis Ltd., on a circuit of Epsom Downs at as high a speed as was consistent with avoiding racehorses, golfers and loitering saloon cars. Already aware of the excellent road-clinging qualities of the "X" tyre, we were reminded that it also allows fast cornering with an absence of tyre scream and often increases the comfort factor.

This new size, 155-15, lowers the effective gear ratio compared to a 5.50-15 tyre by about three per cent., but as it offers lower rolling resistance, acceleration and speed, if anything, are improved, while giving something like double the life of textile tyres. The tread pattern is more "squat" than with textile tyres, which further increases stability, and it operates at quite low pressures; for example, 22 lb./sq. in. front, 25 lb./sq. in. rear on the Triumph TR2 tested, which a rally driver would raise to 27 and 30 lb./sq. in., respectively.

These excellent "X" tyres are intended for fast drivers and soon a new 165-15 size will be introduced by Michelin to replace mainly 6.40-15 textile tyres but also 5.90-15 on cars for which the 155-15 "X" isn't quite adequate.

Besides the journalists present there was a sprinkling of rally drivers like Sydney Allard and Bill Banks, who know only too well the excellence of Michelin "X" tyres, while Michael Christie was demonstrating them on his Jensen 541. M. Bibendum was not present.

We left this pleasant party on ordinary Michelins, convinced that if we were Triumph TR2 mounted, and a rally-boy to boot, we should not be happy until all wheels were shod with Michelin "X."—W. B.

750 M.C., UNITED HOSPITALS & U.L.M.C. AND HANTS & BERKS M.C. RUSHMOOR SPRINT (Sept. 25th)

This speed trial took place on a useful ¼-mile course on Army ground between Aldershot and Fleet, where residents are so used to the wail of jet aircraft, the rumble of tanks, the crashing of bulldozers and the nocturnal fire of heavy guns, that accelerating sports cars could hardly disturb them.

A very good entry was obtained, Austin Seven and Ford Ten Specials predominating. Denis Jenkinson, MOTOR SPORT's Continental Correspondent, made f.t.d., driving M. Burn's Le Mans Replica Frazer-Nash, in 16.38 sec. Jack French was present in his Austin "Simplicity" but failed to win the 750 Formula class, M. A. Beare banged home the clutch of his smart, long-tailed Denmark Special, H. A. Jenkinson drove an all-enveloping Ausford, and R. D. McNair's Morris Minor tourer was laden with club badges.

A. W. Butler had forsaken Austin Seven sentiments for a Ford Anglia saloon, R. Yeats got off very well indeed in his Ford Ten-engined Yeats Special coupé, while K. P. Tomi used oversize back tyres on his TC M.G. A. S. Moore competed in an imposing straight-tube-front-axle Shelsley Frazer-Nash, C. A. Ricketts stalled the engine of his blown Cambridge Austin Seven on his first take-off, J. C. Smith drove the ex-Peter Clark Le Mans non-aerodynamic Meadows-H.R.G., and K. D. McDowall religiously removed the back seat cushion from his Singer Hunter saloon before starting, the knave-plates having already been prised from the hubs.

The handicap class attracted a huge entry, ranging from Burn's 250-c.c. B.M.W. Isetta to I. M. Perren's 3,917-c.c. V8 Gregory Special.

Results:

- 750 c.c.:** 1st: V. N. Hood (Austin Nippy) ... 19.05 sec.
 2nd: J. French (Simplicity).
1,172 c.c.: 1st: Equipe Bossin (Lotus) ... 18.95 sec.
 2nd: C. Buckler (Buckler 90).
1,300 c.c.: 1st: R. N. Prior (Lotus) ... 18.10 sec.
 2nd: R. Yeats (Yeats Special).
1,800 c.c.: 1st: C. A. Rickett (Austin Cambridge Special) ... 19.59 sec.
 2nd: Dr. J. C. Smith (H.R.G.).
Over 1,800 c.c.: 1st: Denis Jenkinson (Frazer-Nash) ... 16.38 sec.
 2nd: R. D. Jennings (A.C. Ace).
Handicap Class: 1st: J. M. Calnan (Ford Special), handicap 4.7 sec., best time 20.16 sec.
 2nd: H. E. Perry (Austin Special), handicap 6.2 sec., best time 22.62 sec.

BOOK REVIEWS

"**Veteran and Edwardian Motor Cars**," by David Scott-Moncrieff. 256 pp., 9 in. by 6 in. (B. T. Batsford Ltd., 4, Fitzhardinge Street, Portman Square, London, W.1. 25s.)

"**Edwardian Cars**," by Ernest F. Carter. 245 pp., 8½ in. by 5½ in. (G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 25s.)

A good example of the manner in which, out of a flood of motoring books, clashes are bound to occur, is afforded by the arrival of two on the same subject, published in London within a day of one another. David Scott-Moncrieff offers a sequel to "The Vintage Motor Car" with his "Veteran and Edwardian Motor Cars," a delightful Batsford book with an exceedingly attractive dust-jacket which is the work of George A. Oliver, the same pleasing line-drawings within, and rather better photographs than those gracing the work of Clutton and Standford.

The reader may wonder if Batsford have been wise in combining veteran and Edwardian cars in one book, because although the author gives us details of many pre-1905 vehicles after taking us through the usual history of antiquated steam carriages, primitive pioneer petrol vehicles and the trials and vicissitudes of the very early days, his heart seems to be more in the Edwardian era.

To cover the field adequately in a single volume would seem impossible but what Scott-Moncrieff covers he does well, and in his inimitable style. That much is left out is evident when we say that a total of 64 different makes is dealt with in the text, whereas a table at the end of the book of 1904 autocars alone runs to six pages of small type, and something like a thousand or more makes existed from 1895 to 1916.

What "Bunty" does is to go over the period almost year by year, rather as if he had a pile of *Autocar* Show Numbers at his elbow, taking pains to outline technical and other developments and to recall or describe outstanding cars and innovations. This he follows with three chapters detailing his 64 makes, 18 British in the first chapter, 24 Continental in the second, 20 American in the third, concluding with a chapter on motoring clothing of the veteran and Edwardian eras.

This is a useful quick-reference to the more prominent old cars and the conditions under which they ran, very nicely bound and produced, so that the misprint of "Targo Floio" on page 114 stands right out. There is some reference to racing, but tables of Clément-Bayard and Darracq racing cars of 1900-1908 look a trifle like padding and could have come from a "Record of Motor Racing," by Rose. The book is for some obscure reason dedicated to H.M. King Feisal of Iraq, but the author doesn't explain why.

"Edwardian Cars," by the unknown motorist Ernest F. Carter, is a reverie of Edwardian motoring recalled during restoration of a son's Edwardian Renault in modern times. It is an unusual, in parts entertaining, book yet somehow does not entirely convince, possibly because the author is a professional big-output model-railway scribe rather than a motoring fanatic. It could be based on hazy memories of real incidents padded out with technical matter gleaned from study of contemporary motoring magazines, nor do the cars described or the episodes recounted seem particularly exciting. An account of the author's father making a short test-run on his 1899 Renault smacks of passages from Ian Hay's "Knight on Wheels," but subsequently the venerable parent owned Adams, Rover-Knight, 30/35 Metallurgique, 10-h.p. Star, 1903 Wolseley, 7-h.p. De Dion Bouton and Pilot cyclecar, and reminiscences concerning them fill some of the book, although they seldom motored farther than the Home Counties. There is a spelling error which renders Gobron as Gobronne, and reference to the thrill Mr. Carter experienced when sitting in Birkin's 8-litre Bentley at Redhill is disconcerting, because one associates Birkin with 4½-litre Bentleys. The frontispiece is captioned "Edwardian Motoring" but surely shows a veteran De Dion Bouton in action?

This book is not so entertaining as G. R. N. Minchin's "Under My Bonnet" from the same publisher, yet it gets over the atmosphere of Edwardian motoring astonishingly well, perhaps even better than does Scott-Moncrieff. The photographs are a varied collection, ranging from contemporary pictures to those of veterans still with us, and are the more fascinating for that, and there are also some tiny, rather mediocre line-drawings. This book, too, concludes with lists of early cars, in this case covering the whole 1906-1916 period and divided into 67 single-cylinder and a greater number of two-cylinder and four-cylinder makes, as well as separate tables of three, six and eight-cylinder cars, with data on models as well as makes. This is

quite useful, although those seeking detailed information will probably still need recourse to bound volumes of the weekly motoring papers. The author concludes with lists of used (optimistically termed "secondhand") cars in dealers' lists in 1911 and brief specifications of the light cars and cyclecars of 1914, the latter no doubt culled from a little Temple Press handbook of that time.

Both authors quote statistics of vehicles in use at a given time but neither seems accurate in comparison with such statistics as issued by the British Road Federation.

Two good books on the same subject—yer pays yer money and yer takes yer choice!—W. B.

"**Half-Safe**," by Ben Carlin. 279 pp., 8½ in. by 5½ in. (*Andre Deutsch Ltd.*, 12-14, Carlisle Street, Soho Square, London, W.1. 16s.)

This is an account of how Carlin and his wife (who was almost continually seasick) crossed the Atlantic in a Jeep—yes, the Atlantic! Their experiences are so delightfully chronicled that this long story never becomes boring; Carlin writes as he speaks, modern expressions predominating and the number of "bloodies" in his wife's diary are such that the pre-war directors of Hutchinsons (*vide* Gilbert Frankau's "Self Portrait") would have gone grey-haired half-way through!

The cruise of the Kon-Tiki was a picnic compared to coaxing a modified Ford-engined Jeep across, for it had but one bunk, two seats with a toilet under one of them, and towed its fuel in floating tanks astern, cylinder-head decarbonising taking place in mid-ocean.

If you care in any way for true stories of travel and adventure, get "Half-Safe" for the fireside evenings. Carlin does not omit plenty of technical detail, including proper plans of his weird craft, and his publishers have inserted a lot of good photographs into the middle of his book, probably thinking that otherwise no reader would believe a word of it. Here you see the amphibious Jeep "Half-Safe" under the bow of the "Queen Mary" and parked in the Strand, etc.

Additional charm is lent to this book because we shall be hearing more of Ben and Elinor Carlin, for they propose to attempt a crossing of the Pacific from Tokyo to Alaska towards the end of 1956.

An excellent book—at a reasonable price.—W. B.

"**Genevieve**," by James Dillon White. 178 pp., 7½ in. by 5 in. (*William Heinemann*, 99, Great Russell Street, London, W.C.1. 10s. 6d.)

Here, in novel form, is the story of that excellent and now-so-famous film produced by Henry Cornelius from the screen play by William Rose, and filmed by Metro-Goldwyn-Mayer. The author seems to have followed faithfully the screen story and it is nice to be able to have it in the book-case.

Reading "Genevieve" one is reminded that the famous epic of the Darracq and Spyker did not really run true to R.A.C./V.C.C. Brighton Run tradition, because they went to Brighton in the summer and on a week-day, whereas in real life they make their journey in November on a Sunday. We are a little astonished to find Alan McKim lost for words and self-conscious when confronted with making a speech, in view of the fact that he is a rising young barrister.

Apart from that, this is a delightful comedy and a far more serious criticism concerns the opportunity the publishers have missed of including "stills" from the film as illustrations for the book. "Genevieve" lacks pictures, even a frontispiece, except for its dust-jacket, which makes it rather expensive at, as Ambrose Claverhouse would doubtless have put it, "What, half-a-guinea, old boy?"

W. B.

BROOKLANDS FLYING CLUB REUNION

A reunion, unofficial and informal, of pre-war members of the Brooklands Flying Club, and others associated with flying at Brooklands, will take place on November 18th from 7.30 p.m. onwards, at Elstree Flying Club, Elstree, Herts. Bob Lambert, steward of the B.A.C. from 1929 to 1939, is now steward at Elstree and he hopes all the old hands who can will roll up—no doubt they will literally roll home again, full of nostalgic memories and other liquid things.



HIGH-AROMATIC

MOTORING

IS BETTER-

THIS IS WHY..

There's nothing mysterious about Aromatics—it's the chemists' name for a particular kind of motor fuel constituent—but there's magic in what Aromatics can do for a car! It's Aromatics that help to make an ice-cold engine start—to make it pull with more power—and to make it run as sweetly and smoothly as a turbine. All fuels contain these Aromatics, but the new National Benzole Mixture contains *twice as much as the next best*. And there's no secret about how that's done—it's done by taking one of the new-process petrols specially treated to give it extra Aromatics and blending it with Benzole *which is 100% Aromatics*. That's the formula for the new National Benzole Mixture. It's also the formula for the smoothest, snappiest motoring this side of the Atomic age!

THE NEW NATIONAL BENZOLE MIXTURE

TRY IT TODAY!

THE MOST MODERN OF ALL MOTOR SPIRITS



The National Benzole Company Limited, Wellington House, Buckingham Gate, London, SW1 The distributing organisation owned and entirely controlled by the producers of British Benzole

THE REVOLUTIONARY NEW CITROËN DS19

Hydro-Pneumatic All-Independent Suspension, Hydraulic Clutch, Gearbox and Steering, and Inboard Disc Front Brakes Make the Long-Awaited Front-Drive Successor to the Famous Light Fifteen the Sensation of the Paris and London Motor Shows.



THE new Citroën DS19 is more revolutionary today than the F.W.D. Twelve was in 1933. The rubber-mounted engine is a 75-b.h.p. version of the previous 56-b.h.p. Light Fifteen four-cylinder 1,911-c.c. wet-liner unit, with entirely new inclined (60-deg.) o.h.v. light-alloy head with special valve gear, and a Weber twin-choke carburetter. The shrouded fan has eight flexible nylon blades and the ignition system has twin coils and contact-breakers replacing a normal distributor, sparks happening on exhaust as well as firing stroke. The single-plate clutch is automatically operated, both for gear-changing and in conjunction with engine speed, dispensing with a pedal, by the hydraulic system which is a feature of this remarkable car, its take-up being modulated in accordance with a normal get-away or a "racing" start.

Ahead of the engine is a four-speed-and-reverse gearbox, with synchromesh on all except bottom gear, driving the front wheels via a 3.4 to 1 spiral-bevel final-drive. Gear-changing is effected hydraulically, but is controlled by a tiny lever ahead of the steering wheel, working in a little gate on the dash. The gear-lever operates the starter (as on the Leyland Eight of 1920). A manually-operated valve enables a gear to be engaged, if desired, without the clutch disengaging, for safety when parking on hills; this same control frees the clutch for servicing operations.

Suspension is hydro-pneumatic front and back, with built-in dampers and anti-roll bars, pressure being supplied from a seven-cylinder pump belt-driven from the engine, a system giving an uncannily level ride, which was tested on the back of the Citroën Six. The brakes are hydraulic, those at the front, for the first time on a mass-produced car, being inboard air-cooled disc-brakes. Conventional 10-in. dia. drums are used at the back. These brakes, self-compensating for wear, are applied by a button on the floor possessing only a small travel, and distribution of front/back braking force is automatically compensated according to the load carried. Separate hydraulic reservoirs are used for front and back systems, fed by separate pipe-lines. A second, larger brake pedal applies the front brakes mechanically and can be locked-on for parking by an under-dash control, this pedal replacing the usual hand-lever. The rack-and-pinion steering is hydraulically-assisted for light action. It has rubber-encased, new-type constant-velocity joints and the turning circle is 36 ft. 1 in.

This new Citroën is a striking, low-hung four-door saloon with plastic (*Kraylastic*) roof and light-alloy, sound-damped bonnet and boot-panels. Bench-seats are used, with arm-rests; there is an anti-bump sponge-rubber roll round the inside of the roof, the doors are wide and have ingenious trigger catches, four interior lamps are fitted, two operated by the doors, and the dash contains a lined well-type cubby-hole of great depth, covered by a plastic lid. Curved, rubber-sealed screen and rear window afford extreme visibility, and the driver has as controls the right-hand treadle-type accelerator, brake "button," parking-brake pedal and that diminutive finger-tip gear-lever. Before him is a horizontal-scale 100-m.p.h. speedometer with trip and total mileometers below, and different colour warning windows for hydraulic pressure, oil pressure and main lamps beam. There is a dial-type fuel gauge. The floor has sponge-rubber undercarpets. Panel lighting is rheostat-controlled and a Continental-style lamps-switch protrudes by the driver's right hand. The steering wheel is small, and column and single spoke merge, for good instrument visibility and safety in the event of impact.

The lined luggage-boot, with a lid having a telescopic prop and rain-sealing when open as well as when closed, is of 17 cu. ft. capacity, the spare wheel being carried at an angle ahead of the radiator under the bonnet. The dash has a drawer-type ash-tray and there is another huge one for the rear compartment. The windows do not appear to seal effectively but we are assured that air pressure within the car keeps out rain and eliminates draughts. Fresh air is fed to finned grilles at each extremity of the dash, and two separate radiators warm air which can be ducted to the floor of front and rear compartments by operating the appropriate little levers beside the dash. In addition, a fan delivers hot air for screen demisting, the screen having dual washers and wipers. Flashing direction indicators are carried at roof level at the back, clear of the rear lamps, and the head-lamps are naturally in-built.

The road wheels are retained by a single nut and carry Michelin "X" 165 by 140 tyres. To remove a rear wheel the spat-type mudguard has to be removed, but a single nut, undone by the wheel-brace, releases this. Visibility from the driving seat is excellent, as the bonnet drops away to a low-set air-intake, and both front wings are visible. The fuel filler is beneath a flap in the off-side back mudguard. The engine has a compression ratio of 7.5 to 1, plugs "buried" in its valve cover, thermostatic water-cooling and uses S.A.E. 20 oil. The wheelbase is 10 ft. 3 in., the dry weight 22 cwt., and the 14-gallon fuel tank is under the back seat.

The new Citroën should prove an exceptionally safe car capable of around 90 m.p.h. in unrivalled comfort. Although it is distinctly revolutionary the hydro-pneumatic suspension has been tried on the Six and an automatic clutch on the 2 c.v., and similar hydraulic mechanism was normal on aircraft over a decade ago. Consequently, there is no reason why anyone should doubt the ability of the new Citroën to achieve at least the success of its famous forebear, the Light Fifteen, which has been in successful production for over twenty years in virtually unchanged form. Costing £1,403 12s. 6d. in England, inclusive of import duty and p.t., this new Citroën competes with many medium-sized family cars, while for mechanical ingenuity allied to practicability it is in a class of its very own. It is sure to be in great demand amongst discerning Americans. I must confess that after journeying to Slough to inspect it, I came away feeling that British cars are merely vintage vehicles dressed-up in modern shells.—W. B.

America's Idea of a SPORTS CAR



THUNDERBIRD.—The Ford Thunderbird, with its 160 b.h.p. 90° V8 o.h.v. engine, choice of three-speed gearbox with overdrive or the "Fordomatic" automatic transmission, an X-braced separate chassis and a handsome all-steel hard-top or convertible body which is only 51½ in. high, was shown at the Paris Salon, but will not be at Earls Court. However, the Lincoln Continental will be on Stand No. 136.

THE THIRTY-NINTH TARGA FLORIO—Youth to the Fore

PALERMO, October 16th

THIS year the age-old Targa Florio took on a new lease of life as it was included in the events counting for the manufacturers' world championship of sports cars. With the points marking leaving the situation very open between Jaguar, Ferrari, and Mercedes-Benz, the race took on the position of the final decision for the honours in this championship. Mercedes-Benz went to Sicily in full force, while Ferrari did the best they could and Jaguar did not bother to compete, so the final issue lay between Maranello and Stuttgart.

The Targa Florio must rate as the toughest motor race remaining on the International Calendar and this year the length of the race was nearly doubled, to comply with world championship regulations, making it the hardest Targa ever. The Madonic circuit which is used for this race lies in the north of Sicily and on one of the normal public roads from sea level up into the wild mountains and down again, passing through three villages on the way. The total length of one lap is 72 kilometres (approximately 45 miles) and with the exception of a four-kilometre straight is one long succession of corners, both up hill and down. At the best of times the Sicilian roads are far from perfect, and recent bad weather played havoc with them, so that the week before the race there were signs of the whole thing being washed away. Cloudbursts kept washing mud and rock on to the roadways as fast as they could be cleared, and throughout the day before the race local labour worked endlessly to try and keep the roads clear.

This event is run in a similar fashion to the Mille Miglia, on normal public roads, closed but not barricaded for the occasion, and there was no official practice, drivers having to thrash their way round, amongst the normal dense traffic of mule carts and lorries. For a whole week before the race the circuit was a scene of chaos with everything screaming round, from 300SLR Mercedes-Benz to 600 Fiats, and most teams suffered bent and battered motor cars. Mercedes-Benz were drilling their team to learn the long and trying circuit, making their drivers do three or four laps a day, and Ferrari were just as active. After a week of intermittent sunshine and tropical downpours race-day dawned bright and clear, and by mutual consent of the entries the start was put forward two hours so that the finish would be in daylight and not darkness as originally intended. The blood and thunder of this real road race was frightening most of the drivers anyway, apart from driving in the dark.

As a very wise step and an example to others, the organisers under the guidance of Vicenzio Florio, the originator of the event, did not allow entries of sports cars under 750 c.c. nor of Gran Turismo cars under 1,100 c.c. Even so, forty-seven cars lined up, just below the permanent grandstand and pits, and at 7 a.m. the first car, an Alfa-Romeo PI, left the start, the rest following at 30-sec. intervals. Naturally, the real interest lay in the outright winner, who was obviously to be found in the large-sports-car class, but many of the smaller cars were worth watching. Among the Gran Turismo cars there was a battle brewing between an Italian-driven 300SL and some 8v Fiat Zagatos, but it was the four-cylinder twin-plug 1,500-c.c. Osca of Cabianco and Corini that first aroused interest. This was followed away by a line of 2-litre Maseratis, among them two 2-litre versions of the four-cylinder 150M model, the first driven by Bracco/Bordoni, the second by Manzini/Muny. A favourite for this class was the normal 3-litre six-cylinder of Tarini/Manzini aided by that of Maria Therese Philippi/Bilucci. In this group was a lonely Lotus with Lister-Connaught engine driven by Young/Richardson.

It was the big boys that really stole the show, and after Biotti (Ferrari Monza) and Ricci (Gordini 3-litre) had gone, the first Mercedes-Benz left with Moss at the wheel, to be co-driven by Collins. These SLR models were virtually as last year. After the surprise of Peter Collins as co-driver to Moss, was the sight of Desmond Titterington going off next, also in a 300SLR Mercedes-Benz, to be assisted later by John Fitch. Next went Shelby with a Monza Ferrari from a private stable and then Fangio on the third Mercedes-Benz, with Kling standing by as co-driver. There followed the main opposition, Castellotti with a works Ferrari Monza 3-litre with Manzon as co-driver, followed by Musso with a lone Maserati 300S with Villoresi in reserve, and finally went the works Ferrari Monza 3-litre of Maglioli/Figiniolfi. When everyone had left the happy Italian pandemonium subsided and everyone waited for the end of lap one.

There was a total of 13 laps to cover and no driver was allowed to drive for more than five laps in a row, on account of the gruelling nature of the course. From the start Moss set a cracking pace, for Mercedes-Benz had given their drivers complete freedom, unlike the organised Grand Prix demonstrations.

During his fourth round Moss became a little too confident and made a mistake, which, on this circuit, meant that he found himself well and truly off the road, in a field and nearly over a precipice. There being no violent rules in the Targa Florio, the local peasantry man-handled the Mercedes-Benz, now rather bent on one side, back on to the road, and Moss arrived back at the pits, now in fourth place, sadder but wiser. Though bent, the car was drivable, and Collins took over, setting off at a fantastic pace to try and regain the lead. This error had let Castellotti into the lead and he quickly refuelled and handed over to Manzon, while Musso gave the big Maserati to Villoresi but he did not get far as the rear axle then broke. Now the race developed into a close personal battle amongst the Mercedes-Benz team drivers unrestricted by the hands of Neubauer, with the lone Ferrari well in amongst them.

Collins was in terrific form, having learned the circuit thoroughly by dint of sheer hard work, and in four meteoric laps caught and passed Kling, now taken over from Fangio, and Manzon over from Castellotti, as well as the Titterington/Fitch Mercedes-Benz. At the end of the eighth lap the car was back in the lead, but not before he too had gone off the road and wrecked the nose of the car, and he handed it back to Moss to complete the remaining five laps. With the free hand they were given there was nothing to stop these two youths, and Moss went faster and faster, outpacing everyone, including Fangio. Almost everyone had made solid contact with block or bridges and Fitch backed the rear of his car against a concrete post before handing back to Titterington to cover the last five laps. These two were well matched and running very regularly, as compared with Castellotti and Manzon, between whom there was quite a difference in lap times. Providing Moss had no more excursions off the road, victory was assured, and Fangio was firmly in second place, after Manzon burst his tyre and had to change it out on the circuit. He then stopped at the pits and amid wild screams of joy from the enormous crowds lining the roadside Castellotti set off on the last three laps, ahead of Titterington but not close enough to Fangio to be a menace.

Amongst the small cars Tarini and Manzini were running very well indeed, while the little Osca got round and gave place to Musso's young brother, driving a 2-litre six-cylinder Maserati. Anxiously everyone waited the final 45 minutes while Moss completed his 13th lap, fortunately, just before darkness began to fall.

The two young Englishmen achieved a sweeping victory gained on pure driving skill and added their names to the honourable list of Targa Florio winners, after running one of the hardest and toughest races experienced for many years.

In contrast to the battered and bent winning car, that of Fangio and Kling had only one slight graze and a dented wheel rim, but Fitch had made a thorough job of demolishing the rear of the body of his car. Castellotti and Manzon had rubbed both sides of the Ferrari, and Guidini finished with one headlamp pushed sideways.

The number of bent and battered motor cars at the end of this event was truly fantastic. Noses were squashed, lamps smashed, sumps broken, tails crushed and cars totally demolished, but not a single casualty resulted in any of the drivers. As for mechanical massacre, the Targa Florio must stand unique, while, as one of the real sports-car road races, it is outstanding.

Results :

TARGA FLORIO—October 16th—13 Laps of 72 Kilometre Circuit—736 Kilometres. Hot and Sunny

1st :	S. Moss/P. Collins (Mercedes-Benz 300SLR)	9 hr. 43 min. 14.0 sec.
		96.290 k.p.h. (new record)
2nd :	J. M. Fangio/K. Kling (Mercedes-Benz 300SLR)	9 hr. 47 min. 55.4 sec.
3rd :	E. Castellotti/R. Manzon (Ferrari 750S)	9 hr. 53 min. 20.8 sec.
4th :	J. D. Titterington/J. Fitch (Mercedes-Benz 300SLR)	9 hr. 54 min. 53.4 sec.
5th :	Tarini/Manzini (Maserati 3,000 c.c.)	10 hr. 41 min. 15.0 sec.
6th :	E. Musso/Rossi (Maserati 2,000 c.c.)	10 hr. 48 min. 53.2 sec.
7th :	Cabianco/Carani (Osca 1,500 c.c.)	10 hr. 50 min. 37.0 sec.
8th :	E. Scarlatti/W. Lippi (Maserati 2,000 c.c.)	1 lap behind
9th :	E. Berlotti/Signorina de Fillipis (Maserati 2,000 c.c.)	1 lap behind
	Fastest lap : S. Moss (Mercedes-Benz), lap 3, in 43 min. 0.7 sec. ... 100.186 k.p.h.	(new record)

Targa Florio Flashes

It was thanks to the Sicilian public that Moss was able to win; without their help he would never have got the car back on the road.

* * *

The new 2-litre four-cylinder Maseratis were disappointing, one crashed, and the other broke an oil pipe and ran its bearings.

* * *

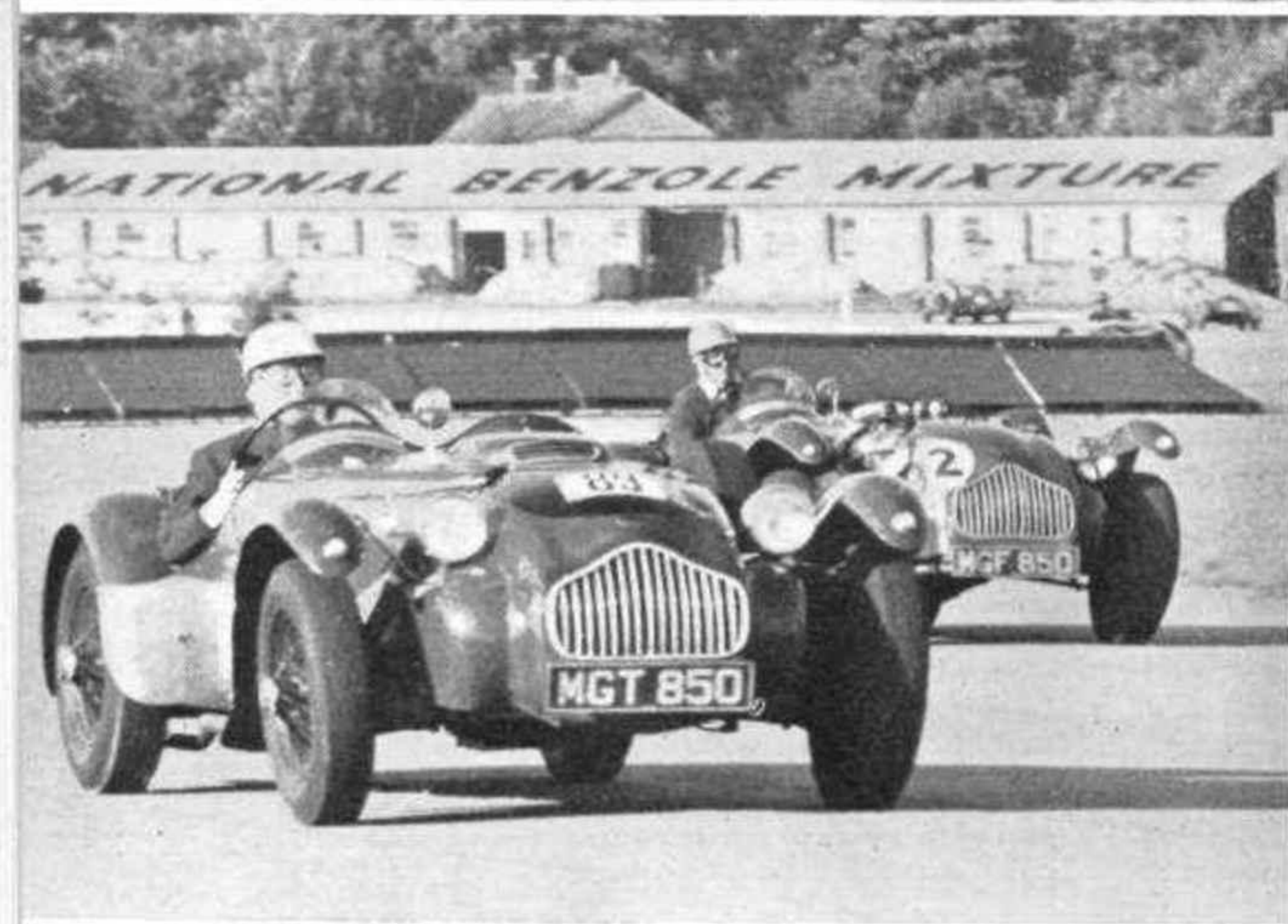
Pit stops were wonderful, there being no rules about the number of helpers. The pits were on a by-pass road from the main track and were a scene of continuous confusion and perpetual tumult and shouting, but quite safe.



RACING LADY.— Mrs. Nancy Mitchell driving the Daimler Conquest in the Ladies' Handicap Race in which she came third at the Goodwood Members' Meeting.



SUPER.— The 1,900 Superleggera Alfa-Romeo driven by N. H. Mann in the Saloon Car Handicap race at Goodwood. Mann finished second to Gillett in a Mark VII Jaguar after a spectacular drive through the field of entries.



ALLARD ENSEMBLE.—The two Allards driven by P. L. Farquharson and D. Lewis in one of the Goodwood handicap races, in which they finished second and third, respectively.



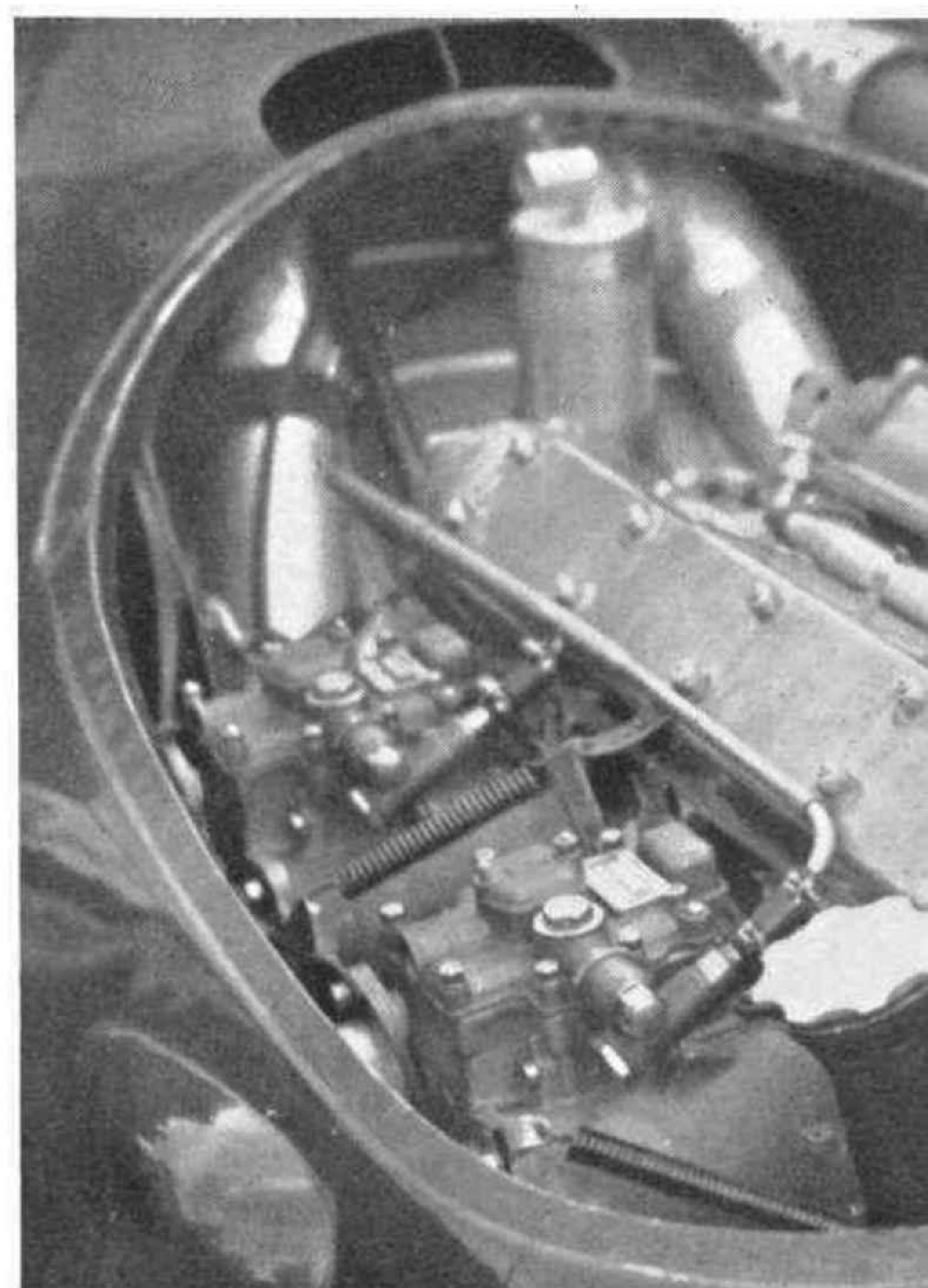
GLITTERING ARRAY.—Badges and spotlamps adorn the front of Angela Lane's Austin-Healey, which was driven by P. Miller at the twentieth B.A.R.C. Goodwood Members' Meeting.

MOTOR PICTORIAL

Mid-Cheshire Gold Cup

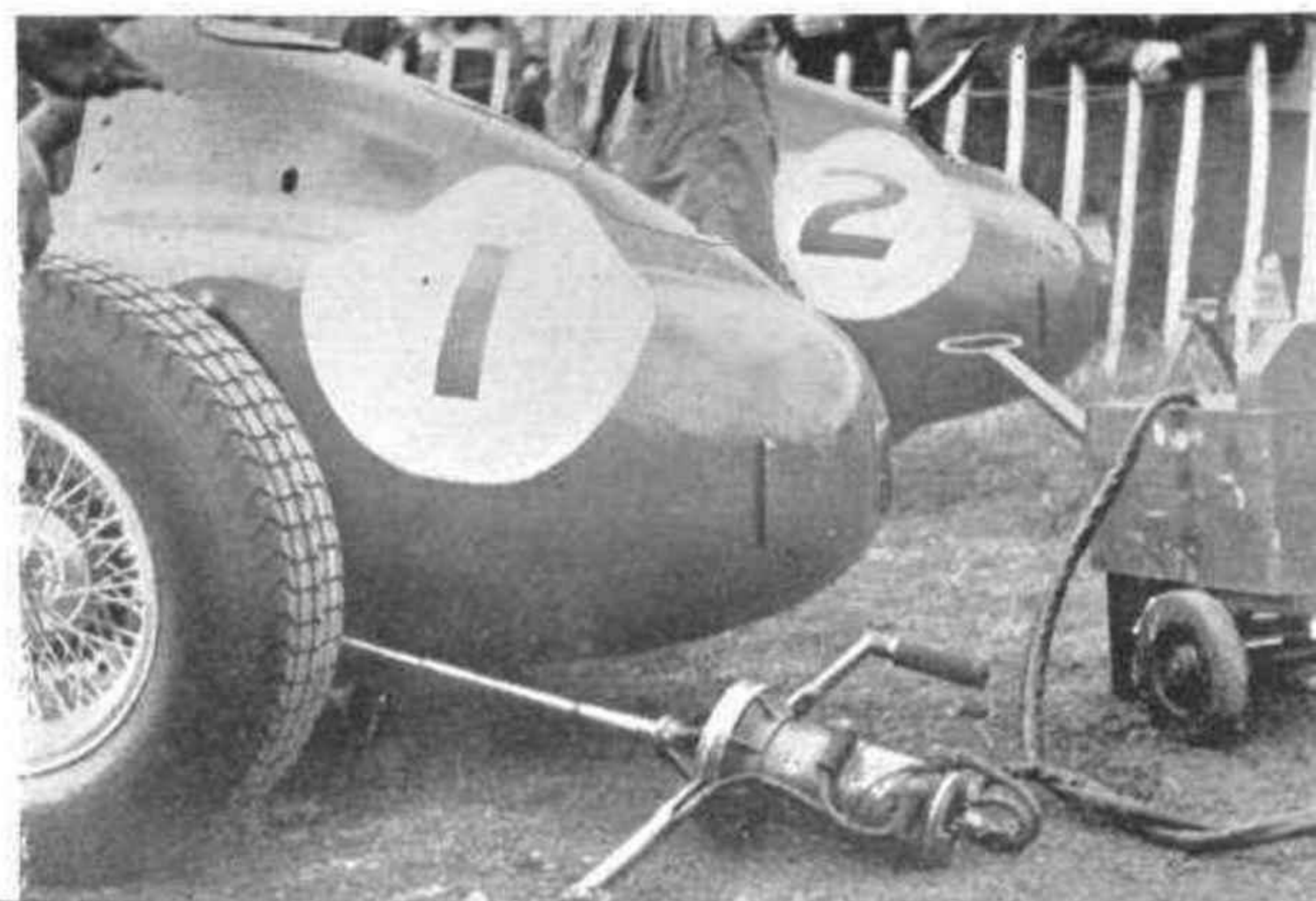
B.A.R.C.

Bristol M.C. & L



BUSINESSLIKE.—The new 2-o.h.c. 2½-litre B.R.M. C double-choke Weber carburetters and two sparking plugs pe

RARE SIGHT.—Oulton Park saw the first English appearance of the exciting V8 Lancia cars, now running under the Scuderia Ferrari banner. Here the two cars are awaiting the insertion of the portable starter motor shaft, turning the engine via the transmission from the rear. On car No. 2 the flap covering the oil tank filler is open.

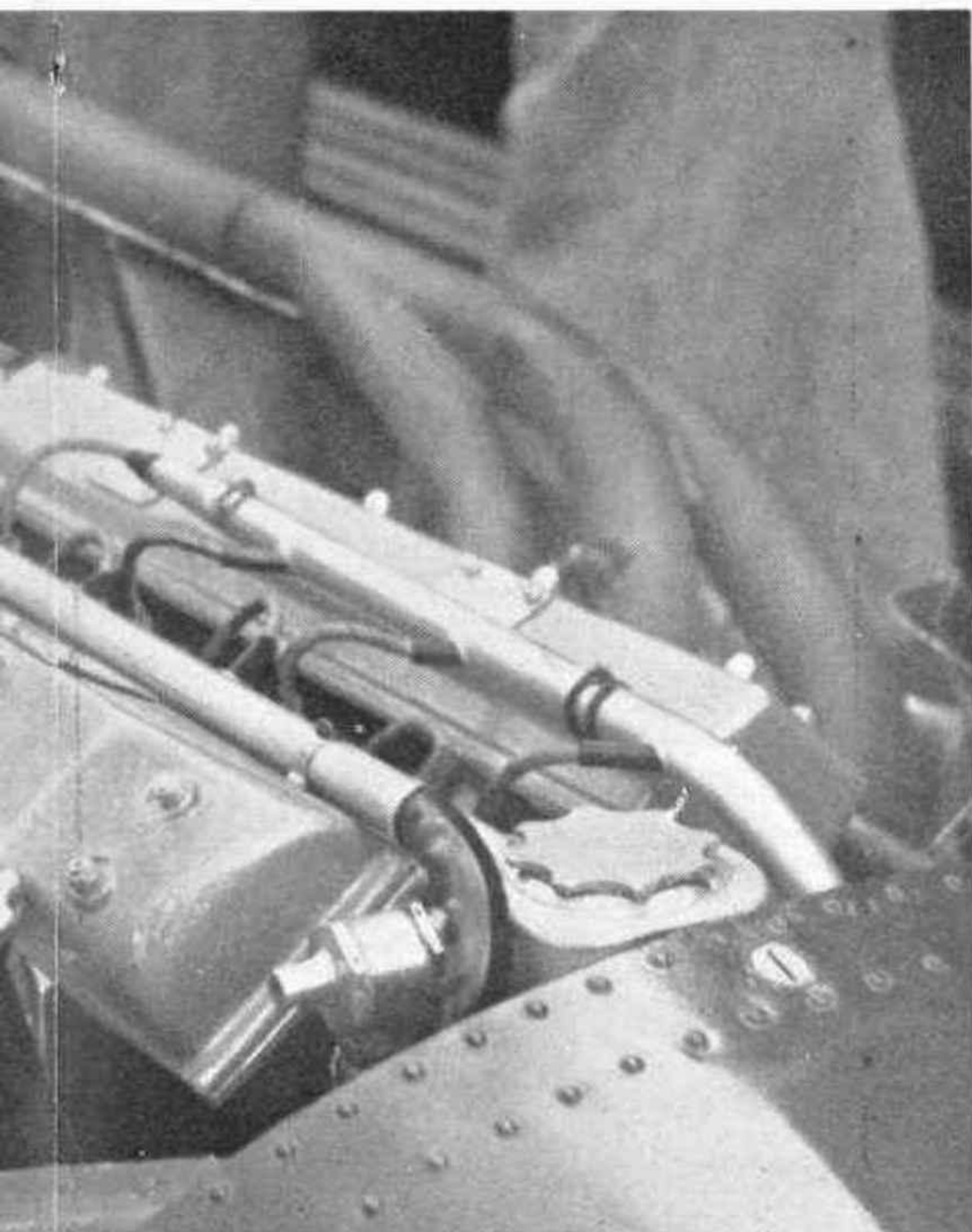


SPORT REVIEW

Meeting Oulton Park

Goodwood

C.C. Castle Combe



Grand Prix engine has a good appearance. It is fitted with two cylinder fed from twin Lucas magnetos on the front of the engine.

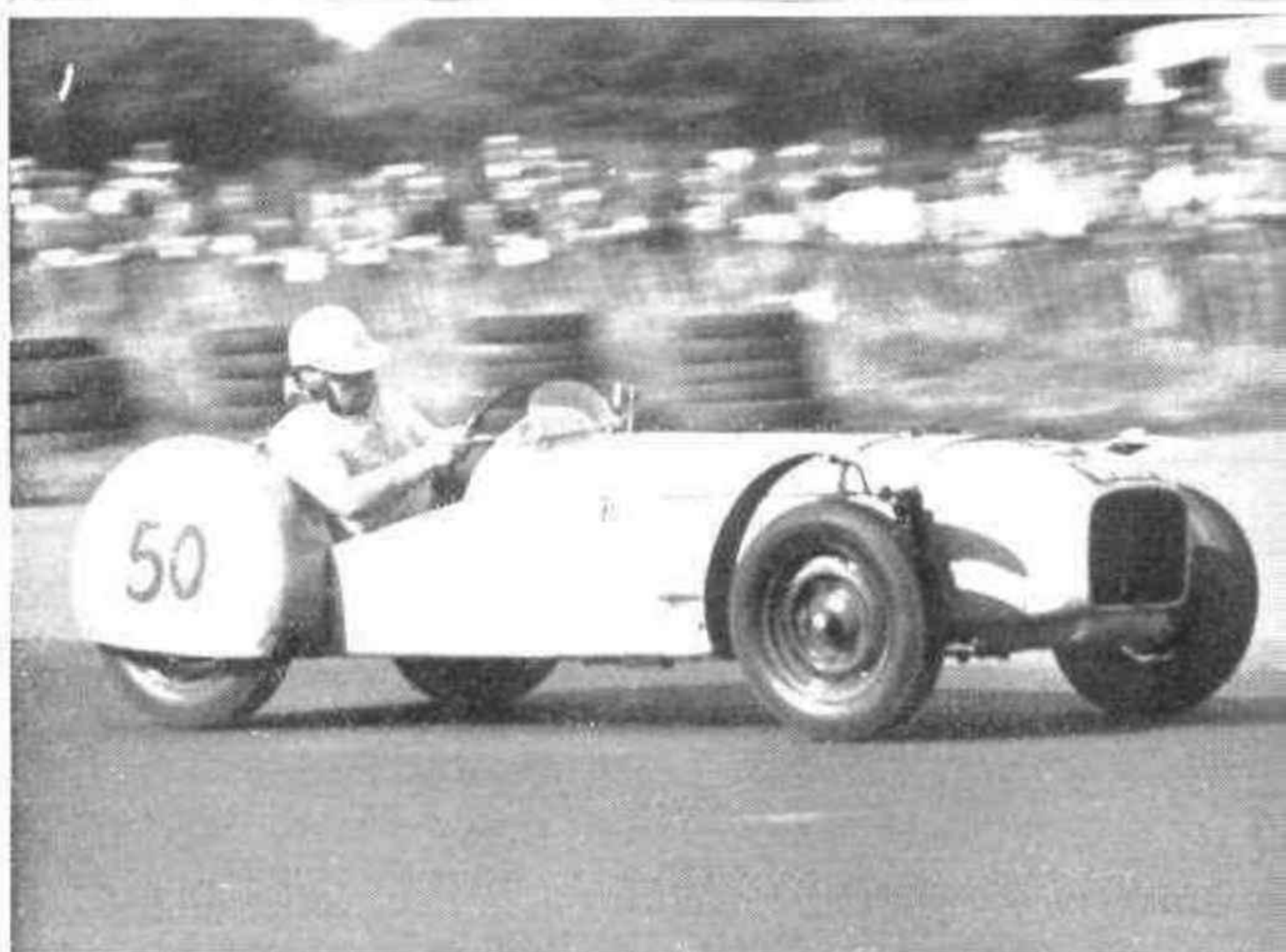
SHORT AND SWEET.—The new Grand Prix B.R.M. did not last long in the Oulton Park race, driven by Collins, but while it did it was well able to hold the Italian cars, actually passing both Lancias. It is outstanding for its smallness and excellent finish; corners are by Dunlop—wheels, brakes and tyres.



BRITISH HOPE.—The British Vanwall, driven by Harry Schell, leading in the 55-lap Avon Trophy Race at Castle Combe. Driving magnificently Schell brought the car into first place in spite of stiff opposition from Maseratis.



SPIRITED MOTORING.—David Piper, one of the most promising young drivers of the year, away ahead of his rivals in the super-charged 750-c.c. M.G.-engine Lotus at Castle Combe.



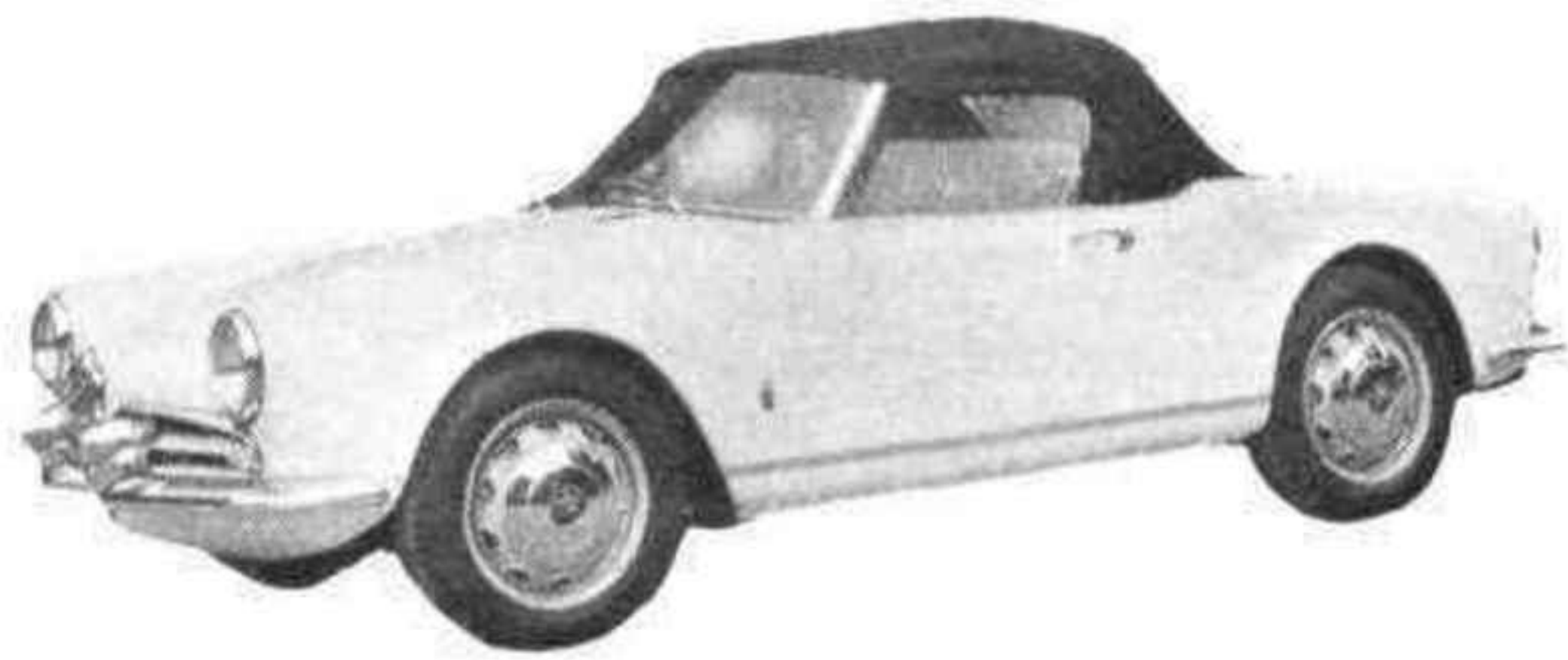
OLD HAND.—Bob Gerard putting up his usual good show at Castle Combe in his Cooper Bristol. He came third in the "Empire News" Trophy Race behind Schell's Vanwall and Flockhart's B.R.M.



RESERVE ACE.—A reserve entry for the Two-Litre Trophy Race, A. J. Targett driving an A.C. Ace in this 20-lap event for sports cars at Castle Combe.



A SELECTION OF 1956 HIGH-PERFORMANCE CARS



Alfa-Romeo Giulietta Spider 1.3-litre.



Aston Martin DB3S 2.9-litre.



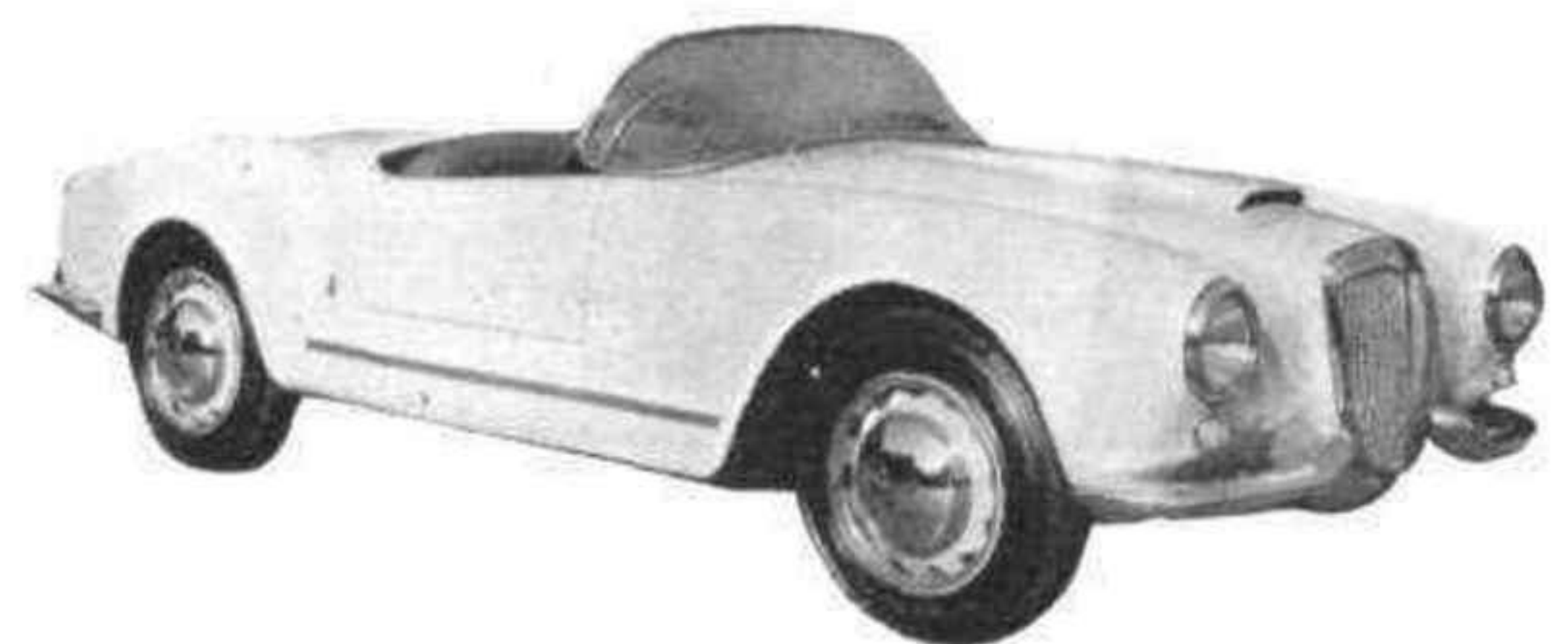
Bentley Continental 4.9-litre.



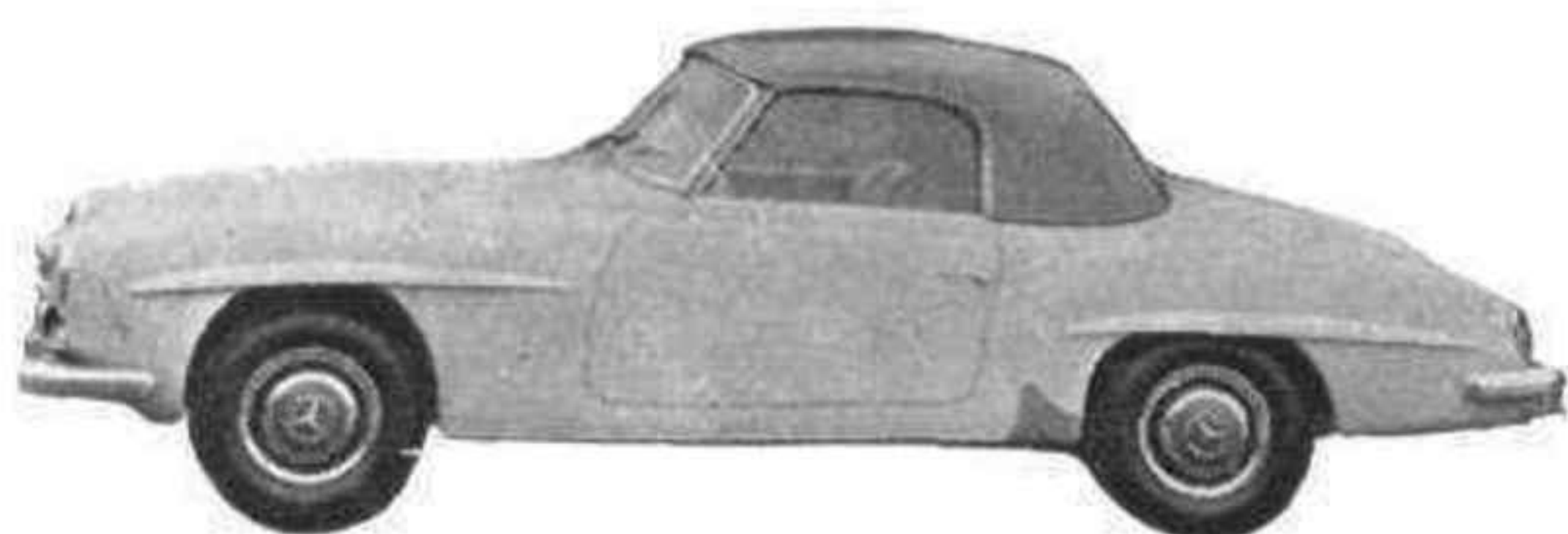
B.M.W. Type 507 Roadster 3.1-litre.



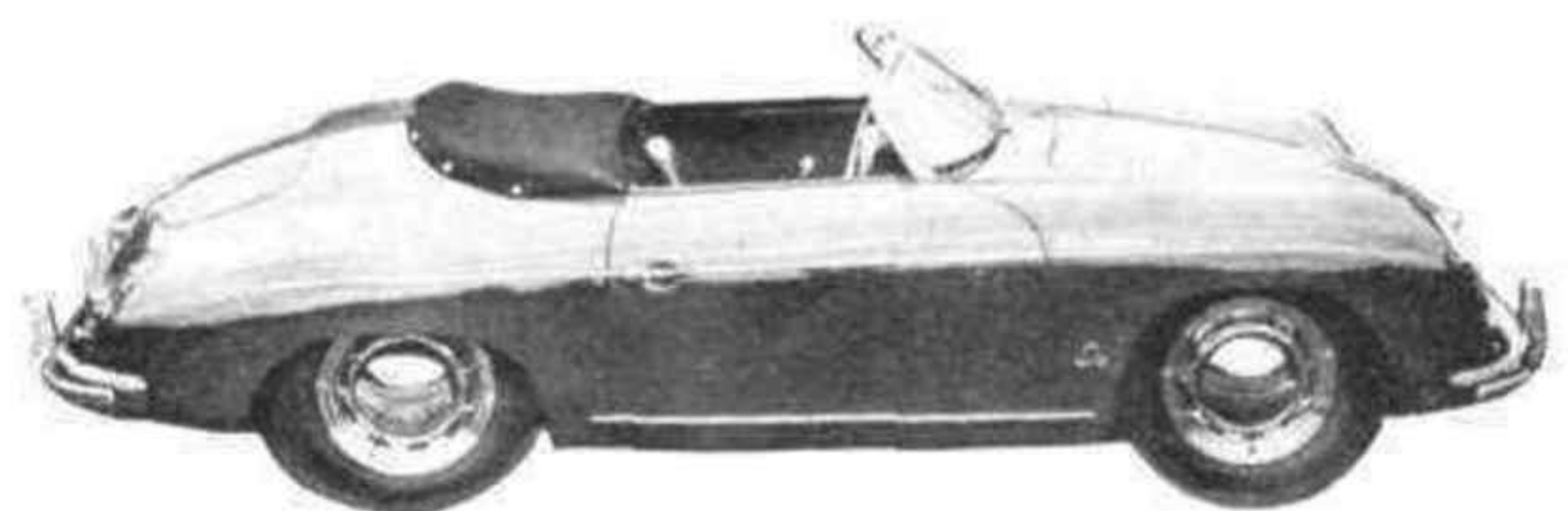
Jaguar D-type 3.4-litre.



Lancia Aurelia G.T. Spyder 2.4-litre.



Mercedes-Benz 190SL 1.9-litre.



Porsche Speedster 1.5-litre.

EARLS COURT IMPRESSIONS

THE Show holds much of interest, although some of the expected glamour (we refer of course to the cars) is absent. Alfa-Romeo do not show their Spider; only Americanised closed cars, the Ferrari and Pegaso exhibits of former years are not shown, nor is the Karmann Ghia VW present.

Most of the new models had been seen in Paris or read about before Earls Court opened its doors, but Armstrong-Siddeley kept their new 234 and 236 Sapphires a dark secret and Jaguar had held back their 2.4-litre until the London Show.

The A.S. Sapphire 234 has a four-cylinder 120 b.h.p. 90 by 90 mm. 2,290 c.c. engine with cross-pushrod o.h. valve gear, the first four-cylinder A.S. since vintage days (remember the 14?); 100 m.p.h. is claimed from this saloon, which shares the same non-corrosive Hyduminium body shell as the 236, which has a six-cylinder 70 by 100 mm. normal push-rod engine developed from the old Whitley and giving 85 b.h.p. These are spacious but rather high and bulky cars, but the Sapphire 346 makes up by having power steering under the control of the driver, adjustable ride control like a R-R, two-pedal automatic transmission and power-operated windows. The Riley Pathfinder is shown on a bed of toadstools in a dazzling colour the writer cannot describe, as he is colour-blind, and the lone Sunbeam Mark III, in a quiet two-colour scheme is overshadowed by the new Rapier, so that in this 2½-litre high-performance saloon



THE HUSH-HUSH 2.3-litre Armstrong-Siddeley Sapphire 234, which with four-cylinder cross-push-rod o.h.v. "square" engine, develops 120 b.h.p. and for which 100 m.p.h. is claimed.

field the 2.4 Jaguar appears to be unchallenged. It is reasonably spacious, has an enormous luggage boot, is so low you can look comfortably over the roof, has a short compact bonnet and very nice lines. Wrap-round bumpers are used front and back. Getting the six-cylinder twin-cam engine in has resulted in close-spacing of components and it is necessary to remove the bonnet panel before you can dislodge the battery. Mr. Lyons has another winner in this Jaguar, especially as it costs nearly £212 less than the Sapphire even in completely-equipped form.

Lancia show their 2.5-litre Spider with hood up, its three-spoke wood-rim steering wheel and real "man's" gear-lever heavily spring-loaded to the lower gear positions and leather-covered bar across the cubby-hole, features you will notice if they let you sit in it. The steering column is telescopic and the tyres Michelin "X." Small boys will no doubt love the Allard stand on account of the J2R "racer" with driver's head rest, but the Monte Carlo saloon is rather pneumatic in outline, giving lots of room within, although

we doubt if mother-in-law would ever emerge from a back seat so steeply cambered were she persuaded into it. There is the wood dashboard adored by those in deerstalkers.

Both the Austin-Healey and M.G. sports models seemed to have had serious accidents, as they were on their sides. The M.G. sports has a spring steering wheel with its spokes in a narrow X, radio, a non-folding screen and horn knob on the dash centre. The nicely-finished Triumph TR3 appears both on its maker's and on Mulliner's Stand, and both times we confirmed that the new back seat will be of use only to those unfortunate parents whose children are of stunted growth. The rigid side-screens of the A.C. Ace have useful curved half-panels, hinged at the base.

The Porsche Speedster is efficiently ugly and on this Stand fitted suitcases emphasise the luggage-carrying capacity of these rear-engined cars. VW, with a sober display in which the black and white convertible takes pride of place on a raised dais, also show suitable shaped suitcases for their cars, from the size of which it is deduced that midgets must take with them very extensive wardrobes when they go motoring!

Sunbeam show the new Rapier on a dais above crossed rapiers and the sentiment that "From the traditions of the past emerges the fashion of the future," and a rotating sectional Rapier engine is also exhibited. The Standard Vanguard III was found to possess rear lamps nearly as large as its headlamps—in sober fact the lamp glasses are about 5 in. in diameter—and a very small petrol filler placed rather far inboard. It appears to have borrowed its frontal treatment from one of the older Opel models. If the Rapier Register find the new Sunbeam hard to understand, we confess to being startled to see the name Squire at Earls Court—recalling that exciting 1½-litre twin overhead camshaft sports car made at Remenham, near Henley, in those sun-drenched summers of a nostalgic past. Enquiry revealed it to be a side-valve Ford estate car, which was in process of being sprayed on the Stand during the Press pre-view. Estate cars now have a large following and are shown by Allard, Borgward, Isabella, Ford, Hillman, Hudson, Humber, Morris, Nash, Peugeot, Renault, Simca Vedette, Skoda and Standard, while VW have the eight-seater Microbus. Most of these are old friends, but the Renault Frégate Domaine is new. Sole car on the extensive Alvis Stand is the practical Graber saloon—which must make those in cramped spaces jealous.

Skoda showed a rather primitive type 400 Orlik saloon with circular under-bonnet petrol tank, wire-operated radiator blind, which has a 1,089 c.c. o.h.v. 40 b.h.p. engine, and a much nicer 1,200 c.c. saloon spoilt by having dummy wire wheels.

The Singer Hunter 75 was shown as a working semi-sectioned chassis, with the new twin-overhead-camshaft engine in which a chain-driven o.h. camshaft operates directly above each line of valves and the exhaust valves have a water gallery to cool them, the hemispherical combustion spaces being fully machined.

It was difficult to cover the Show fully when so many stands were unfinished for much of the Press pre-view. The advertised "range of Frazer-Nash models" had dwindled to a solitary fixed-head coupé of the kind Mrs. Morrish uses at Castle Combe circuit. Already crowds were gathered around the Citroën DS19, so that the Light Fifteen, Big Fifteen and little 2 c.v. went almost unnoticed, and the "comes apart, then mends" Fiat 600 exhibit was a source of interest. Peter Townsend was inspecting, said rumour, the Jensen 541, Moss was in demand as a photographer's model, and the Press photographers were thick as flies round the Cadillac La Espada experimental car in reinforced fibreglass. Lincoln shows a nice American in the Continental Mk. II saloon, but the 300SL Mercedes-Benz in red had retired under a dustsheet, nor had the new Lanchester Sprite arrived—thus was a Pressman, with printers waiting, frustrated.

Continued on page 662

CASTROL WINS

R.A.C. TOURIST TROPHY

1ST MERCEDES-BENZ

also **2ND & 3RD MERCEDES-BENZ**

1100 - 1500 C.C. CLASS

1ST PORSCHE

THE MASTERPIECE IN OILS



AT THE HOUSE OF B.M.W.

IF you join the main autobahn that makes a complete circuit of Germany, and drive round it until you arrive at the far south-east corner, you come to the Bavarian town of Munich, famous for its beer, a gigantic fiesta during October, an old church with two towers surmounted by strange globular domes, and the Bayerische Motoren Werke. It was to this last famous place that I went, to see how the present-day B.M.W. car is built and also to try one of the products on a journey to Italy.

The output of the B.M.W. factory is nowadays concerned with the production of cars, motor-cycles and the scooter-car known as the Isetta, and they are all built under the same roof and on the same principles of production and accuracy. Naturally it was the cars that were the main interest during my visit, under the guidance of Dr. Fiedler, the head of the design department, but the fact that motor-cycles still play a great part in the factory's workings was shown by the array of pre-war racing and record-breaking machines in the entrance hall of the B.M.W. house. Later, in the experimental department, I was to see two new machines ready to attack world records in the solo and sidecar motor-cycle classes, using the 500-c.c. B.M.W. flat-twin, fuel-injection, racing engines.

The car production is working on a basic chassis design and two types of engine, from which a range of eight models is produced. The chassis frame is of large-diameter tubular construction, many of the tubes, including the main side-members, being of oval section and fabricated from sheet steel pressings welded together to form tubes. This frame is very wide, being the full width of the car at the seats and is immensely rigid, though not unduly heavy. At the front, double wishbone suspension is used, the lower wishbone pivot being coupled to a long torsion-bar running parallel with the main frame. At the rear a normal one-piece axle is used, fabricated from pressings, and this is suspended on very long torsion-bars running forwards, again parallel with the frame. Location of this one-piece non-independent axle is by the torsion-bar operating arms and a central A-bracket from the differential housing. Steering is by a form of rack and pinion, where the rack is formed in a semi-circle, enclosed in an oil-filled box. The large five-seater saloon body is made from sheet steel pressings welded together, while the floor is welded to the chassis frame, giving increased rigidity. Of all the sections that form the body, the largest single pressing is that of the roof, and in the construction of the body both gas-welding and electric spot-welding are used.

Into this chassis-body combination is fitted one of two types of engine, a six-cylinder or an eight-cylinder, the latter being of vee formation. In order to accommodate these two very different types of engine the four-speed gearbox is mounted as a separate unit and coupled, by a short shaft, to whichever engine is used. The six-cylinder is an in-line o.h.v. pushrod unit, of 2.1 litres, giving 72 b.h.p., and is virtually a re-designed pre-war Type 326 engine, kept in production in order to produce a cheaper B.M.W. The main production in the engine department is concerned with the V8, and in standard form this is of 2.6 litres capacity, giving 95 b.h.p. This is in every way a very modern power unit, and a closer look at its construction and design proved most interesting.

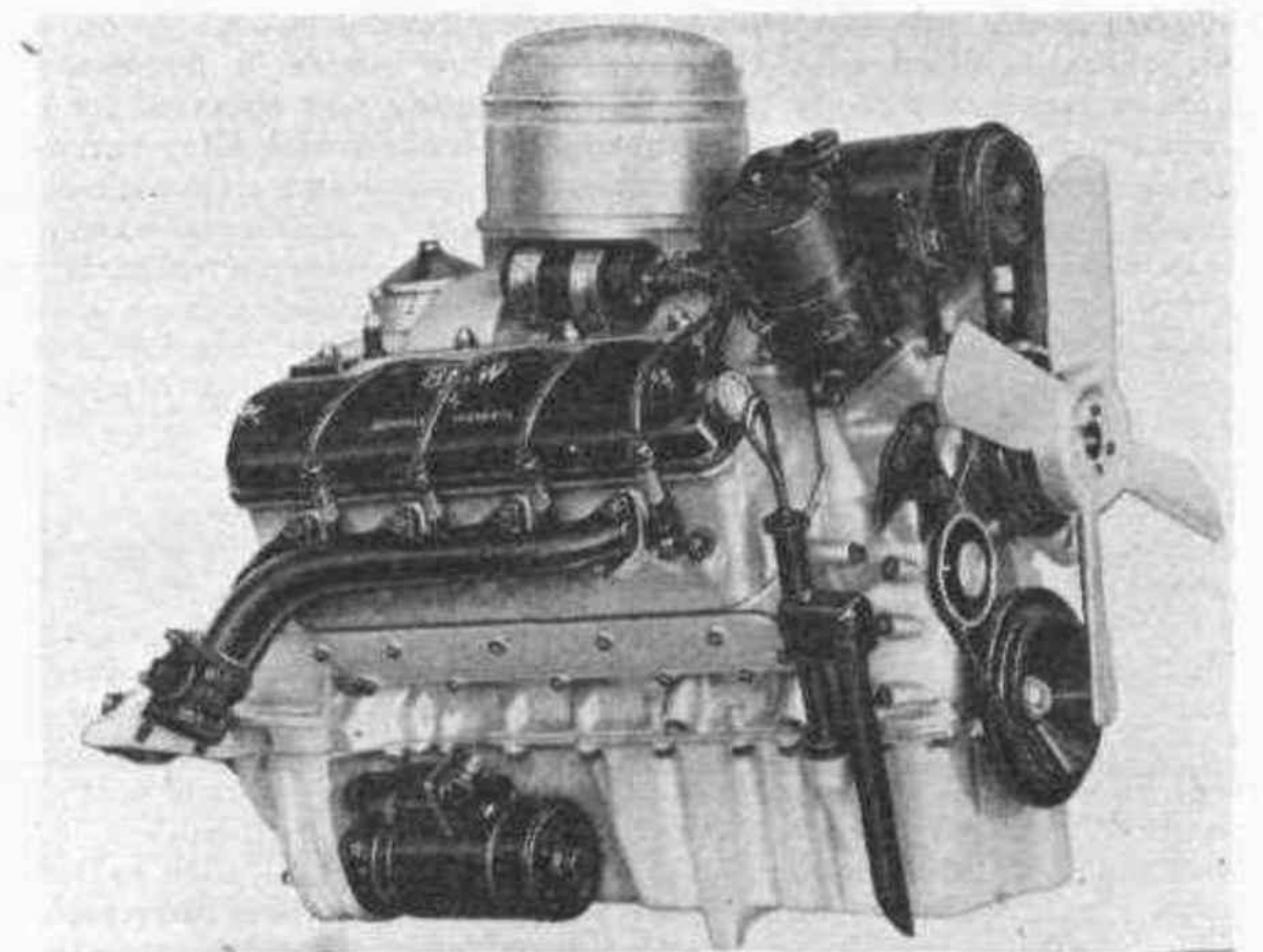
The angle between the two cylinder banks is 90 degrees and the eight cylinders are cast in one compact block, with wet liners. A single chain-driven camshaft runs along the vee of the block and operates the overhead valves by pushrods and rockers. An unusual arrangement here is that the rocker gear is mounted on long steel studs screwed into the crankcase, this allowing the aluminium cylinder heads to expand with heat without altering the valve clearances. The valves of each bank are in line and the sparking plugs are at an angle on the outside of each head. On to the top of the vee of the cylinders is bolted a single aluminium casting containing the inlet manifolds, and on the top of this casting is formed a platform to carry a double-choke downdraught carburetter in the centre of a circular seating to take an enormous combined cover and filter that covers the carburetter completely, including all the control rods and levers. In the main casting the inlet passages are so arranged that each choke of the carburetter feeds four cylinders, the complex layout being designed in conjunction with the firing order, with the result that the effect of two carburetters is obtained. This manifold casting is water heated and thermostatically controlled.

The short stiff connecting-rods are mounted side by side on the crankshaft journals and the shaft itself is mounted in five plain bearings. An aluminium sump is fitted, containing the lubricating oil, and there is a tubular oil cooler situated in the water passage

of the near-side cylinder block. This cooler comprises a tube running the length of the block, along which the oil is passed, and it is returned by way of another tube wrapped round the main one in the form of a spiral, the whole thing being immersed in the cooling water. This results not only in constant temperatures but also in more rapid warming of the oil to its working temperature. Every casting on the engine is aluminium and the result is a very light and compact unit, and it is notable for its smooth running. This smoothness is considered a vital factor in building these V8 engines, and each one is run on an electrical balancing machine after assembly, the whole unit being carefully balanced dynamically. This fine degree of balance is obtained for each engine individually by means of radial drilling of the crankshaft damper and the flywheel after the engine has been run and, then, before any engine is fitted to a chassis, it is run-in for two hours on a test-bed, final engine adjustments being made during a road-test of the complete car.

During the tour of the factory many things became obvious and the most important was the fact that the B.M.W. people make everything on their car, only relying on outside firms for such items as carburetters, electrics and tyres. All castings, forgings, pressings and stampings are done at the factory, as are wheels, gears, brakes and body pressings. The feeling of B.M.W. is that apart from the fact that a car called a B.M.W. should be made by them and not by a multitude of other specialist firms, and that by making everything themselves they can keep a more rigid control over the quality and finish of every part of the car, thus being able to guarantee the finished article. In addition, they were free from the complexities of the policies and troubles of outside firms and had only their own problems to worry about. On the question of costing one interesting item was revealed, and that was that the steering-column tube and bracket, and also the pendant pedals bracket and mounting, together with the hydraulic master-cylinders for brake and clutch operation, were all of magnesium made by die-casting; this type of construction and metal being cheap to produce in quantity.

In the experimental department there was work in process on new rear-axle mountings, front suspensions, brakes, wheels, steering gear and so on, while next door was the test department. In here were machines for working suspension units to destruction, others for measuring brake loads and drum deflections, a machine for applying cornering forces to the pressed-steel wheels, chassis-frame twisting appliances, rear-axle bending machines, and, in fact, everything with which to ruin any part made by the experimental department before it is fitted to a test car, thereby saving much time as well as gaining a great deal of valuable knowledge. In a smaller workshop next to this test department was the racing motor-cycle department, where the record-breaking machines were built and where the



COMPACT.—The V8 B.M.W. 2.6-litre engine is an all-aluminium unit, very light and very compact. Note the position of the sparking plugs, the box on top of the engine containing the double-choke carburetter, the deep sump and the smooth-flow exhaust manifold. With a bore and stroke of 74 by 75 mm., this 2,580-c.c. unit develops 95 b.h.p. in standard form.



ON TOUR.—The B.M.W. 501 with V8 engine sampled by our Continental Correspondent is seen outside an inn on the way to Vienna. The lines of the B.M.W. flow and give excellent accommodation for five people without conforming to conventional "modern" styling. On each side of the traditional B.M.W. radiator grille are the intakes for the interior ventilation system.

B.M.W. road-racing motor-cycles are prepared, these machines having completely dominated the sidecar racing class during the past season, a province that was once the property of the Norton machine.

Having had a brief view of the workings of the Bayerische Motoren Werke, including the building of the Isetta and the 250 and 500-c.c. motor-cycles, all of which are built to the same high standards as the cars, I took a brief stock of the range of 1956 models in the car programme. The 501 is the large family saloon fitted with either the six-cylinder or V8-cylinder engine, the 502 is a de luxe version of the V8-cylinder 501 saloon, and in addition this luxury version can be obtained with the V8 engine enlarged to 3.2 litres, giving 120 b.h.p. These de luxe models have a much larger rear window, centre armrest to the rear seat, leather upholstery, polished wood interior trimmings around the doors and windows, and more stylish instruments as well as a much higher degree of finish to the bodywork in general. The 503 model has the same chassis frame but is fitted with a tuned version of the 3.2-litre V8, giving 140 b.h.p. This is obtained by fitting two double-choke carburettors, new inlet manifolds, larger valves and ports, different camshaft and higher compression ratio. This model is made with either a drophead coupé body or a fixed head, both being full four-seaters, with electrically-operated windows, and electrically-controlled hood on the drophead. The 505 is a special lengthened chassis fitted with the 120-b.h.p. 3.2-litre V8 engine and is intended to take specialist coachwork in the limousine category. Finally, and of especial interest, is the 507 sports-roadster, a very pretty two-seater on a short chassis, fitted with the tuned 3.2-litre engine, a five-speed gearbox attached directly to the clutch housing and operated by a short central lever. This model has larger brakes, with alloy turbo-finned drums, higher rear-axle ratio and such items as knock-off splined hubs, competition screens, etc., are available as extras. Built essentially as a roadster and not a sports/racing car, the 507 is lavishly equipped inside the cockpit with radio, heater, large door pockets, lots of padding and thick carpets. Basically this model is fitted with a normal canvas hood, which together with wind-up windows of glass makes a very weather-tight closed car; however, a detachable hard-top, held by six screws and two quick-action clips, is available, and this is made of aluminium, as is the rest of the bodywork, and the result is one of the nicest looking sporting roadsters yet seen.

Having taken stock of this Munich car factory and its products, I borrowed a 501 model fitted with the V8 engine in order to make a short tour with some friends around Germany, Austria, Italy and Switzerland, and there being four of us the pile of accumulated luggage was most awe-inspiring. However, the large bulbous boot of the B.M.W. is very deep and the whole lot disappeared inside along with the spare wheel and a bag of tools and spare parts, such as fan-belts, plugs, spanners, water hoses and so on. The first impression was one of concern for the steering, for the king-pins had negative castor angle and this, together with the very light rack-and-pinion gear, gave a feeling that once the wheels were turned they would flop over to full lock on their own. The steering was so light and yet nicely positive in its feel that this free feeling took some getting used to. Subsequently it transpired that this fitting of negative castor angle has been dropped on the new models

and half a degree of positive castor is now used. There is always a tendency to drive a car as fast as it will go and this V8 B.M.W. could certainly go fast, the smooth torque of the engine giving it excellent acceleration, so that it quite easily showed 160 k.p.h. on its speedometer (99 m.p.h.). The gear-change was the steering-column type, quite beyond reproach if you have the sort of arm and wrist that can grapple with an up-and-down movement behind the steering wheel, but personally I find my bone construction works much more smoothly on a conventional floor-mounted lever.

On the first run with this car we went down into southern Bavaria, to the borders of Austria at the funny little town of Mittenwald, where it is claimed the first violin was born, and along winding narrow roads the car had a disconcerting habit of swooping about in the wrong direction at the wrong time as well as shrieking to high heaven on its tyres as soon as you saw a corner and took a firm grip on the large plastic-covered steering wheel. Over coffee in one of the picturesque cafés in this little fairy-tale town we gave the B.M.W. some thought and read through the very complete and well-produced instruction book. Our tyres were all good and pressures correct, at 25.6 lb. front and 24 lb. rear, but then we read a little footnote that emphasised the need to increase these to 31 lb. all round if the car was fully laden and to be driven fast. This we did and the result was an entirely different car, from one that had been wallowy and sick-making like a bad American car, it could now be held round corners really quickly with a nice degree of understeer that would gradually disappear as the limit of adhesion was reached and change to a rear-end breakaway at the ultimate, but all the time with plenty of warning and control. The return run over the Bavarian Alps was most pleasant, and even while the driver was enjoying himself finding the car's limitations there was no undue discomfort to the passengers, who were admiring the mountain scenery, and the tyre noise was reduced to a small whistling that gave no impression of the rate of the cornering. This vast difference occasioned by the change in tyre pressures was quite in order with the steering and suspension characteristics of sensitivity, while the higher pressures had no effect on the comfort of the ride, even when the car was occasionally driven slowly.

The Editor has a "thing" about what he calls "garage cars," by which expression he refers to cars with a static character, ones that can be enjoyed in the garage as well as on the road, and in this I am in full agreement with him. These garage cars are ones that are different from the everyday run of mass-produced box-like vehicles, where everything conforms to a set pattern and the only way to discover what car you are dealing with is to look at the name on the front, though even some of the badges are losing character.

The 501 B.M.W. is essentially one of these garage cars, and while the rest of the party were busy looking at churches, monuments, panoramas and the like, which have become commonplace to me over the years, I could sit and enjoy the static-character of this B.M.W. There was a wonderful electrical system controlling the lights and horn, for example. A full-circle horn ring, operated by pressure from above or below, sounded dual horns, while the large wheel centre put the headlamps on full beam when it was depressed, providing the lamps-switch was in the side and tail position. This headlamp flasher is a "must" when motoring fast in Italy or on the German autobahns, and the sooner it is recognised in Great Britain the better. The lamps-switch was a two-position pull knob, the first position putting on side and tail and the second the headlights. A small lever on the left of the steering column put the lamps to dip, so that an up-and-down flicking of this lever would flash a warning at crossroads at night. In addition, the wheel centre button also brought the full-beam filaments of the lamps into play, so when on dipped lights a pressure on the button added the full power of the full-beam filament in addition—useful in an Italian "light-flashing battle" with some of the lorries and buses. By turning the light-knob clockwise a three-position switch for the instrument lighting was brought into play, giving off dim and bright alternatives. The self-parking electric wipers were operated by another dashboard knob, and by pulling it into its second position water-squirts were switched on automatically, giving jets of water at timed intervals, a brilliant innovation of immense help when overtaking traffic on muddy roads.

The selection of dials in front of the driver comprised oil pressure and water temperature on the left, speedometer, with mileometer and trip, in the centre, and on the right a petrol gauge with headlamp high-beam indicator on one side and ignition warning light on the other. Of all the cars I drive about five per cent. have an intelligently placed headlamp-beam indicator, most of them being so placed that they shine straight between the driver's eyes, or else are so bright that they illuminate the interior of the car, while nearly all of them have powerful bulbs and magnifying-glass covers. The B.M.W. is one of the five per cent., the light being a dull matt blue, perfectly obvious at all times without causing any reflections. It

was interesting to notice the same arrangement of blue light on a pre-war B.M.W. borrowed from a friend shortly after this test. On the right of the fascia, this being a left-hand-drive car, was an enormous glove compartment, so big that small items were continually being lost in it, and it was fitted with a very firm lid that could be used as a picnic table when eating a snack meal on the move.

Over the glove compartment was a useful grab rail for the passenger, while in the centre of the top of the windscreen was a neat clock, easily read by all the occupants during the day, but quite useless at night. The rear-view mirror was rather small in its vision but was that excellent type where the mirror is fitted behind a piece of plain glass, and at night the mirror can be flicked down a few degrees, eliminating dazzle from following lights, while the glass still reflects enough to be aware of following vehicles.

On the floor by the front of the driver's seat was a petrol tap giving three positions, off, on and reserve, easily reached even at high speeds. Other interesting items that pleased while having a prowl round the car were a light in the choke-control knob that lit up when the choke was in use, a hand-throttle that subsequently proved to give a speed of 45 m.p.h. in top gear, quarter windows in the front doors that could be opened beyond top-dead-centre and so produce a really powerful blast of cold air, though in this position the driver could pinch his fingers between the window and steering wheel when winding the car round a sharp corner, and opening rear quarter windows to assist the ventilation system.

The ignition key, in the fascia panel, has three positions from "off," the first operating the electrical circuits for various accessories, such as ventilation blower, the second opening the ignition circuit and the third, against a spring loading, actuates the starter. This means that to start the engine you merely turn the key right round to the third position and then let go when the engine fires.

When the bonnet or boot lid were opened—both balanced against springs—really powerful inside lights were automatically switched on, the air ducts from each side of the radiator grille fed cold air to the interior system, and in front of each duct was a removable filter. The radiator drain tap, easily accessible when the bonnet was raised, was made to take a rubber pipe for draining into a container.

When the doors and boot were locked the push-button opening mechanism was made inoperative, the button going in and out freely. The doors stayed in the fully open position by means of over-centre catches, and gave plenty of space for entry and exit. The rear seat had side armrests that folded and there was an enormous shelf behind the seat squab. The front seat had normal sliding adjustment and also that excellent German fitting of lever-operated seat backs that could be let down to the near horizontal, making quick half-hour naps by the roadside a pleasure. On this cheaper B.M.W. model the seats were cloth covered and were so soft as to be impossible on a long run, the occupants being tired out after 300 miles on winding roads, as the softness of the seats gave very little support and the cloth covers held one's clothes, allowing the body to move about inside them. During a day's driving through the Dolomites, at quite low speeds due to rain and mist, one member of the crew found his trousers back to front due to this clinging property of the seat covering. On the 502, of course, this complaint would not arise, the seats being much firmer and leather covered, and the torsion-bar suspension is amply supple enough to keep the ride comfortable.

Where this V8 B.M.W. really came into its own was on the German autobahns, for it would go up to maximum speed with no sound from the engine to give any indication of the power being developed. Wind noise with the windows all shut was negligible. There was a certain amount of road noise audible, possibly reduced if an under-tray was fitted, but fully laden the car could be kept on full throttle for mile after mile, showing no signs of distress. After a visit to Stuttgart a return was made to Munich by way of the autobahn and in the dark the speedo. was kept on 170 k.p.h. for most of the way, often going to 180 k.p.h. (112 m.p.h.), the journey taking just over two hours. The lights were adequate for such speeds and the comfort such that all except the driver slept soundly, though there was a peculiar "swing" as the car crossed the longitudinal joints in the concrete sections of the road. Due to having the gearbox separate from the engine there is a hump on the front floor and this gets in the way of the driver's accelerator foot, limiting it to one not-very-comfortable position, while the pedal itself, hung from the top, is too high off the floor for most people. On flat-out driving this peculiar position of the accelerator pedal is not noticeable; it is only on part openings, and this makes cross-country journeys rather tiring.

The all-synchromesh four-speed gearbox has a fairly close gap between second and third, making acceleration in traffic very impressive, but a long gap between third and top. However, the excellent torque curve of the engine makes top-gear motoring a pleasure, while use of the lower gears in mountains enables a real surge to be

obtained between hairpins. With the light steering and a truly enormous lock, together with synchromesh first and second gears, a crossing of the Swiss Alps by way of the little-used Splügen Pass became immense fun. Stopping to admire the mountain scenery from a great height the good lock and powerful parking brake, operated by a pull-out lever of immense travel, enabled the car to be placed neatly into a small space even on a steep slope.

Although the B.M.W. saloon is a large car and to some people it has an appearance of ungainliness, it is one of the easiest cars to drive and, whereas some cars take a few hundred miles to get used to, this one made the driver feel at home within the first mile or two. The size was never any embarrassment, even amidst the cut-and-thrust of traffic in Milan, while the wonderful surge of power from the engine in second gear soon showed the Italians where they got off, even when we were fully laden. While this car proved to be in no way an outstanding vehicle, viewed through an enthusiast's eyes, it was a first-class example of a modern family saloon, in which a great deal of thought had been given to the wishes of the driver who enjoys motoring as well as those who merely want a travelling lounge. There is no doubt that the men behind the B.M.W. design are practical motorists, while the standard of workmanship is absolutely typical of a German car factory. Over a distance of 2,500 miles all the car needed was petrol and the aforementioned careful attention to the tyres. The amount of petrol depended on the way the car was driven, normal touring with 70-80 m.p.h. cruising giving as much as 19 m.p.g., but this dropped to 15½ m.p.g. when held on full throttle on the autobahn for over one hour, and the tank capacity limited the range to 240 miles under these conditions. For such an obvious long-distance, high-speed touring car the range should be well over 300 miles and a larger tank capacity would be a benefit in the design.

As regards the shape of the body on the B.M.W. saloon, it is a matter of taste whether it appeals to the eye or not, but whatever view is taken, it cannot be denied that it is refreshingly different in these days of stereotyped saloon-car bodies. In spite of being the cheapest version made by the B.M.W., the car on loan stood up to the severe test of fast motoring it received with no fuss, and the only item to be found wanting were the brakes. Driving on fast main roads, in the 70-80 m.p.h. region, continually passing other vehicles and frequently making rapid stops when oncoming traffic closed gaps, it was found that the brakes had a habit of suddenly changing their character. After applying the same pressure four or five times for regular reductions of speed in quick succession, the next application of the same pressure produced no retardation at all. At first this made one lose confidence in the car, but when very hard pressure was applied it was found that the wheels could still be locked. The trouble was that when the brakes overheated, the amount of pedal pressure for the same braking effort was increased by about three times and without any previous warning. That this problem of stopping a heavy fast car is well to the forefront in the design department was seen by the new finned steel drums on the 503 and the alloy ones on the 507. While this change of pressure was unpleasant, it was preferable to some other makes of car on which the brakes

(Continued on page 701)



EXCITING NEWCOMER.—The B.M.W. 507 sports-roadster with detachable aluminium hard-top. This car looks better than photographs make out, which is an unusual state of affairs, and in this view it looks very pretty anyway. Fitted with the V8 engine enlarged to 3,168 c.c., with bore and stroke of 82 by 75 mm., it runs to 5,500 r.p.m. and develops peak power of 140 b.h.p. at 4,800 r.p.m. The knock-off splined hubs as shown are an extra, normal five-stud wheels being standard.

We must see

the **TR** *cars*

The Triumph T.R.2

Triumph Motor Co. (1945) Ltd., Coventry, England *A subsidiary of The Standard Motor Co. Ltd.*

London Showrooms: 15-17 Berkeley Sq., W.1. Tel: Gro. 8181

TRIUMPH CARS • STANDARD CARS • STANDARD COMMERCIAL VEHICLES • STANDARD DIESEL ENGINES • FERGUSON TRACTORS



on Stand 123

Motor Show, Earls Court.

and T.R.3 Sports Cars



THE FRANKFURT MOTOR SHOW

THE German Motor Show is unusual in that it is held only once every two years, and also by reason of the fact that the display is spread over a multitude of small halls, instead of the more normal arrangement of putting everything in one vast hall, as at the British or French Shows. At first glance it would seem that it would be a tiring show to cover but it turned out the complete opposite, for the short walk from one building to another, luckily in a warm October sun, gave one a much-needed breath of fresh air. The result was that each hall was entered with new vigour, in place of the normal Motor Show fatigue that brings most people to their knees by the end of the day.

The show-ground is just on the edge of Frankfurt, when approached from the autobahn, and the roads leading to the main entrance are very gaily decked out in flags by such firms as Opel and Borgward, while the accessory firms such as Bosch and Continental also pave the way with advertising banners. This sort of thing all went towards making the Show more of a fiesta than a heavy and serious-minded technical and commercial exhibition, and inside the ground were hundreds of stalls selling refreshments of all kinds and newspaper and magazine stalls, all helping to keep the atmosphere one of a pleasant day out.

This vast Show covered every aspect of the mechanical vehicle, from tiny passenger cars to enormous transporters, together with all kinds of special vehicles such as fire-engines, dust-carts, ambulances, caravans, camping equipment and so on, as well as all the accessories connected with the motor industry. It was the passenger cars that held the main interest during this visit, and of these the more sporting and high-performance cars were the real objects in view.

The big German firms of Daimler-Benz, Volkswagen, Ford and Auto-Union all had their own private show halls, each trying to outdo the other in magnificence and demonstration of power. In direct contrast, and next door to each other, were Daimler-Benz and Volkswagen, and it would be difficult to say which firm appeared to be the more powerful as far as private cars are concerned. VW were still harping on their 1,000,000th car in 10 years, having a vast rotating platform on which the whole working of the VW industry was laid out in models, and the vastness of a million cars expressed in terms of such things as how they would cover a large area of the Atlantic between Europe and America, or stretch to the moon and back, and so on. For tasteful window-dressing the Germans take a great deal of beating and the VW hall was a good example of this art. Daimler-Benz showed a back-cloth of enormous photographs of their racing and sports/racing cars in action, and from this exuded a ramp on which were mounted a Grand Prix car and a 300SLR sports car, the ramp running down to a centre strip in the hall, sunk below the normal ground level, and displayed here was the complete range of Mercedes-Benz cars from the 300SL and 190SL through the 300 models to the 180, demonstrating without the need for words that Mercedes-Benz cars benefit from the racing programme. This sunken centre aisle was for "very special" people, the crowds having to rubber-neck over the rails, in direct contrast to VW, where it was free-for-all.

In the Daimler-Benz hall the 300SL was unaltered, the 190SL was shown in normal open two-seater roadster form and also with a detachable hard-top, while the more touring models were only altered in detail, though a cabriolet 220 was shown. Still very impressive in a delightful vintage and purist style was the 300S fixed-head coupé, now fitted with the low-pivoted rear swing-axle and a fuel-injection system on the o.h.c. six-cylinder engine.

The main interest for the sporting-minded visitor lay in halls 1a and 1b, where the smaller German firms were displayed and also a few non-German firms, though the Frankfurt Show is more of a national character than international. In the first hall there was much interest being shown in the Nuffield stand, for the new M.G.-A was having its first showing, being displayed with the extra item of knock-off wire wheels, which enhance the appearance but cost an additional sum of money to the reasonable price quoted for a standard model. Between two of the new models was displayed the Utah record-breaker as used by Gardner and Miles to set up long-distance class records, and a very impressive machine it looked. Next door were displayed the TR2 Triumph in normal open, disc-wheeled form and also with hard-top and wire wheels, these models being unchanged except for having the overdrive now working on second, third and fourth gears to choice, and a fresh-air vent allowing cold air into the heater fan for summer motoring. Not far away the third popular English sporting car was shown, this being the Austin-Healey, there being no changes in the specification and only standard models

being displayed. Trying the seats in all three types of sporting vehicle, none gave the feeling that they could be driven for 600 miles in a day without tiring the driver, for though they all had individual bucket-seats, they were of the "sprint" type. The Triumph was still preferable from the point of view of elbow-room when having to sort out a full-lock slide, the other two having high cockpit sides. Jaguar were showing a range of XK140 cars, open two-seater, drophead and coupé, and though everyone knew about the much-publicised 2.4-litre saloon the only sign of it was a rather poor artist's impression.

The only Italian sporting firm showing was Alfa-Romeo and they had a very pretty little open two-seater roadster version of the 1,300-c.c. Giulietta Sprint, rather spoilt by an ungainly windscreen, but apart from this a desirable little car. The normal Giulietta Sprint and the Giulietta saloon were also shown, and looking rather out of place among these very rapid little twin-cam 1,300-c.c. cars was a 1,900 Super Sprint with Superleggera coupé body, unchanged from last year's model. It was obvious that the smaller Alfa-Romeo is dominating the Milanese firm's markets and the bigger models are unlikely to last much longer.

Just across the aisle from Alfa-Romeo were some carburettor displays and Solex were showing the complete installation of two double-choke horizontal instruments, together with manifolds and controls, as fitted to the production 190SL Mercedes-Benz, and a veritable "gas-works" it was. Also near here was a tubing manufacturer displaying a bare 300SL chassis frame, beautifully finished in shiny black enamel and to lovers of space-frame design it was a joy. On the opposite side of this hall were Porsche, representing the only truly sports-car manufacturer in Germany, and next to them was an odd tyre firm who were showing tubeless tyres. In order to prove that they were puncture-proof they were dropping these tyres from a great height onto a bed of nails. The odd thing was that the nails were so close together as to present an almost flat surface to the tyre and in addition the board on which the nails were mounted was spring-loaded to take the shock of the falling tyre! The imagination of the "publicity boys" the world over is remarkable, or else the gullibility of the public is more remarkable.

Porsche were showing a complete range of cars, coupé, drophead, open two-seater Speedster, and Spyder racing/sports model. The four-camshaft engine is now in production, giving 100 b.h.p. at 6,200 r.p.m. and can be fitted in any of the four models, the normal cars having a redesigned frame construction at the rear to take the wider engine. On the road-going models the engine is still behind the rear axle, while on the racing Spyder it is in front, having been turned round the other way. The normal air-cooled pushrod flat-four engine is still in full production, though now enlarged to 1,600 c.c. as the Porsche is essentially a Gran Turismo car and many owners do competition work with them, and 1,600 c.c. is the International capacity group. In production form the four-camshaft engine is known as the Carrera, after the Mexico road-race, and was shown fitted to a normal Type 356 coupé, the outward lines giving no indication of change of engine. At first glance the Porsche coupé appeared unchanged, but in fact there were many detail changes, the flooring having been lowered to give deeper footwells, 15-in. wheels with larger section tyres being used, softer torsion-bars with stronger shock-absorbers, a single curvature windscreen, a headlamp flasher in the wheel centre and modified instrument layout. Interesting was the adoption of a rexine covered top to the instrument panel, the screen being a fair way forward. This is a move that is becoming increasingly popular, manufacturers at last realising that a driver prefers a matt finish that will not reflect in the windscreen rather than a highly polished surface that might look pretty. Other cars that were making this practical use of rexine covering were the 300SL, the Giuliettas and Super-Sprint 1,900, the open XK140, the Triumph TR2 and a special plastic-bodied D.K.W. sports coupé.

In the centre of this mixed hall was the Lloyd car, the normal production being a little four-seater economy car, appearing in larger numbers every day in Germany. Although they were showing a new 600-c.c. single o.h.c. vertical twin engine, the main interest here was the very nice Montlhéry record-breaker that recently took records from 500 miles to 10,000 kilometres at speeds ranging from 87 m.p.h. to 77 m.p.h. In this the driver lay almost horizontal and the steering column ended in a single cross-bar with hand grips in place of a normal steering wheel.

After a breath of fresh air a visit was made to hall 1b where the

Continued on page 701



PETER CLARK with his controversial Studebaker.

I DON'T think the Editor really believes that I own a Studebaker because I like it, but that is indeed the truth. At the end of 1953 I decided to give up active motor-racing, having reached the stage at which, in an era of intense competition and progress, I was spending more and more money for less and less return, and with my moderate abilities as a driver proving less and less capable of doing justice to the machine. I also decided to sell my much-developed Aston Martin DB2, in order to "put temptation out of my way."

At this moment, on a business visit to Holland, I made my first acquaintance in the flesh with the "new look" Studebaker with Italianate two-door coupé body designed by Raymond Loewy. I don't think even the most prejudiced Americano-phobe can deny that the car is beautiful to look at. What surprised me was to find that it was also a delight to drive, and seemed to possess a marked sort of personality. I think I was "sold" there and then.

Rather more than a year later came an opportunity to put these ideas to the test, when Henlys offered me a January, 1954, "Commander" with Borg-Warner automatic transmission and power steering at a not-too-ridiculous price. I had previously rejected one or two specimens either on price or for not having all of the desirable optional equipment. The American industry seems to operate in precisely the opposite manner from ours: here, a new car invariably seems to be tendered for delivery complete with radio, heater and every possible accessory including the kitchen stove; with an American car, even the wheels and tyres are, if you will pardon the exaggeration and see what I mean, optional extras.

Anyway; I duly bought OLF 580, and whilst waiting for it to be checked over and treated with Underseal, I telephoned my friend in Holland to ask what spares he had needed in 15 months of pretty hard use. His reply—"two fan belts"—was pretty encouraging.

I have appended a "data panel" to these notes, and no doubt the Editor will publish it if he considers it to be of sufficient general interest. Briefly, a 3,811-c.c. overhead-valve V8 engine drives through a Borg-Warner gearbox and an articulated two-part prop-shaft to an orthodox hypoid rear axle. Front suspension is by dual wishbones with helical springs and telescopic dampers; the rear end by very wide, very thin leaf-springs with dual telescopic dampers.

If I remember rightly, the weekly motoring journals gave a maximum speed of just over 100 m.p.h. for the car when road-tested, and this seems to be in line with mine. So also does the fuel consumption of around 20 m.p.g. under normal touring conditions.

Turning now to my particular reasons for liking the car, I would say that I like:

(1) The most comfortable driving position, with the best all-round visibility, I have ever known.

(2) The way in which, without having any apparent performance at all, the car innocently out-performs most others encountered on the road.

(3) The Borg-Warner automatic transmission which, if one is driving well, can be made to do exactly what one wants when one wants, but which, if one is driving like a clot, behaves like a double clot. Who then is laughing at whom? Incidentally, although a great deal of the power developed by the engine gets lost along the transmission line a great deal of road performance is regained by those instantaneous gear-changes under full power.

(4) The steering and roadholding, which, once one has ceased to be alarmed by a good deal of "thumping and punching" from the suspension, are of a very high order. Indeed, I know of few cars

WHY I LIKE MY

STUDEBAKER COMMANDER

By Peter Clark

[There was some leg-pulling in motoring circles last February when Peter Clark, well known as a vintage and Edwardian enthusiast pre-war and as a driver of H.R.G.s and Aston Martins for many years, bought a Studebaker. Some of our readers may indeed have noticed this striking "custard and blue" machine, with B.R.D.C. and V.S.C.C. badges looking mildly incongruous upon it, at Silverstone and elsewhere. Having known Peter throughout our respective careers, we had no hesitation in demanding "reasons in writing."—ED.]

which can be put over the broken-up edges of a heavily cambered Continental secondary road at high speeds with greater equanimity. But the noises from the suspension system when one does so are, until one realises that they don't mean a thing, quite terrifying.

There are, of course, features on the debit side which have led to the car not being an outstanding commercial success and to its subsequent modification. First and foremost, for a car which although small by American standards is large in our eyes, there is surprisingly little room in it. Owing to the low bonnet line, the untidy-shaped V8 engine has to be set unusually far back, with the result that a third passenger on the front seat has either to be legless or a contortionist capable of folding his or her feet into his or her pockets—the central part of the front compartment being full of gearbox. Similarly, rear-seat passengers must not exceed 5 ft. 0 in. in height, otherwise they find an inadequacy of both headroom and legroom. The boot, so spectacular from outside, is rather a snare and delusion, too, for it is very shallow and irregular in shape. Thus, although it will carry a vast number of squashy zip-bags which can be manoeuvred into odd shapes, it is defeated even by a single Revelation Rev-robe.

Mechanically, the brakes are the weakest feature, and a hurried journey on second-class winding roads—or a number of applications from 90 m.p.h. or so, as for a series of roundabouts—can produce appreciable fade. But, curiously enough, under true mountain conditions they were not nearly as bad as I had feared they were going to be, in fact they behaved very much better than those on the car I used on holiday last year, whose brakes under normal road conditions have always been excellent. This is perhaps not so illogical as might at first sight appear, as the Studebaker has such a vastly greater performance on the normal road.

Tyre wear is also a bit of a problem, in fact one's use of the car's full performance on the Continent tends to be moderated if one observes tyre temperatures after a couple of hours' high-speed run. This is by no means peculiar to the Studebaker, needless to say.

In the near future I hope to fit a four-choke carburettor conversion and have every intention of keeping this lovable car for at least a couple of years.

THE 1954 STUDEBAKER COMMANDER COUPE

Engine: Eight-cylinder, 85.73 by 82.55 mm., 3,812 c.c.; o.h.v. (pushrods); 7.5 to 1 compression ratio; twin-choke Stromberg carburettor; 120 b.h.p. at 4,000 r.p.m.

Rear axle: Salisbury hypoid, ratio 3.54 to 1.

Gearbox: Borg-Warner Automatic, with fluid coupling.

Brakes: Wagner Lockheed hydraulic; 173.4 sq. in. total area.

Tyres: 7.10 by 15.0 Firestone Whitewall, on bolt-on disc wheels.

Weight: 31 cwt. (less occupants, but ready for the road with nominally one gallon petrol).

Steering ratio: 4½ turns, lock-to-lock. Power-assisted.

Fuel capacity: 15 Imperial gallons, range approx. 300 miles. 20 m.p.g. at steady 60 m.p.h.

Wheelbase: 10 ft. 0½ in.

Track: 4 ft. 9 in. front, 4 ft. 8 in. rear.

Suspension: Front coil-springs and wishbones, telescopic dampers, torsional anti-roll bar. Rear semi-elliptic leaf-springs, twin telescopic dampers.

Overall dimensions: 17 ft. 0 in. by 5 ft. 0½ in. (high) by 5 ft. 11 in. (wide).

Makers: The Studebaker Corporation, South Bend 27, Indiana, U.S.A. (Studebaker Distributors Ltd., London, N.W.1).

*Now available
in a wide range of popular car sizes*

TYRESOLES + PLUS + with the 'NEW TYRE LOOK'

"Tyresoles" works throughout the country have now been equipped to give rapid production of the new "Tyresoles" + Plus. This revolutionary process not only retains all the outstanding "Tyresoles" qualities, but provides a finished appearance to match new tyres. In accordance with "Tyresoles" practice this development will be obtainable in all car sizes, and most of the popular sizes can already be treated.

Insist on "Tyresoles" by name and refuse substitutes. Every treated tyre carries the name "Tyresoles."

Always first in PERFORMANCE.

Now first in APPEARANCE.

The "TYRESOLES" Process is particularly suitable for the treatment of Tubeless Tyres

**MOTOR SHOW
STAND 468
AVENUE Q FIRST FLOOR**

1953-1955. Twice in 3 years

the Monte Carlo Rally won on "TYRESOLES."

The Remoulding Process

Ask your local Garage for full details or write direct to:

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX. Tel. WEMbley 1222 (10 lines)



MODERN SIDEWALL STYLING
AND CLEAR CUT TREAD

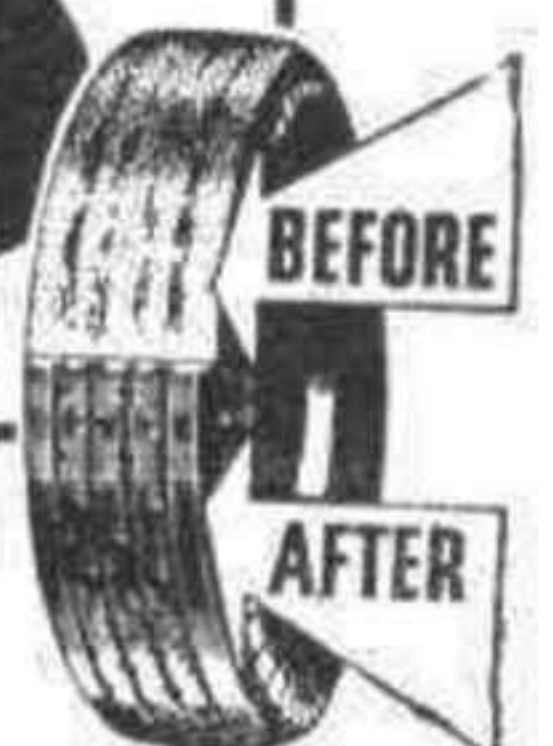
"TYRESOLES" RELIABILITY
FEATURES RETAINED

NO RISK OF
CASING DISTORTION

MILEAGE STILL EQUAL
TO NEW TYRES

APPROXIMATELY HALF
NEW TYRE COST

TYRESOLES



B.A.R.C. MEMBERS' MEETING, GOODWOOD (Sept. 24th)

ONE of the season's most pleasant club meetings was that of the B.A.R.C. at Goodwood on September 24th. In perfect summer weather the programme, for sports cars only, began with a five-lap scratch race for up-to-1,200-c.c. models. Slow to start was Chapman, driving the disc-braked works Lotus as used in the T.T., while Page and Steed also drove Climax-engined Lotus models. By the third lap Chapman was hard on the heels of Page and in the ensuing lap was in the lead and won by a comfortable margin. The only minor incident in this race was when Ellis clouted the wooden fence outside the chicanes, but no time was lost and he came round on the following lap without one rear wing.

Event two, a most interesting race, the ladies' five-lap handicap, saw Mrs. Vickers start well in the XK120 Jaguar, soon followed by Mrs. Gibbs in the H.R.G. Mrs. Nancy Mitchell in a Daimler Conquest was really getting tough with the car on some corners and kept her foot hard down on the throttle all the way, Mrs. Vickers chased Angela Lane's three-carburettor Zephyr-engined Cooper, while the leaders, Mary Morton out front, Patsy Burt's Aston Martin DB2/4 and Nancy Mitchell's Daimler in line astern, battled on. Mary Morton's rather unexpectedly brilliant drive resulted in a winning speed of 71.84 m.p.h.

Five-lap scratch and handicap races followed, the former being won by Chapman at 82.53 m.p.h., establishing a very fine lead over his rivals Page and Steed, although Page and Williams nearly had a prang in the chicanes, Williams driving the ex-Clive Edwards Lea-Francis-engined H.R.G.; retirements were Young's Weldangrind and Coombs' Lotus. The latter event, the handicap race, began with David Piper in the lead with the Empire Lotus, driving magnificently. Piper simply increased his lead over all the other competitors until he crossed the winning line about half a mile ahead of second man, Constable in the TD M.G. First of the batch of TR2s was Bartlett's blue and maroon model; M. G. Ireland in a Riley wasted no time at all, and Lord Strathcarron thundered along well in the ex-team Talbot 105, only to retire before the finish.

The 10-lap scratch race for the MOTOR SPORT Brooklands Memorial Trophy was won by George Abecassis in an H.W.M., followed by M. W. Head (D-type Jaguar). Tommy Sopwith came third on the points won in previous races since he did not run at this meeting. Scott-Russell (Lotus-Bristol) and Protheroe (C-type Jaguar) diced happily together, Fisher's Kieft-Bristol slowed down and finally stopped at the chicanes, and Ogier tried very hard indeed with his XK120 Jaguar. Abecassis' speed here was 82.71 m.p.h.

Next came the closed-car handicap race, in which some surprising speeds were put up by ordinary cars. The start saw Bell and Miles in Morris Minors pull away from Graham's Austin A30, while Mann's Alfa-Romeo gained on Hely driving a hard-top Healey Silverstone, as did Gillett's Jaguar on Tice's Allard coupé. Cooper's Riley 2½-litre eventually passed W. S. Frost in a Bristol after the two had been running neck and neck for several laps, and then Gillett got round to chasing Mann's twin-carburettor Alta-head Morris, which had been steaming round very rapidly. Finally Gillett took first place, with Mann's 1,900 Alfa-Romeo second, having liquidated all other rivals. Hely came third and Miles fourth.

Two five-lap handicap races then concluded the meeting. The first was won by Protheroe in the Jaguar at 81.66 m.p.h. Derrick in the DB3 Aston Martin was first to make a move; soon Mann's 2.9 Monza Alfa-Romeo and Symondson's 57S Bugatti were fighting desperately together, the Bugatti finally drawing away. Second to cross the line at the finish was P. L. Farquharson's Allard, and then D. Lewis in another Allard. The final handicap event began with Foreman's Bentley in the lead but TR2-mounted Giles relieved the Bentley of this position, as did Constable's M.G. to come second, the Bentley seeming slightly faster on corners but the Triumph had the steam on the straights. Fastest lap in this contest was made by the Hon. R. Lindsay in an H.W.M. at 76.60 m.p.h.; he later overturned but no serious consequences resulted.—I. G.

"MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY WINNERS

Goodwood Members' Meeting (Mar. 26th)	Pts.	Goodwood Members' Meeting (June 18th)	Pts.	Goodwood Members' Meeting (Sept. 24th)	Pts.
M. Head (XK120C)	6	T. Sopwith		G. Abecassis	14
F. Marriot		(Cooper-Climax)	12	M. Head	13
(Lotus-M.G.)	5	G. Abecassis		T. Sopwith	12
M. Frogatt	4	(H.W.M.)	10		
J. R. Bell	4	M. Head			
C. M. Lund	4	(Jaguar D-type)	9		
W. P. Constable	4				
G. Bednash	4				
A. Dennis	4				
Miss Pat Moss	4				

THE FRANKFURT SHOW—continued from page 698

larger German firms such as Opel and General Motors, B.M.W. and Borgward were showing. The real pearl of the whole show was the new B.M.W. 507 sports-roadster, finished in white with red interior, and having the expensive extras of the coupé hard-top fitted and knock-off splined hubs, the pressed steel wheels being covered by chromium discs. This handsome two-seater, selling at a lower price than the Mercedes-Benz 300SL, should find a large market and very ably carry on the tradition of the old Type 328 B.M.W. sports-roadster. Nowadays there is a tendency to make sporting two-seaters with very wide bodies that overflow beyond the width of the tyres and look very bulbous, but the 507 B.M.W. has its alloy body fitted snugly round the wheels and curving in at the front and rear so that viewed from the ends the tyres can just be seen protruding from the sides of the body. This gives a very pleasing compact look to the car as well as a distinctly sporting appearance; this process is employed on the Aston Martin DBS sports car. That B.M.W. are interested in this car being used for competition is shown by the listed extras which include full-length undertray, cockpit cover for the passenger seat, aero-screen and high rear-axle ratio.

Next door, and attracting nearly as much attention, and certainly more practical attention, was the VW sports coupé built by the firm of Wilhelm Karmann of Osnabruck to a design by Ghia and with the co-operation of VW-Wolfsberg. This is truly the poor man's Porsche and if VW start to put more power into the engine, as they undoubtedly will, it will be a serious rival to the normal production cars from Stuttgart.

The Frankfurt Show was essentially a German Show, but nevertheless an interesting one and did much to enhance the growing feeling throughout the world that "If it is German it is probably good," while the Italian impression is "If it is Italian it will be interesting," the English impression "If it is English it will be practical and we can afford to buy it," and the American impression "If it is American it is not likely to be for you and me." The French have yet to make their impression, but if there is one it will be elsewhere in this issue.—D. S. J.

AT THE HOUSE OF B.M.W.—continued from page 695

disappear altogether until cool. During some tests of crash-stops from 100-0 m.p.h. the B.M.W. brakes would not change character, even after repeated applications, the time to accelerate from 0-100 m.p.h. being sufficient to let them cool off.

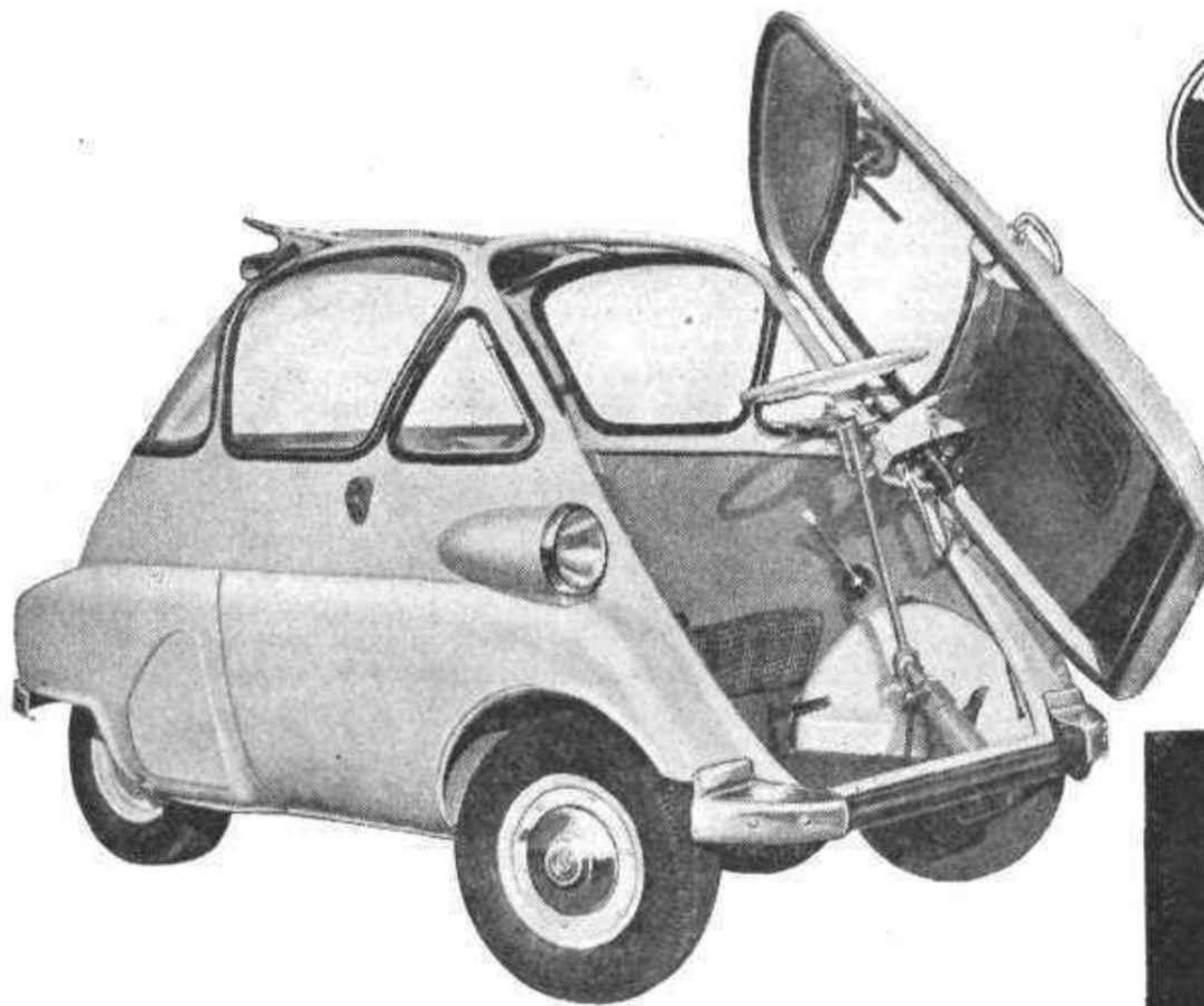
After sampling the 501 saloon the feeling was that the most outstanding part of the car was the new V8 engine, and thoughts turned to the possibilities of the sports version, so that after returning the borrowed car to the factory, the opportunity for a short run round the houses in the 507 was eagerly taken.

In every way a two-seater roadster, full of luxury and comfort, there is nothing roadster about the performance of the 507. The acceleration is impressive by any standards, for the car weighs 22 cwt., the engine develops 140 b.h.p., and it has an excellent torque curve. On a dry road a jab on the throttle in first gear would provoke furious wheelspin, which was impressive to say the least for such a beautifully-finished two-seater. Not being able to go over 50-60 m.p.h. in the town the cornering could not really be tried, but the response to the controls was very good and the car felt nicely in "one-piece."

Leaving the House of B.M.W. about to attack the World's Sidecar Record, with a speed around 170 m.p.h., on the Munich-Nuremberg autobahn (probably an accomplished fact by the time these words are in print), I left Munich feeling that though B.M.W. do not raise a great publicity voice throughout the world, like some firms, there is much of interest going on down at the south-east end of the autobahn ring, and in their 1956 range of cars they have some very interesting vehicles.—D. S. J.

APOLOGY

In reviewing *Autosport* and *Motor Racing* motor-racing Directories we stated inadvertently that for a plan of the Marseilles circuit one had to turn to the latter; in fact, details of this circuit appeared only in the former. Apologies to Editor Nevil Lloyd, who pointed this out to us.

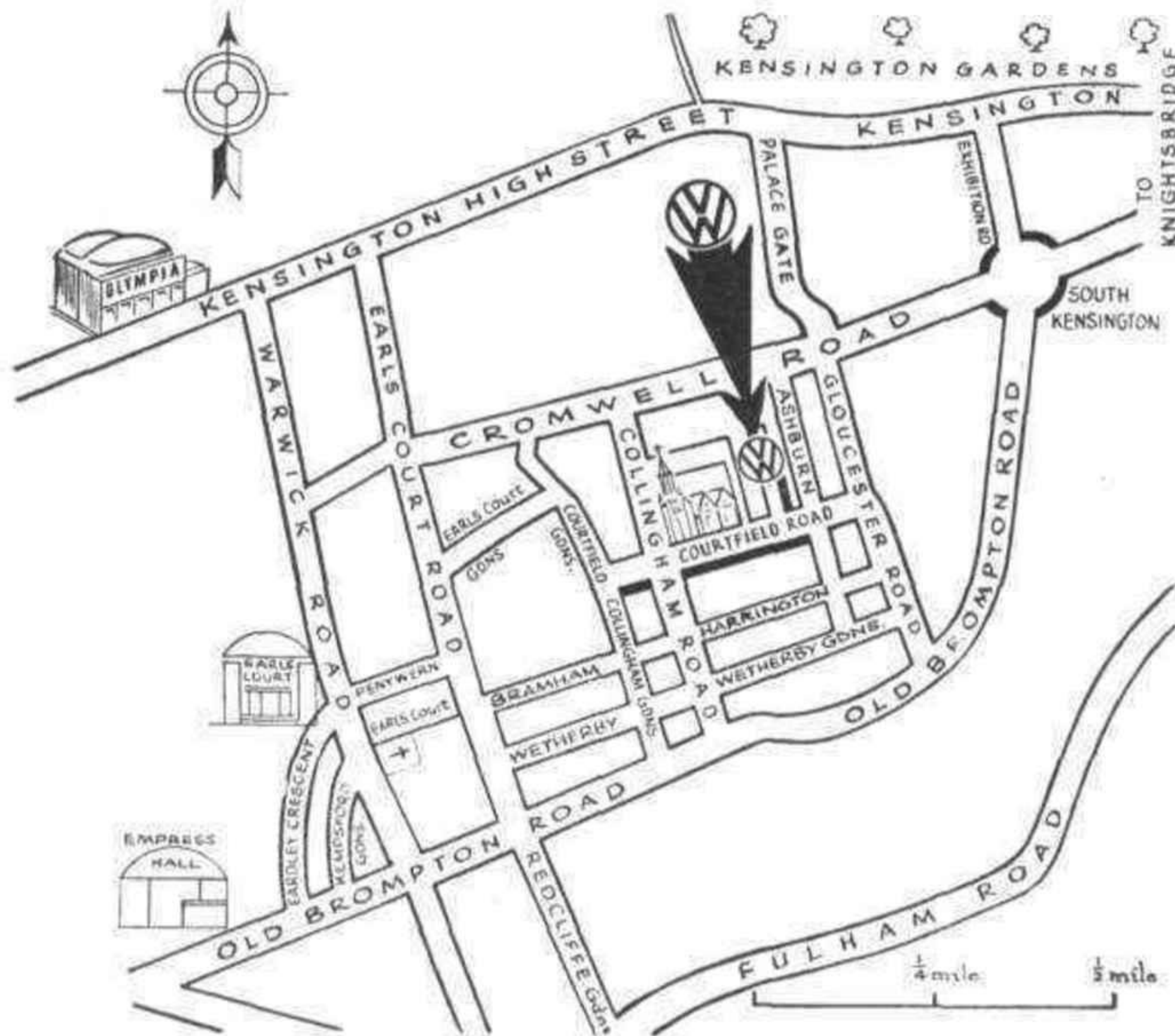
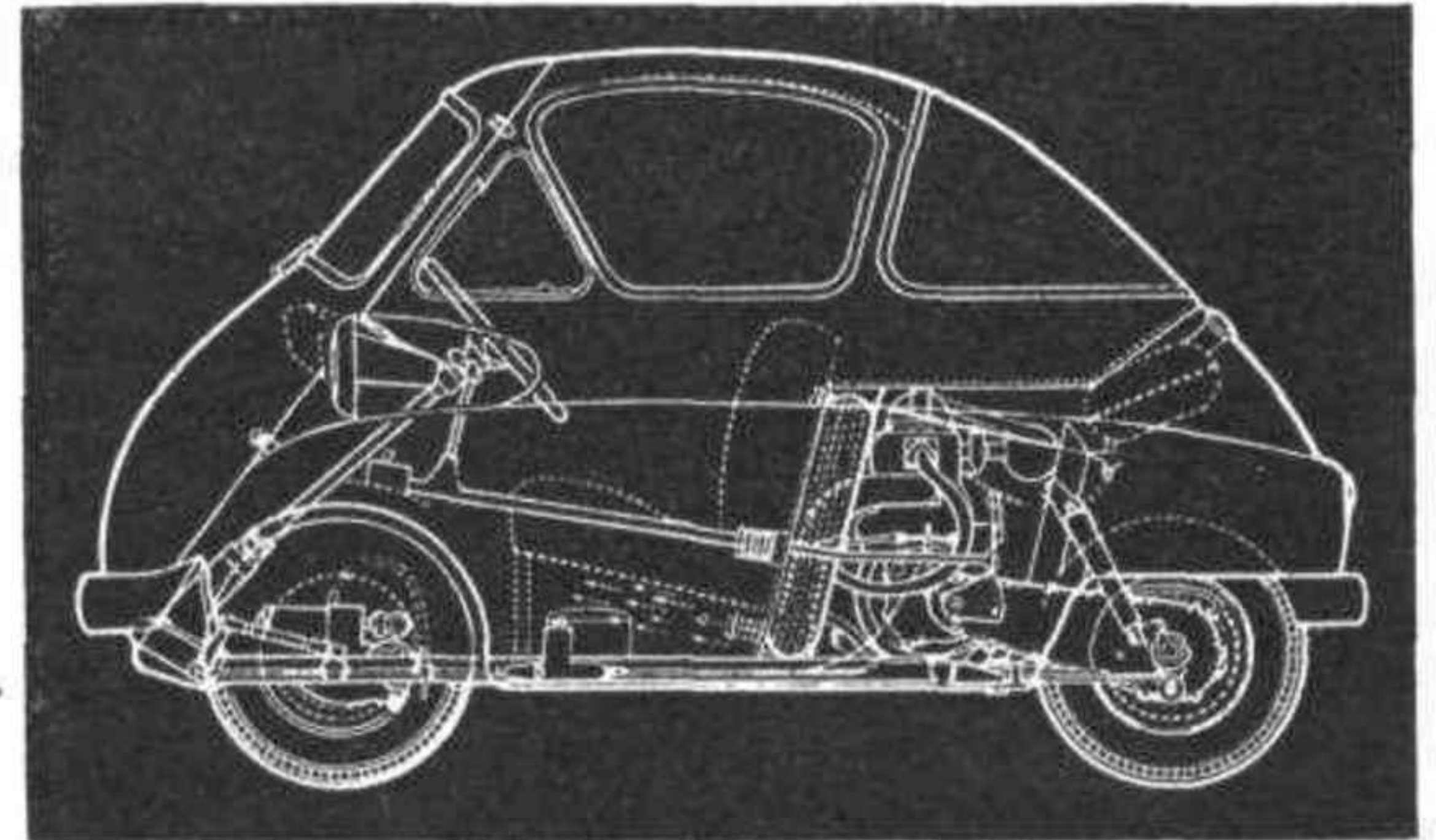


Isetta
MOTORCOUPE

The BMW— Isetta is an entirely new vehicle. It has all the advantages of a car—comfort, protection and ample room for 3 passengers with luggage. At the same time it has the fuel economy and ease of parking of a motor cycle. Powered by a 250 c.c. 4 stroke engine its maximum speed is over 52 m.p.h. The Isetta is ideal for those who require a quick, convenient and economical vehicle. Main dealers V & F Monaco Motors Ltd.

- ▶ THIS IS AN ENTIRELY NEW VEHICLE
- ▶ 4 STROKE ENGINE
- ▶ FOUR WHEELS
- ▶ HYDRAULIC BRAKES
- ▶ SUPERBLY BUILT, WEATHER PROTECTION ETC.
- ▶ 3 SEATER

MAIN DEALERS V & F MONACO MOTORS LTD



V & F MONACO MOTORS
the
VOLKSWAGEN
specialists

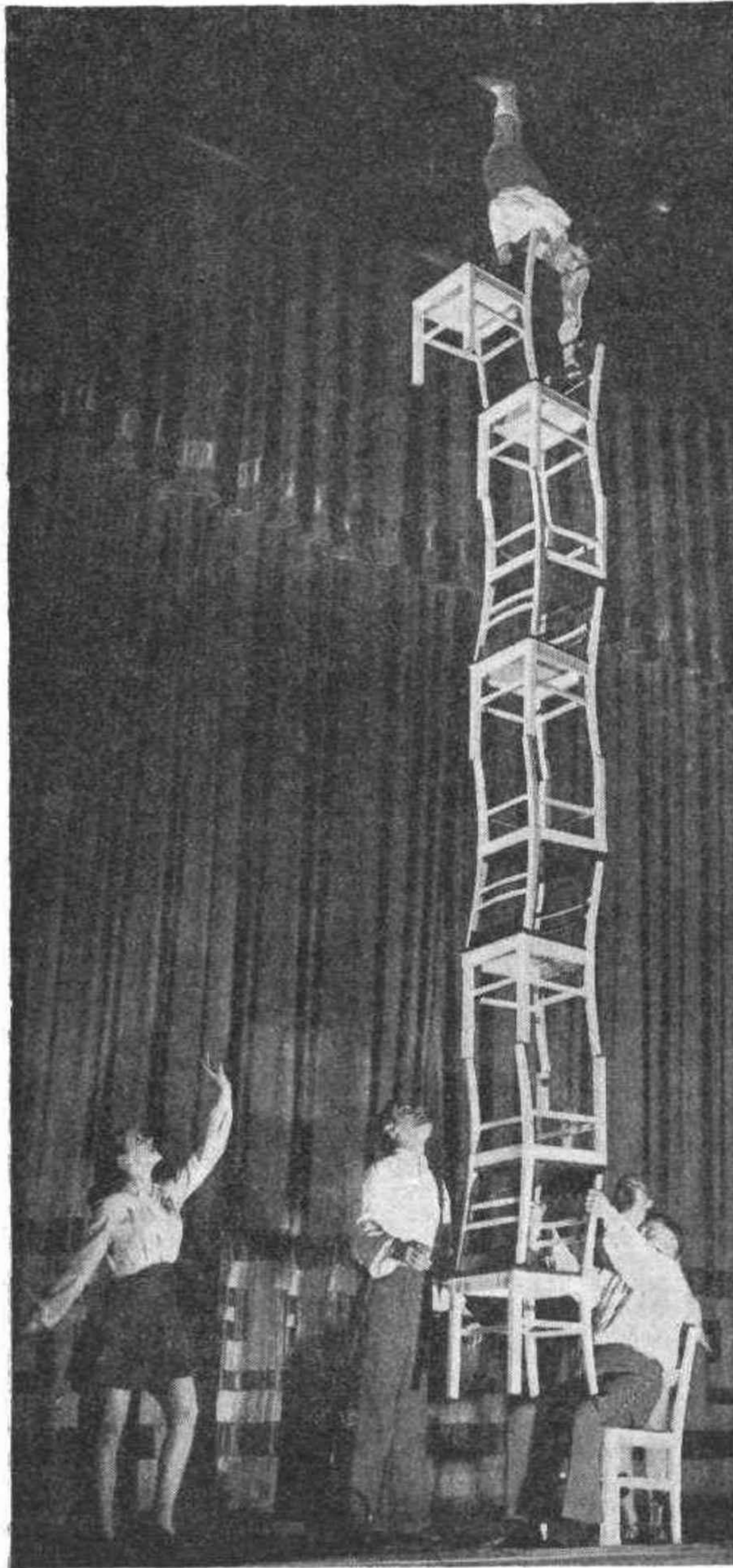
OFFER EARLY DELIVERY OF ALL
NEW VOLKSWAGEN MODELS

We are also Britain's largest retailers of used VW's and offer the services of one of the most specialised VW maintenance organisations in the country, which first began concentrating on the Volkswagen in 1950.



V & F MONACO MOTORS

VOLKSWAGEN SPECIALISTS AND OFFICIAL AGENTS
6, ASTWOOD MEWS, COURTFIELD ROAD, LONDON, S.W.7
Telephone: FREmantle 4414
(near GLOUCESTER ROAD UNDERGROUND STATION)



The Five Furrés, well-known Continental equilibrists here shewn performing their remarkable act described as the unbelievable in balance.

**BALANCE –
affects your
carburetter too !**

Petrol will be wasted and performance lost if the carburetter on your car has become too worn to give an *accurately balanced* mixture of air and petrol. And, remember, even the best of carburetters is bound to show signs of wear after many thousands of miles of continuous use. Post the coupon below and learn how easily and economically you can replace a worn Zenith with a new unit of the same type or, if your carburetter is of another make, with a special Zenith Conversion outfit.

**BALANCED CARBURATION
BY
ZENITH
GIVES MORE POWER
FROM LESS PETROL**

Ask for details of this
NEW Direct-Attach-
ment-to-Carburetter

ZENITH
FUEL FILTER

Easily fitted in 5 minutes
to almost all
makes of carburetter



Overall height
3 1/4" only

To :
THE ZENITH CARBURETTER CO. LTD, Honeypot Lane, Stanmore, Middx
Please send me details of your Service Exchange and Conversion Plans together with the name and address of my nearest Zenith Service Station.

MAKE OF ENGINE..... H.P..... YEAR.....

NAME

ADDRESS

.....

MS14

N. STAFFS M.C. SILVERSTONE MEETING (October 8th)

THE last of the Club Silverstones concluded very pleasantly on October 8th, when the N. Staffs M.C. ran 12 races over the short club circuit. The first was a 750/1,172 Formula seven-lapper, and although Macdowel, who won at 65.63 m.p.h. in his Lotus, pursued by Lambert's non-aerodynamic Lotus, already led for the Chapman Cup, the Goodacre Trophy lay between Taylor and Rees in the 750-c.c. division. In fact, Millard led them both, winning at 63.15 m.p.h., in his neat Austin Special with divided Ford front axle, cable and rod brakes, Whitehouse special gearbox, 16-in. back tyres and a short chassis, his Austin using a 1½-in. crank, Cambridge alloy head, and two 45 deg. d.d. twin S.U. carburettors. Behind, Taylor got past Rees but hit marker tubs at Becketts and finished 0.2 sec. to the bad, so that Rees appears to have this year's 750 Formula Trophy. His car has a 1931 short chassis, Ulster engine with Cambridge head, his own inlet manifold, Arden exhaust manifold, hydraulic brakes, normal front axle and friction shock-absorbers, Ulster gearbox, 5.25 axle, 5.00-16 front and 4.25-15 back tyres. It weighs just under 7 cwt. Taylor's car has a 1930 chassis, the ex-Whitehouse Arden Austin engine with c.i. head giving about 7 to 1 comp. ratio, four-speed close-ratio box, normal front axle with two Newton telescopic dampers, hydraulic brakes, 4.7 axle and 5.00-15 front, 4.50-15 back tyres. It also weighs about 7 cwt. and both cars use 45 deg. d.d. S.U.s.

Naylor drove determinedly to win the 1½-litre sports-car seven-lapper in his Lotus-Connaught at 73.25 m.p.h. from Hewitt and Ashdown in these excellent little aerodynamic projectiles. Riley dived along behind in his normal Lotus-M.G. and Pitt's Lotus-Consul netted a marker tub.

A 10-lap F:III race brought a stern duel between Fenning's Staride, which spun at Woodcote, and Taylor's Cooper, which Moor's Wasp passed, only to overdo his last corner and lose second place by 0.4 sec. Out in front, Bridger (Kieft) won comfortably at 73.39 m.p.h. Race four, over seven laps, saw Naylor's Lotus win again, at 72.72 m.p.h., from Goldfader's special-bodied Frazer-Nash, Page's Lotus taking the 1,100-c.c. class at 72.36 m.p.h.

The 10-lap Formule Libre race was won by McMillan (who had forsaken Barb for D-type Jaguar) at 76.39 m.p.h., Horace Richards coasting home second in the H.A.R. He had gone to 7,200 r.p.m., 400 over the limit, and his Riley engine had discreetly broken a rod without shedding oil. Naylor chalked up a third. The unlimited sports-car seven-lap scratch race saw McMillan win again, from Stevens' Vermin DB3 Aston Martin, Naylor again third. The last-named then got into a Porsche and convincingly won the Production Car Handicap at 64.34 m.p.h. from Wayne's Triumph TR2 and Miss Morton's Austin-Healey, a promising lady driver. Wadsworth's Fiat TV was smart but swamped, Fowler had a real go in his old-school Aston Martin, Needham's modern M.G. Magnette saloon rolled excessively, and Bryant's DB2/4 got past Angela Brown's sister car. The Vintage and P.V.T. Handicap produced some dubiously hacked-about machinery, amongst which Freedman had fun in a likeable Vernon-Crossley and Binns laid a smoke-screen in his Riley. Eminson won impeccably in his smart G.P. Bugatti, at 69.33 m.p.h., from Walker's 4½ Bentley and McDonald's scratch 4½ ditto. Nicholson's unspoilt 4½ Bentley made sounds like a blown gasket on both its appearances—all right, we know they have integral heads! Richards crashed his 2½ Riley at Copse.

The 10-lap Racing Car Handicap was won by the McMillan sports Jaguar (but it did have a streamlined headrest) at 76.3 m.p.h. with Lord Ebury coming through well to second place, both from scratch, Bridger's Kieft right on his tail. The next seven-lap handicap was a handicapper's dream, the first three finishing within 2.6 seconds. Ebdon won at 61.64 m.p.h. in Macdowel's Lotus, but the Rees/Millard battle waxed furious behind, only inches separating their Austins at times.

Ashdown's Lotus disposed of Liddell's Buckler 90 by a prodigious drive in a similar race, at 73.31 m.p.h., Bloxham's Lotus-M.G. completing a Buckler-lined Lotus sandwich. Sim's ex-Willis B.M.W. retired.

To conclude a good meeting, Nunn drove his Frazer-Nash T.T. Replica brilliantly, sliding corners with front wheels flapping in typical chain-gang style, to win the last seven-lap handicap convincingly, at 63.71 m.p.h., McMillan second, from scratch, Trimble's Austin-Healey third. Miss Morton again drove well, and Symondson's 57S Bugatti beat Lord Ebury's 3½ Bentley and Burton's 4½ Bentley. Two DB Aston Martins tried to have an accident, Bryant's leading Bloxham's and Sidney's.

A good meeting, well run, with sane commentators and a clever handicapper—but the charming young lady who gave me a marked-up programme minus two results is to report to my study immediately!—W. B.

BRANDS HATCH (October 9th)

The last of the summer race meetings at Brands Hatch was held on October 9th, when over one hundred racing and sports-car drivers assembled, some to take part in championship finals.

The greatest battle was for the National 500-c.c. Championship which was fought for by Russell and Bueb, Russell eventually taking the title with 31 points to Bueb's 29, although the latter had the satisfaction of beating the 74.40-m.p.h. record, recently made by motor-cyclist Surtees, by 0.25 m.p.h. The first three heats of the *Sporting Record* Trophy Race went to Russell, Bicknell and Bueb, respectively. S. Lewis Evans and Boshier-Jones took the lead from the start of the first heat but the order steadied down with Russell leading Lewis-Evans. On the opening lap D. Gray received injuries when his Cooper overturned several times coming out of Druids Hill Bend, this happened when the chassis frame broke allowing the rear wheel and driving shaft to part company with the car. In heat two Taylor and Bicknell had a grand dice, Taylor taking second place and Barrett third; heat three saw Wicken and Parker close together but the latter dropped back towards the end after which the breakdown lorries converged on the paddock towing in those unhappy victims that had "fallen by the wayside."

In the fourth event, the 1,200-c.c. sports-car race, first car to roar out of the paddock tunnel as if to portray determination was the Lotus of Colin Chapman. Ivor Bueb and Peter Gammon were also on the scene in their Coopers; the Lotus, however, was able to keep the lead throughout the race, but the two Coopers lurked perilously near as if to await the deviation of the Lotus from the straight and narrow, but the chance never came and Chapman was in first at 70.81 m.p.h. The only incident in this event was when J. Shove, in the curious-looking Lester saloon, bumped Ackerman's Buckler which motored into the paddock after the race without the rear-end, this component following on the breakdown lorry.

The J.A.P. race went to Taylor with Lund second, there being very few retirements in this event compared with previous occasions. Next came one of the most interesting events of the day, the Fibreglass Trophy Race, for racing or sports cars with bodies of at least 80 per cent. fibreglass. The exterior finishes of these models varied considerably, many of them were indistinguishable from pressed steel. G. Wicken in a Cooper and Les Leston in a Connaught were first and second, respectively. E. Bush had a very pretty maroon and cream coloured Ford saloon which was quite rapid. R. E. Pryce also had an attractive open cream coloured Ford, but this was rather slow. Silver trophies were presented to the winners and to conclude the meeting a Concours d'Elegance was held for cars with bodywork of this material, which was won by a very pretty flesh coloured Coventry-Climax-engined Arnott entered by Miss Daphne Arnott. The results of the race one final were: first Lund in a Cooper and second Taylor also in a Cooper in the ten-lap second final, while in the 12-lap final Russell, Wicken and Bueb walked off with the honours, the last two having changed places every few laps throughout the race. Don Parker and Stuart Lewis-Evans had quite a chase as did Boshier-Jones and Bradley, while further down the scale dogfights were going on between Raby, Bridger and Brown. The consolation final went to R. Ham in an Arnott; one of the retirements in this race was H. Tawse in a Cooper who was sitting patiently in his car beside the barricade on the lower straight having retired gracefully earlier on when Bourke spun on to the grass verge and clouted the bank a few feet from the stationary Cooper.

There remains only the 1,900-c.c. sports-car race to discuss, a ten-lap event won by Archie Scott-Brown in a C-type Jaguar instead of his usual Lister-Bristol which has a broken crankcase incurred at Aintree.—I. G.

SUNBEAM S.T.D. REGISTER SANDHURST RALLY (October 9th)

The annual Sandhurst Rally comprised a Concours d'Elegance judged by the Assistant Commandant of the R.M.A., Brig. Graham, followed by driving tests organised by the Captain and Officer/Cadets of the R.M.A. Motor Sports Club. Thirty-two entrants, 18 in Sunbeams, 12 in Talbots and two in Darracqs, took six tests in the grounds, so spacious that radio communication was used to link the tester with the scoreboard. The Concours d'Elegance was won by C. F. Smith's beautiful 1913 12/16 Sunbeam, the runners-up being T. J. Mockridge's 1935 Talbot 105 and C. Parish's 1937 Talbot 110. In the tests Mockridge was first, R. C. A. Mackworth second in his 1933 Talbot 105 and A. M. H. Jones third in his 1927 twin-cam 3-litre Sunbeam.

On November 6th Register members will rally to the Sunbeam factory at Ryton-on-Dunsmore as guests of the Rootes Group.

CLUB NEWS

BRITISH MOTORING CLUB, RHINELAND—SUMMER RALLY (September 18th)

Wherever a British community exists, a car club is sure to exist also. In the Rhineland, the British Motoring Club has a membership of over 600 and in recent years has earned for itself quite a reputation in both the social and the sporting fields. In the Summer Rally of the B.M.C.R. on September 18th, the 62 starters included 14 Germans and 15 Belgians—evidence in itself of the work the club is doing in the promotion of friendly international relations.

Results :

"Open" Class

- 1st : F/Lt. Jones (B.M.C.R.) (Mercedes 180).
2nd : Herr Willy Schneider (Bonner Automobil Club) (Opel Olympia).
3rd : Herr Helmut Lange (Bonner Automobil Club) (Opel Rekord) and Herr Egon Gladen (Essener Automobil Club) (Borgward Isabella).

Ladies' Prize

Mrs. Hamilton (B.M.C.R.) (Ford Consul).

B.M.C.R. Class

- 1st : F/Lt. Norton (Ford Consul); 2nd : S/Ldr. Wagner (Ford Zodiac); 3rd : F/O. Winship (B.M.W.).

HERTS COUNTY A. & A.C. AND THE NORTH LONDON E.C.C. SPRINT, TEMPSFORD (September 25th)

Each competitor had two runs, the best run counting for final position. The course comprised a mixture of perimeter road and runway, contained one left-hand and three right-hand corners, and was 600 odd yards in length. There were 36 starters, and 13 classes were open to competitors. The runs were electrically timed by the Herts County Club's own equipment. Apart from a short shower that fell towards the end of the practice runs in the morning, the event was run off in fine dry weather.

Results :

Saloons up to 1,000 c.c.	1st : G. N. Woolf (Standard Ten)	52.89 sec.
Saloons 1,001 to 1,300 c.c.	1st : I. F. Walker (Prefect)	49.09 sec.
Saloons 2,001 to 3,000 c.c.	1st : G. H. Grace (Riley)	43.75 sec.
Sports 1,001 to 1,300 c.c.	1st : A. E. Marsh (Cooper Climax)	38.85 sec.
Sports 1,601 to 2,000 c.c.	1st : J. Gott (Frazer-Nash)	40.28 sec.
	2nd : A. M. Park (A.C. Ace)	41.21 sec.
	3rd : D. A. Wilcocks (TR2)	42.44 sec.
Sports 2,001 to 3,000 c.c.	1st : H. G. Cutler (Healey Silverstone)	43.34 sec.
The above are award winners.		
The following were class winners, but received no awards owing to insufficient entries in classes.		
Sports cars up to 1,000 c.c.	1st : R. B. Stuart (Ford Special)	49.00 sec.
Racing cars 501 to 1,500 c.c.	1st : A. E. Marsh (1,100 Cooper)	35.37 sec.
Fastest time of the day : A. E. Marsh (1,100 Cooper), 35.37 sec.		

Result of inter-club match, based on aggregate of best times of highest placed members of both clubs in those classes where the two clubs were represented: Herts County winners with 257.82 sec., against 268.97 for N.L.E.C.C.

MID-THAMES C.C. DRIVING TESTS (September 25th)

On Sunday, September 25th, the Mid-Thames Car Club held a driving test meeting at Wimbledon. The entry received for this event is said to be the largest ever received by a club less than two years old. No fewer than 90 cars took part in this very successful contest.

Before the actual tests took place, competitors were required to complete a 10-mile road section arranged and organised by the Wimbledon Road Safety Committee. Drivers were given a descriptive route card to follow. Members of the Road Safety Committee were hidden discreetly along the route and kept careful check on each competitor's road manners. Drivers had to use hand signals only. Emphasis was made on "courtesy on the road."

After this novel form of amalgamating a road safety campaign with motor sport, drivers were directed into the playground of Queens Road School where the Mid-Thames Car Club had six rally-type tests marked out. Some congestion in the seemingly never-ending queue of competitors caused long delays for the drivers, who having finished one set of tests had to wait for nearly two hours before they could attempt the next set. However, the cars were ushered through as swiftly as possible, and from the audience's point of view there was no shortage of thrills.

At the conclusion of the tests Mr. Sydney Allard presented the awards, all contributed by local tradespeople.

WORCESTERSHIRE M.C. AUTOCROSS (September 25th)

About 200 members and friends of the Worcestershire Motor Club were present at the Autocross meeting organised in conjunction with the Herefordshire Motor Club and the Morgan 4/4 Club at Shelsley Walsh on Sunday, September 25th. There were 28 competitors in a varied selection of cars and spectators saw some very good performances, the results were as follows:—

Fastest time of the day : Miss Angela Palfrey (Morgan Plus 4), 1 min. 52.2 sec.
Fastest sports car : J. F. Looker (Morgan Plus 4).
Fastest saloon : K. R. Lamberton (Ford Anglia).
Fastest Special : K. R. Lamberton ("Sintin").

B.A.R.C. SPEED TRIALS, GOODWOOD (October 1st)

The third Goodwood Speed Trials, held on Saturday, October 1st, 1955, in perfect weather, saw an increased entry enjoy some very competitive motoring. The dry track and the high quality of the cars and drivers competing produced new records for this event. The whole programme went off very smoothly and there were no incidents of any note.

D. A. Aldington with his D.K.W. Sonderklasse raised the Class 1 record by quite a substantial amount. The Ford Anglia of W. B. G. Leith in Class 2 made an impressive run to raise the record. R. W. Fitzwilliam's fine old Bugatti more than held its own by taking the Class 5 record.

In the Open Cars, R. Truscott's "chain gang" Frazer-Nash with its new Lea-Francis engine added another record to its recent successes.

Miss Pat Burt with her DB2-4 Aston Martin took the ladies' f.t.d., which tended to hide the fact that she also broke the Class 4 record on the same run, a very gratifying day's result for Pat.

W. L. Cripps, while taking f.t.d., was not able to better his own record for this event which he set up in 1954.

RESULTS OF THE V.S.C.C. PRESTEIGNE WELSH RALLY (October 1st/2nd)

Class 1—Edwardian

Special Award : S. J. Skinner (1910 Rolls-Royce).
First Class Award : B. M. Clarke (1913 Austin).

Class 2—Vintage Regularity Trial

Special Award : Capt. A. J. Ayres (1927 Jowett).
First Class Award : J. H. Humphries (1927 Alvis).
Second Class Awards : Miss J. Crowther (1924 Talbot), G. G. Duce (1929 Alvis), and G. E. Ellis (1924 Vauxhall).

Class 3—Vintage Reliability Trial

Special Award : H. Spence (1930 Lea-Francis).
First Class Awards : F. E. Day (1929 Bentley) and L. J. Wickham (1929 Alvis).
Second Class Award : C. D. M. Johnson (1928 Alvis).
Third Class Awards : C. W. Morgan (1930 Austin), F. R. Waine (1929 Rhode), W. L. T. Winder (1924 Humber) and R. E. B. Noble (1930 Alvis).

Inter-Section Team Results

1st : North, 678 points; 2nd : South, 611 points; 3rd : Midland 470 points.

B.A.R.C. AUTUMN DRIVING TESTS, NEW BRIGHTON (Oct. 2nd)

Premier Award : B. C. Harrocks (Wallasey) (Renault 750 saloon), 58 bonus marks.
Best in Opposite Class (Open) : W. Holland (Alsager) (Triumph TR2), 53 bonus marks.

First Class Awards Open Cars : A. Ker (Hightown) (Triumph TR2), 312 marks lost.
First Class Award Closed Cars : C. L. Kinns (Prescot) (Ford Popular), 328 marks lost.

First Class Award Specials : L. Oram (Manchester) (Dellow), 306 marks lost.
Second Class Award Open Cars : R. A. Gouldbourne (Stoke-on-Trent) (Triumph TR2), 312 marks lost.

Second Class Award Closed Cars : D. Steiner (Liverpool) (Ford Anglia), 381 marks lost.

Team Award : No. 3 (C. L. Kinns, A. Ashall, and W. Holland), 953 marks lost.
Novices' Award : S. E. Mather (Haydock) (Triumph TR2), 370 marks lost.

STAFFORD AND DISTRICT C.C. AUTUMN RALLY (October 2nd)

The event involved a handicap set speed for each car based on its engine capacity and unladen weight.

Class A : Up to 1,600 c.c.

1st and outright winner : R. H. Stretton (Wolverhampton and South Staffs) (Fiat 600), 10 marks lost.

Winner's navigator : J. Francis.

2nd : J. Barker (English Electric) (Dellow), 17 marks lost.

3rd : S. J. Timmins (Stafford and District) (Morris Minor), 39 marks lost.

Class B : Over 1,600 c.c. and Specials

1st : F. J. Hook (Wolverhampton and South Staffs) (Standard Eight), 18 marks lost.

Navigator : Mrs. P. M. Hook.

2nd : W. Walker (Wolverhampton and South Staffs) (Ford Zephyr), 28 marks lost.

3rd : A. Day (Wolverhampton and South Staffs) (Austin Westminster), 32 marks lost.

Best one make team : R. D. Whittingham, W. W. Foxall and W. H. Nickolls (Ford Consuls).

Best any make team : F. J. Hook, A. Day and A. C. Powner (Riley 14-litre).

LETTERS from READERS

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

THE VINTAGE-CAR CONTROVERSY

Sir,

Mr. Rawnit has revived the evergreen topic (or should I say hardy annual) of *Vintage versus Modern*. The letters in reply in your August issue are all thought-provoking and spur me to a few comments. I also have a suspicion that Mr. Rawnit is just having fun with us, but I don't mind rising to a bait so long as it is a good one.

Flt.-Lieut. Peter Hull says, ". . . we have to face the fact that 'acres of tin' is inherent in modern design . . ." True enough except that for "acres of tin" it would be more correct to read "acres of porous sheet iron of somewhat unstable composition." That is the grim and rusty truth of the matter, but if I were paying out what I consider a very fair price for a new car, say, £1,200 plus, I should feel morally entitled to aluminium panels and wings, and so be free from the nuisance of everlastingly chasing rust underneath and in all sorts of inaccessible places. Yes, I should look for that at least, and it would be rather nice to have a nickel-steel chassis frame, as some of the better cars of the 1920s had. But no doubt that is asking too much in the 1950s.

I don't think I am particularly pro-vintage—not really. I know as well as anyone that life cannot stand still and that to try to fix the past is, in the long run, to slip backwards. I keep my vintage Invicta for high days and holidays and try to hold an even balance. Perhaps I am too good at seeing both sides of an argument, but comparisons are instructive and it is interesting to attempt an assessment of *Modern versus Vintage* qualities. After all, it is part of the history of our time.

Well, here goes. I think that on the whole the current engines are intrinsically superior to those of the past (any past). If in most cases they do not last so long that is probably because they are designed to produce more power for a given weight and cylinder capacity. You cannot have it both ways and it is hardly a reflection on the engines themselves. If you took a good modern specimen and reduced its compression to a vintage figure of about $5\frac{1}{2}$ to 1 it would probably last as long as any engine of the like size ever did.

A similar line of reasoning may well be applied to other units: gearboxes and back axles. I don't like an entanglement of bits of wire and bell cranks extending by devious routes from the steering wheel to the gearbox but that again is nothing to do with the box as such. There was certainly no virtue in the old sliding pinion type of box and the fact that some of us may derive a snobbish satisfaction from our ability to use the things without making a noise every time argues a somewhat subjective virtue to say the least. It is not the fault of the units themselves if some of the manufacturers now tend to use them in sizes which are on the frail side for the weight and power of the particular vehicle. That last sentence may put it rather crudely, but I think it sums up the situation. The manufacturer knows that at all costs he must feed a steady supply of work to his chain of service stations. Hence the cars must not go on too long without wanting something done to them.

I agree with the Modernists that brakes today are universally superior, but the position does not seem to be quite so clear as regards steering and general handling qualities. It appears that in spite of our i.f.s. and under-steer, and all the rest of it, some of the current models are rather disappointing in these respects. But this is such a vast subject that I would rather not stick my neck out on one side or the other. I suspect that the judgment of any individual will depend largely on the qualities he is looking for.

As regards general accessibility for servicing and maintenance it is obvious that the modern car is in almost all cases much inferior to the product of the 1920s. I imagine that even the most enthusiastic partisans of modernism will hardly care to join issues on that proposition. Here again I think the service station angle has a lot to do with it. As I remarked above, these places have got to live and they perform a very important function. I am not grouching about it; I simply point it out as an economic fact which is inherent in the nature of the industry today. As a matter of fact I have been told by a man who was present that one of the greatest tycoons of the motor industry once said as much in the plainest possible terms in the course of a private talk to his senior executives and engineers.

But whatever we may think about modern engines, gearboxes, and back axles, it is the cars themselves which are another story. I mean the actual body shell and the chassis (if there is such a thing).

I agree that in all probability nothing very different is possible for quantity-produced cars under present conditions, but that is no reason why we should like it. Most of these shells really have nothing solid in them and they are rusting away from inside almost before they get on the road. It seems that it is almost beyond the wit of man to prevent it. Stop it in one place and it promptly crops up in another.

And not the least important economic angle with these cars is the insurance one. The modern shell construction has proved to be fatally vulnerable if anything happens to brush against it. The breakers' yards are littered with the carcasses of cars, some of them only a year or two old, which have received a knock and have been judged by the insurance engineers to be unrepairable. The engineer has advised his company to pay out a total loss and be done with it. With the cars of the 1920s repair was usually a fairly reasonable matter in similar circumstances.

After the war the insurance companies all had the idea that as the new models became available on the home market and the older cars disappeared off their books, their claims experience would improve. In the event they have been bitterly disillusioned. The contrary is proving to be the case and what is coming out is that the average modern car is not really amenable to any reasonable repair methods, that if once it gets bent it should be thrown away as you discard a tin kettle when it leaks. Unfortunately, they cost rather more money than tin kettles.

That is the position and if in due course you have to pay yet higher rates for insurance you will know why. In this matter it is part of my business to know the truth, but insurance companies are all naturally cautious and very slow to revise their underwriting arrangements. If the man in the branch office, or the inspector, tells you something different, please remember that they only know what their last printed instructions were, which may be two or three years old in some cases. They seldom have any idea of what is actually happening. Only a few men in the underwriting department know anything about that, and they will think rather more than twice before they reduce rates to anyone. In a department of the insurance business which hardly pays, or doesn't pay at all, their natural tendency is to play for safety and tighten up on everything.

I will conclude on a more pleasant subject than the worries of underwriters. A few days ago I examined an 11.4 Humber of about 1924. It was shabby but showed signs of being well looked after, at least mechanically. There were few signs of corrosion (not as many as you expect to find on, say, a 1950 car) and the wings still felt solid and sound. It was really a pleasure to open and shut the doors. I did it several times just because they closed and latched themselves so sweetly. And that is after 31 years. The paint, what was left of it, looked like the original.

Of course, I could say as much, and a lot more, about my 1927 Invicta. The body structure is obviously as sound as it was when new. Recent investigation has confirmed that. For 28 years I have been waiting for signs of corrosion to appear on the aluminium wings and body panels. I am still waiting. As for the chassis, it is 3 per cent. nickel and I have never found any rust on it which was more than a microscopically thin surface oxidation, entirely free from pitting. Similarly there has never been any spreading of rust underneath the paint.

Yes sir, it is hardly surprising if some of us have a feeling about honesty in motor-car building.

By the way: on the subject of the "funny hats" which seem to have incurred the ire of certain people. According to my observations there is an average of about one funny hat in evidence at each V.S.C.C. meeting, and it is usually the same one! And in any case, why not? What's wrong with a "funny hat"? What about motor cars with "funny" grins on their faces?

I am, Yours, etc.,

London, N.W.8.

JOHN AHERN.

* * *

LA BELLE CITROEN

Sir,

Attracted by the editorial story "November Journey" (MOTOR SPORT, December, 1953) and after due investigation, I had no misgivings in reversing the procedure of Group-Captain Altham (MOTOR SPORT, August, 1953), exchanging my vintage Rolls for a Citroën Big Fifteen.

Whereas the pre-war Derby products enjoy a standard of material and craftsmanship which we shall never see again they have no performance for present-day conditions, the Citroën gives me endless pleasure with its great stability, beautifully precise steering, wonderful springing and ability to get from A to B quicker than most other vehicles.

I would also like to acknowledge the thoughtful letter from "Tractioniste" (MOTOR SPORT, February, 1954). Citroëns might do worse than to incorporate some extracts from his letter in their own inadequate instruction book, for correct servicing is of vital importance to these cars. Citroën agents have tales to tell of cars which are just not as good as they should be simply because of ignorant handling by garages who are not qualified to service or repair a Citroën.

Since "Tractioniste" pleads for those who may become second or third-hand owners of Citroëns may I assure him my car has been undersealed, greased with a lever-actuated grease gun at the correct intervals and has a Fram oil filter and a Drok upper cylinder lubricator.

I trust that when I exchange VPE 493 for another Citroën in due course its purchaser may continue to have the trouble-free miles I have experienced.

I am, Yours, etc.,

Caterham.

C. K. SHONE.

[... and wait, Sir, until you have seen the new Citroën DS19!—ED.]

* * *

RACING AND THE CATALOGUE CAR

Sir,

I was delighted to read your article on "Racing and the Catalogue Car." This subject could not be over-emphasised and deserves reiteration in future issues.

Too much money seems to be spent on "prototypes" whose salient features rarely reach the production line. A good example is the chassis of a certain successful Le Mans competitor; after six years of "prototype" development, the production model still bears it no resemblance. The only parts which are common to both cars are about twenty years out of date and not always reliable. No doubt the improvement of the production breed is purely psychological.

How wonderful it would be to buy a catalogue model and, by intelligent super-tuning, convert it to a machine as potent as the current works vehicle (as you could in the Bentley days). Has anyone ever made an XK140 accelerate as rapidly as the D-type, and what about 200 m.p.h.?

The problem is not that the "prototypes" are too fast, but that the production models are too slow since they lag too far behind.

If a really good cheap sports car were manufactured tomorrow, which had an appeal as widespread as the Volkswagen, what would become of the vintage and pre-war cars which would suddenly appear on the market? Enlarged breakers' yards, or perhaps a narrowing of the dollar gap?

Modern tycoons, some of whom seem peculiarly disinterested in motoring, would find it difficult to produce such a people's sports car. At present, flashy appearance seems to be preferred to sound engineering design; apply this to the above, and the shoddy result would not bear contemplation. On the other hand, a small firm of enthusiasts would probably be able to produce exactly what is wanted.

Finally, have Triumph and Austin-Healey exactly the right idea? It seems, to the observer, that the interior trimming in these cars is rated higher by their makers than improved roadholding and more b.h.p.; their counterparts 30 years ago would have been called luxury touring cars. As for the delectable Ace: on inquiring of an Earls Court "salesman" (who was very occupied with its m.p.g. and luggage room) why the engine was not further tuned, he replied (in other words) that they didn't want to, since that would make it go faster!

Obviously, tycoons' brains operate differently from enthusiasts'.

I am, Yours, etc.,

Pinner.

C. B. MYNOTT.

* * *

CARS IN FILMS

Sir,

Having read and contributed to, with great interest, your article "The Motor Car in Fiction," I thought I simply must add my list of cars seen in films.

The first one which comes to my mind is the enormous "China Cabinet" style Hispano-Suiza in "Beat the Devil," with Humphrey Bogart and Peter Lorre. This magnificent carriage, although destined for destruction in the film, was bid for by six members of the cast after shooting had been completed. Then there was the humble Hudson in the beginning of the "Glen Miller Story," with James Stewart, which was replaced by a Pierce-Arrow later in the film.

In "Vice Versa" there was a very temperamental de Dion Bouton which had to be started by a blow from a mallet! Also, one remembers the yellow Austin Seven of one impecunious student which took part in the highly-amusing street chase in "Doctor in the House," with Dirk Bogard. This also reminds me of the amusing incident which occurs at the beginning of "Doctor at Sea," involving a Rolls-Royce and the small Standard of the young doctor.

Lastly I seem to remember a green Lagonda somewhere under an overwhelming pile of luggage being driven by a rather harassed Kenneth More in "Raising a Riot."

I am, Yours, etc.,

Hassocks.

M. J. WILLIAMS.

* * *

A CHALLENGE FROM THE ANONYMOUS BREED

Sir,

After reading several copies of your magazine, the undersigned would require to know whether it is a publicity matter for Volkswagen, and wondered whether you have ever become acquainted with the successes of British motor cars.

The aforementioned challenge you to publish this.

We are, Yours, etc.,

Birmingham.

"BRITISH BULLDOGS."

[We gladly comply with your challenge, "Bulldogs," but would remind you that it is hardly British to write anonymously to someone who openly declares his enthusiasm for genuinely good cars.—ED.]

* * *

LARGE OR SMALL ENGINES?

Sir,

I agree with your correspondent Mr. Andrew Lloyd in his remarks "the main consideration is not the fact that the Bristol put up a rather better average but an appraisal as to which car would go on maintaining such averages the longer without running itself into expensive trouble."

I am the unfortunate owner of a Bristol 404 sports coupé. It would be an ideal car for a driver who has no wish to exceed 50 m.p.h., but it is certainly no car for fast driving. My car (a 1955 model) has only completed approximately 5,000 miles, and has already been back to the factory three times. They can do nothing about my complaints, which are much too numerous to waste valuable space in your paper, and they state the car is normal. They also state the car is not designed for racing (I presume they mean fast driving), but the only racing my car has done is two laps in practice in the Leinster Trophy Car Race—approximately 16 miles, when the car had to be withdrawn as dangerous.

The Bristol people were aware when I purchased the car that I intended using it for competition work. Was I at fault, therefore, to believe the following (which is an extract from their catalogue)?

"The Bristol 404 2-litre sports coupé combines the high performance of a competition car with the docility and dignity of a town carriage.

"To permit full exploitation of the outstanding performance of the 404, with its high power/weight ratio, a powerful and efficient braking system is provided."

The Bristol people might not like my remarks, but why do we never see a road-test for their 403, 404, or 405? Your readers might be very wise not to purchase a car which had not been road-tested by some reputable motor paper.

Incidentally, I notice the 404 is no longer being advertised; I believe this car has been known as "the businessman's express"—yes, a very tired businessman!

I am, Yours, etc.,

Dublin.

J. TOOKEY.

[MOTOR SPORT was allowed a Bristol 404 for extensive test this year and has been promised a 405 whenever the occasion arises. Perhaps it was unfair of Mr. Tookey to use a "businessman's express" as a sports/racing car, and in any case the Bristol 404 and 403 have since been discontinued.—ED.]

THAT "SUNDAY EXPRESS" ATTACK ON THE VW

Sir,
I was astonished and dismayed at the pathetic attempt of one of the Sunday newspaper's motoring journalists to boost British motor cars!

Readers of that paper on October 9th will recollect that a VW was pictured with illustrated remarks alleging certain faults in it. The accompanying article compared this car with a "new British car nearest in its class." A picture of the British car was not included and no mention was made of any faults found in it, and presumably there are none.

I imagine Mr. Glenton, the journalist concerned, now feels that the "worried" British motor manufacturers are relieved that the public are at last aware of the shortcomings of the product of one of their competitors and that the demand for British cars is now assured.

I feel sure that, in fact, Britain's motor industry will deplore this example of bad taste in journalism and are quite confident of their ability to market and sell products by virtue of good quality of design and construction, rather than on the distorted and public exposure of the faults of their competitors.

Furthermore, Mr. Glenton should remember that while motorists or would-be motorists are always interested in road-test reports, they are quite capable of making the necessary comparisons to suit their personal needs.

I am, Yours, etc.,

S. H. CARTER.

Ashtead, Surrey.

[This is but one of a great number of letters we have received, following Mr. Glenton's distorted attempt to sneer at the VW in the *Sunday Express*. He presumably thereby hoped to stem the rising sales of a car which is proving its worth the world over, but none of our readers appears to have fallen for this journalistic stunt. The Editor of MOTOR SPORT put a reply to Robert Glenton in the post before 11 a.m. on the day the attack appeared, which, if it is published, should provide the answer our readers are urging us to make.—Ed.]

* * *

WANTED: A CAR-PURCHASERS' SOCIETY

Sir,
There is a point which I have not yet seen taken up by anyone in the correspondence or, indeed, in the pages of your much appreciated paper.

The motor industry has its trade association in the S.M.M.T. The distributors have the B.M.T.A. and the M.A.A., but the motorist has none of these things. In other words, if he has justifiable cause for complaint as regards the implementation of the warranty or the service by the manufacturer or his agent, where does he go?

To illustrate my point, here is an example as to what happened to a very close friend. He purchased a British sports saloon costing over £1,500. After a few days' motoring the clutch gave up the ghost and was repaired quickly and efficiently by the makers. Driving in the rain, water entered the car and the boot in several places. The car was about to be taken abroad and a temporary repair was effected, which reduced, but by no means cleared, the trouble.

After a Continental trip of some 1,800 miles a list was brought back itemising about twenty-five to thirty jobs which needed rectifying. The makers admitted liability to most of these and were prepared to put them right without charge. The owner, who like most of us needs the car every day for his business, asked for a car to be supplied to him whilst the aforementioned modifications and repairs were carried out, and was told by the makers that he could hire one from them. After a good deal of acrimonious telephoning and letter writing they deigned to reduce this hire charge by half. To get his car put right my friend had to accept this. After leaving the car for more than ten days, it was found that several of the items complained of still had not been done and a man had to be found on the spot to rectify these. Upon using the car for a few days it was found that water entered the body still to a very large degree, but now in another place to the one previously put right.

It is indeed a poor testimony for our specialist makers if a car with so many faults is allowed to leave the factory without adequate road-testing to find these snags and put them right *before* the customer takes delivery, not afterwards. And then, when a large number of items are admittedly wrong, to expect the customer to be penalised for having bought the car by making him pay hire charges whilst his own vehicle is put right.

So I ask again, to whom does the unfortunate purchaser complain? The makers are not terribly interested (in this case the car was bought directly from the factory), so there is no one to whom to

appeal. Small wonder, then, that there is so much "unpatriotic" enthusiasm in the columns of your journal and many others for the Continental vehicle, which, although by no means free from faults, at least has considerably fewer of them and bears strong witness of close inspection prior to leaving the makers. The stories (which may well be only 50 per cent. true) that reach one, of people taking delivery of mass-produced popular cars in this country and their failings, are legion. Could this possibly be a reason why European cars are out-selling ours on the most important Continental and Overseas markets?

For a variety of reasons I sign myself—
London, W.1.

"CONTINENTAL."

SOME SHOW ACCESSORIES—continued from page 670

Girling, Ltd., Kings Road, Tyseley, Birmingham 11. Power-assisted steering; hydraulic, vacuum-servo and disc brakes.

Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1. "Cromard" cylinder liners, Laystall crankshafts, high-compression cylinder heads.

Toledo Woodhead (Sheffield), Clifton Works, Sheffield 3. "Road-master" spring control and recently introduced "Snow-Shoes," steel tyre grips for use in snow or mud.

David Brown & Sons (Huddersfield) Ltd. Spiral bevel final-drive units.

Marchal Distributors, Ltd., Great West Road North, Brentford. Lamps, horns and electrical equipment, sealed beam conversion sets.

Delaney Gallay, Ltd., Edgware Road, N.W.2. Heaters and demisters, oil coolers, radiator grilles, fuel tanks.

Michelin Tyre Co., Ltd., 81, Fulham Road, S.W.3. Tyres, incorporating new features and giving increased tread mileage.

Philips Electrical, Ltd. Battery dry shavers, car radios and lamps.

Zenith, Ltd., Honeypot Lane, Stanmore. Carburettors and fuel filters.

Dunlop Rubber Co., Ltd., Norfolk Street, W.C.2. Rubber equipment and all types of tyres.

Edison Swan, Electric Co., Ltd., 155, Charing Cross Road, W.C.2. Batteries, battery chargers and motor lamp bulbs.

Imperial Chemical Industries, Ltd. Leathercloth trimmings, paints, radiator units, flexible fuel tanks.

Notek Electrical Co., Ltd., 23, London Road, Bromley. Fog-lamps, driving lamps, reflectors, replacement units.

Smiths Motor Accessories, Ltd., 50, Oxcgate Lane, Cricklewood, N.W.2. Instruments, hydraulic equipment, jacks, heaters, clocks, batteries, radios, anti-freeze.

Belling Lee, Great Cambridge Road, Enfield. Direction indicators, warning lamps, T.V. suppressors.

Automotive Products Co., Ltd. Oil filters, transmission systems, suspension joints, power steering, disc brakes, brake systems.

Trico Folberth, Ltd., Great West Road, Brentford. Screen washers, indicators, horns.

Oldham & Son, Ltd. Batteries incorporating novel features.

Parion Products, Ltd., Witham, Essex. Business or professional trailer caravans.

Key-Leather Co., Ltd. Heaters, sun visors, radiator blinds, pressure gauges, garage equipment, insect deflectors.

E. K. Cole, Ltd., Southend-on-Sea, Essex. Complete range of car radios.

Associated Commercial Vehicles, Ltd. A.E.C. Marine Diesel engines.

Joseph Lucas, Ltd., Great King Street, Birmingham, 19. Electrical equipment of all kinds, lamps, horns, magnetos, dynamos, screen wipers, indicators, defrosters, mirrors, batteries.

Rapier Register

The annual general meeting was held on September 18th at Overstone Solarium where the arboreal background formed a charming setting to a long line of Lagonda Rapiers and Rapiers. The Hon. Secretary (G. D. Speight, 473, Manchester Road, Sheffield), in reporting another successful year, stated that the 140th member had recently been registered, a remarkable figure considering that no more than 450 of these cars were ever made and that production ceased in 1936. The Hon. Treasurer was able to show a substantial cash balance and, in view of this, it was decided that the Register should enter the market and purchase spares for resale to members. The meeting accorded a warm welcome to Mr. T. Ashcroft, the designer of the Rapier, who had, during the year, kindly consented to become President of the Register.

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES

6d. per word (maximum number allowed 80)
Minimum Charge 6/-.

Box Numbers, for the convenience of
Private Advertisers only, 2/- extra.

No insertion will be made unless
prepaid. Copy received after first post
on the 21st of the month will be held
over until the next issue unless can-
celled in writing before the 10th of the
following month. The publishers
reserve the right to refuse or withdraw
copy without notice and do not hold
themselves responsible for matters
arising from office or works errors.

FOR SALE

LANCIA APRILIA saloon, 1937. Leather up-
holstery. Engine and suspension completely over-
hauled, body resprayed. New tyres, radio, excel-
lent condition. £275. Reynolds, 9, Well End,
Bourne End, Bucks. [0497]

SINGER LE MANS spares. Engine and gearbox
parts. Williams, 2, Sparrows Home, Bushey,
Watford. Tel.: Bushey Heath 1554. [0498]

WESBELL MOTORS, The Riley Specialists,
Balfour Road, Hounslow. Tel.: 9359. Overhauls,
spares and service. New and secondhand spares
for all models now in stock. In addition, we offer
the following outstanding vehicles: 1936 Falcon
12/4, reconditioned engine, £165. 1936 Adelphi
12/4, outstanding body, £130. 1934 Monaco,
exceptional, £100. [0499]

1947 5-STUD J.A.P. T10. Magneto. Resleeved,
requires rod. £20 or separate. 2, Hammersley,
St. Birches Head, Hanley, Stoke-on-Trent. [0500]

VINTAGE SUNBEAM TWENTY, 1930. Excel-
lent condition; 25 m.p.g.; six good tyres. Owner
going overseas. Price £125, o.n.o. Group Captain
Shenton, 10, Brook End, Weston Turville, Bucks.
Tel.: Stoke Mandeville 2100. [0501]

M.G. 1½-LITRE VA tourer, 1938. Unbelted; just
completely overhauled: engine, steering, all suspen-
sion; respray; tyres good. Whole car 99%
Round £250. 17, Ballbrook Avenue, Manchester
20. Tel.: Didsbury 4101. [0504]

AUSTIN SEVEN ONLY spares stockists, new and
secondhand, 1923-30. S.A.E. lists. Enthusiast
prices at Enthusiast Supplies, 91, Artisan View,
Sheffield (Tel.: 50609). [0505]

S.S.I. good runner. Very good appearance. What
offers. Tel.: West Drayton 2792. [0506]

9.5 COVENTRY-CLIMAX engine and gearbox
(complete unit), out of Triumph Southern Cross.
£12, will separate. A. Whittaker, 3, Waingap,
Whitworth, Rochdale, Lancs. [0508]

TRIUMPH DOLOMITE, 1938, black, 2-litre.
Very good order. Accept smaller in part exchange.
Suitable lady. Flaver, "Sandhurst," Meddins
Lane, Kinver, near Stourbridge, Worcs. [0509]

AVAILABLE/WANTED: copies *Motor*, *Autocar*,
Motor Cycle, *Light Car*, catalogues, handbooks,
similar. 1895-1939. S.A.E. Lambert, 347,
Gertrude Road, Norwich. [0510]

GWYNNE 8-H.P., 1929. What offers? Box No.
Q511, *MOTOR SPORT*, 15, City Road, E.C.1. [0511]

J.B.M. SPECIAL, V8 engine, 1948. Good condi-
tion. £150. Owner just married, hard up, will
consider any offer. Tel.: Iver 581. [0512]

ALVIS, 1937, Speed Twenty-five, Charlesworth
saloon body. General condition good, front wings
require attention. Good tyres. Price £150, o.n.o.
T. A. S. Kennerley, 75, Wickersley Road, Rother-
ham. [0513]

1955 BUCKLER 90, 1,172 c.c., 4,000 miles only.
New parts throughout; 95 m.p.h., 35 m.p.g.
Tubular frame, i.f.s., Buckler aerodynamic body,
hood, bucket-seats, full range Aquaplane instru-
ments on polished wood dashboard, twin S.U.s,
4-branch manifold, 9.1 copper head, 4.7 : 1 c.w. and
p. Close-ratio gears, special Ferodo brake linings.
Never raced. Superbly finished red, with fawn
leather interior. £550. Box No. Q514, *MOTOR
SPORT*, 15, City Road, E.C.1. [0514]

VINTAGE STANDARD, 1922, touring car. £40.
Morse, 32, Hollis Lane, Norwich. [0515]

ALVIS SPEED TWENTY-FIVE '36-'37 spares.
S.A.E. for list, including gearbox No. 1521/27, £15;
road wheels, £1 each; engine, axles; 12-volt
windscreen wipers, complete, 25s. Box No.
Q516, *MOTOR SPORT*, 15, City Road, E.C.1. [0516]

SIDDELEY SPECIAL, 4,960 c.c. (1937) sports
saloon (by Burlington). Black. Red hide up-
holstery. Superb for condition and comfort. One-
shot lubrication, rev.-counter, oil-coil, Startix.
Two careful owners. 51,000 miles; 18½ m.p.g.
(400 offers). Major King, 25, Fursehill Road,
Tidworth. [0517]

1929 MORRIS-COWLEY. Hodgekiss engine in
good condition. £30, o.n.o. Prepared to break.
Offers. K. B. Estlin, R.N.E.C., Plymouth. [0518]

FOR SALE—continued

ALVIS TWENTY SPARES: two engines, two
preselector gearboxes, two magnetos, trip car-
buretters. Everything. Whittaker, Trows,
Castleton, Rochdale. [0519]

BREAKDOWN WAGON. On short Bedford
chassis, fully equipped with twin-cable 3-ton
M.E. crane, new ambulance, J.A.R. sling, tele-
scopic bar. Smart appearance, with panelled
sides, chromed accessories, bumpers, disc, etc.
£290, no offers. Austin Seven chassis, completely
rebuilt, easy-clean wheels with new tyres, low
radiator, etc.; has cost us £100 so far, will accept
£60 for quick sale. Also quantity of cheap used
V8 parts. Southbury Service Station, Southbury
Road, Enfield, Middlesex. Tel.: Enfield 2061.
[0520]

BENTLEY, 1927, Red Label special coupé. Six
wheels, good tyres. Very nice condition. Ten
years one owner. £235. Letzer, 20, Selwyn Road,
New Malden, Surrey. Tel.: MAL 1838. [0521]

"ON ROAD AND TRACK" Extracted from *The
Motor* and bound. 1932 (part), 1933-1939 (com-
plete). Offers. Box No. Q522, *MOTOR SPORT*, 15,
City Road, E.C.1. [0522]

ALVIS SILVER CREST. First registered Feb.,
1936. Privately owned. Offers to Crockett, The
Gate House, Wickham Bishops, Essex. Tel.:
Wickham Bishops 483. [0523]

SPARE PARTS for 1935 Rapier Lagonda.
Apply Box No. Q527, *MOTOR SPORT*, 15, City
Road, E.C.1. [0527]

1955 ARMSTRONG-SIDDELEY Automatic, only
7,000, new condition, just run-in. Loose covers,
6-valve wireless set. £1,750 or near offer. Box
No. Q528, *MOTOR SPORT*, 15, City Road, E.C.1.
[0528]

ALVIS SPEED TWENTY Vanden Plas, 1936,
coachbuilt saloon. Engine perfect. In excellent
order, must be seen to be appreciated. Davies,
Chelmick, Church Stretton, Tel.: 3352. [0529]

M.G. PA 4-seater. Very good all-round condition;
10,000 since resleeve and crank ground. Com-
pletely reliable car. £125. Tel.: Dartford 5493.
[0530]

RILEY GEARBOX and overdrive box for 1938
Adelphi "Big Four" for sale. Sound. Box No.
Q531, *MOTOR SPORT*, 15, City Road, E.C.1. [0531]

BRITISH SALMON, 1936, S4C 4-seater coupé.
Twin o.h.c., 12 h.p. Mechanically sound, economi-
cal, well shod. Insured until July. Lanes area.
£85, or exchange small 2-seater sports J2, similar,
or w.h.y.? Box No. Q532, *MOTOR SPORT*, 15,
City Road, E.C.1. [0532]

DELOW, 1951, reconditioned 1,496-c.c. Consul
engine, twin S.U. carbs., 4-branch exhaust, four
spare wheels, new radio, heater. Immaculate.
Ruggles, 378, Jersey Road, Osterley, Middlesex.
[0537]

MERCEDES-BENZ 370S (1932) drophead by
Freestone & Webb. Immaculate. Any trial.
£290. Lewis, Rectory, Buckland St. Mary,
Somerset. [0538]

1927 ROLLS TWENTY owner-driver saloon, in fine
condition. £150, o.n.o. Sutton, Ashburn, Parish
Ghyll Road, Ilkley. [0539]

ROLLS-ROYCE, 1929, 40/50, 4-light all-aluminium
saloon. Mechanically excellent. Tyres as new.
Paintwork and interior only fair. Seen Man-
chester. Must sell, £85, o.n.o. Box No. Q540,
MOTOR SPORT, 15, City Road, E.C.1. [0540]

RILEY LYNX, 1936, 1½-litre. Best over £100. 113,
Keith Lucas Road, Cove, Farnborough, Hants.
[0541]

1927 PALATIAL DAIMLER limousine (7-seater),
in superb condition throughout, is offered to good
home for best offer around £125. Late property of
titled owner. Less than 28,000 miles since new.
Photograph gladly sent on request. Homa, 1,
Lansdowne House, Madresfield Road, Malvern,
Worcs. [0542]

DISMANTLED SINGER Le Mans. All parts
available. Paris, 6, Fort Road, Halstead, Kent.
Tel.: Sevenoaks 3769—evenings, weekends.
[0543]

RILEY 1½-LITRE FALCON, 1935. Windscreen
somewhat flyblown, otherwise very good con-
dition. Riley Club member. Genuine bargain,
£115; taxed. 14, Strensall Park, York. [0544]

BUGATTI TYPE 46 saloon, entirely original,
partly stripped. £55. Box No. Q545, *MOTOR
SPORT*, 15, City Road, E.C.1. [0545]

MORGAN 3-WHEELER SPARES, majority of
two cars and three engines. Must clear, £15 the lot.
Box No. Q546, *MOTOR SPORT*, 15, City Road, E.C.1.
[0546]

BENTLEY 3-LITRE tourer body, 7.00 by 21 tyres.
No offer refused. Box No. Q547, *MOTOR SPORT*,
15, City Road, E.C.1. [0547]

BENTLEY 3-LITRE, 1924. Freestone & Webb
body. Mechanically/electrically sound. Best
offer. Logue, 61, Grange Avenue, Manchester 19.
Tel.: Rusholme 2659. [0548]

ASTON MARTIN, 1939, 15/98 short-chassis
drophead. Four seats including diekey. Rebores,
sleeved, new pistons, etc., etc. Extremely attrac-
tive. Tel.: Uxbridge 3516, after 6.30 p.m. No
dealers. £295, o.n.o. [0551]

FOR SALE—continued

BARGAIN, 1934 VAUXHALL 12/6 tourer, good
condition, engine excellent. Must sell to first
reasonable offer; genuine reason. Heath, 20,
Monks Road, Winchester, Hants. [0550]

£30.—1932 TALBOT 14/65 saloon. Excellent
leather upholstery. Choice of two. Exchange
considered. Marstrand, Tel.: Westham 377,
Pevensey, Sussex. [0552]

"MOTOR SPORT" in 19 bound volumes, from
1929 to 1951; also some loose copies. *Speed*,
1935 to 1939, in eight bound volumes. All un-
marked condition. Offers invited to James, 16,
Knighton Drive, Four Oaks, Sutton Coldfield,
Warwickshire. [0553]

A.C., '33, 15.9 coupé. Three carbs., electric choke;
25 m.p.g. New hood, Dunlopillo seat. Mechan-
ically perfect. Good tyres. Little used recently
owing to illness. £130, o.n.o. Taxed December.
Box No. Q554, *MOTOR SPORT*, 15, City Road,
E.C.1. [0554]

AUSTIN A90, 1951, Atlantic convertible. 35,000
miles. In good condition. Recent respray, re-
conditioned gearbox, new U.J.s, steering box and
joints. Fast and reliable. £475, o.n.o. Hope,
Small Arms School, Hythe (Tel.: 67431), Kent.
[0555]

UNEARTHED IN WALES, brand new 13 in. by
7½ in. stepmats with aluminium frames, 15s. each.
Brand new No. 5 P. and H. motor-cycle carbine
set, complete, £3. Station Garage, Horseby
Fields, Wolverhampton. [0556]

HANDBOOKS, WORKSHOP MANUALS for
British, American, Continental automobiles.
Inquiries, stamp please. Catalogue 500 motoring
publications, sixpence. Grays, Hurstpierpoint,
Sussex. [0557]

BREAKING OR SELL, 1932 S.S.1 4-seater
sports, 16 h.p., with broken piston. All spares.
Photo. Box No. Q558, *MOTOR SPORT*, 15, City
Road, E.C.1. [0558]

1929 ALVIS TG 12/50. Machinery, cellulose, oil
pressure, very good. Recent new hood, modern
Solex £60, o.n.o. Bonshor, Kingsdale Kennels,
Sandy Lane, Bushey, Herts. [0559]

RILEY NINE MONACO, 1934, excellent con-
dition. New tyres. £95. 50, Elgar Avenue,
Surbiton, Surrey. Tel.: Elmbridge 1518. [0560]

ALVIS 12/60, 1932, "beetleback." One owner 20
years. Bills available for over £150. £200, or
offer. Write: Richards, 121, Church Lane,
Birmingham 20. [0564]

FIVE ROVER large-hub wire wheels, good con-
dition, £5. Tel.: Beckenham (Kent) 1704. [0565]

ROLLS-ROYCE, 1934, Mulliner 25-h.p. saloon.
Four windows, built-in boot. Fawn and black.
Brown leather upholstery. Heater. Body and
tyres excellent. Engine has had over £300 spent
on it recently. This car has been lovingly cherished.
Can be seen London. Price £395. Blaikie,
Rodinghead, Berkhamsted. Tel.: Little Gaddes-
den 3184. [0566]

BREAKING '31 RILEY NINE. Good engine,
gearbox, recently relined brake shoes, two almost
new tyres, etc. Ham, Nafferton, Stockfield,
Newcastle-on-Tyne. [0567]

3½ LAGONDA saloon, 19 m.p.g., generally good.
Lagonda Club owner, just married, emigrating,
must sell. £145, o.n.o. Rose, 99, Shootershill
Road, Blackheath, S.E.3. [0568]

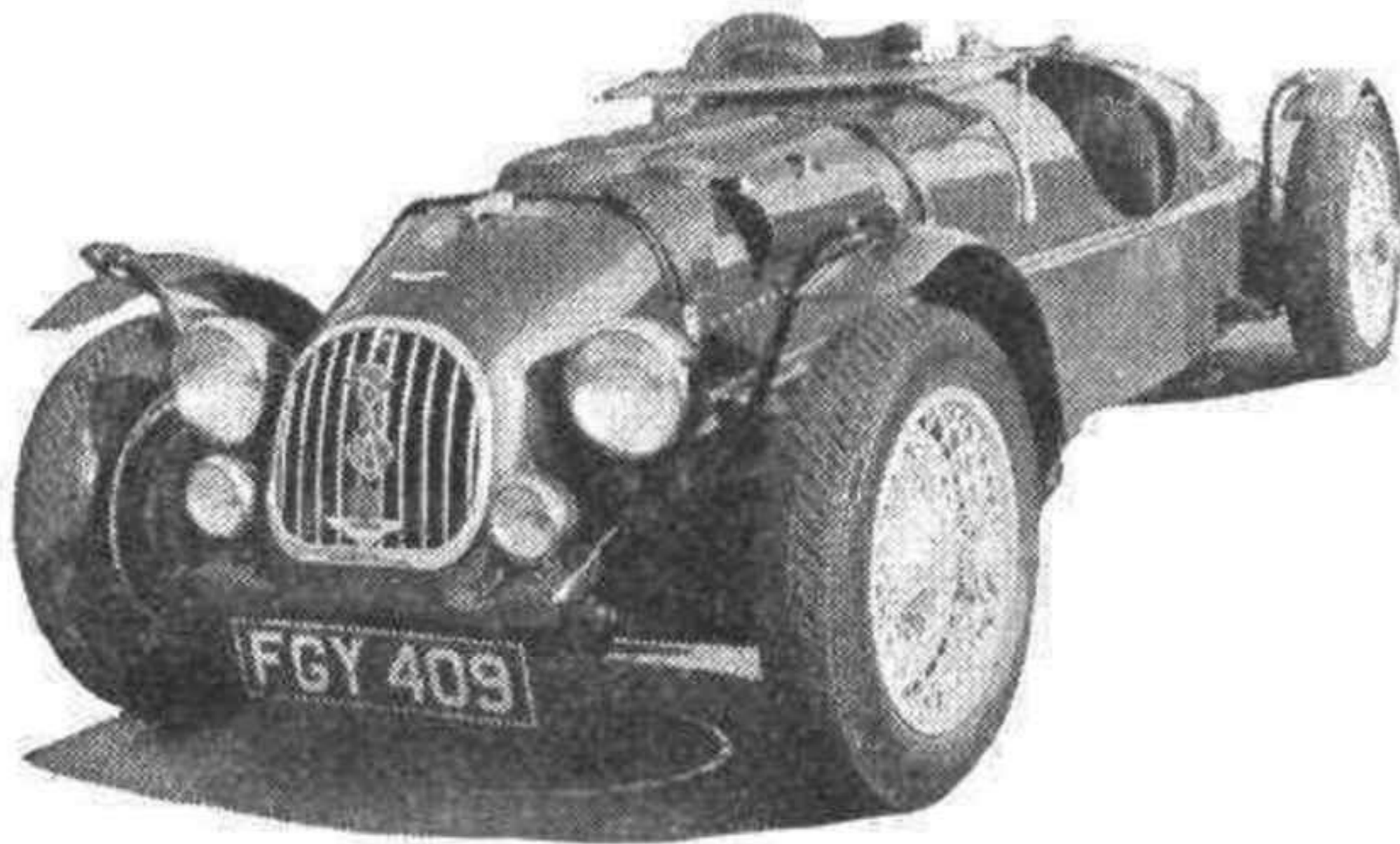
A 1951 TD M.G. (red) in superlative condition;
genuine 15,000 mileage, one owner. Has been
regularly serviced every 500 miles and not used in
competitions. Underbody parts coachpainted
and enamelled. Coachwork and chromium spot-
less. Extras include: supercharger, oil filter,
micrometer adjustment to distributor, H.M.V.
radio, heater, Servais silencer, oil-coil, Lucas
L.R. headlamps. Price £600 or nearest offer.
Mann Egerton & Co., Ltd., 95-99, London Road
(South), Lowestoft. Tel.: 478. [0569]

VAUXHALL ROADSTER, 1,781 C.G. Profes-
sionally built 1955, mechanically recond.; i.f.s.;
28/30 m.p.g. £145, o.n.o. Details, photo: Red-
man, Belmont Close, Baildon, Yorks. [0570]

LANCIA LAMBDA 7th Series radiator, perfect, £5.
8th block (slight crack, repairable), sump, crank,
rods, pistons, £6. Starter, £2. Four new valve
guides, 14 h.p., 25s. 7th/8th undertray, buckshee.
Augusta rebuilt wheel, 550 by 16 tyre, £3. Lagonda
Rapier block, reground crank, rods, pistons, head,
etc., £18. 6-volt De Wald radio, £5. Vol. 1
Autosport, unbound, 25s. 200 *Motors*, 1947/54,
25s. "Revue de l'Automobile" (Paris), 1910,
bound, 35s. "Motorwagenbau" (Heller), 1912,
15s. Panhard parts list, circa 1900/6, 35s. Few
other vintage manuals. 6, Acre Lane, Carshalton,
Surrey. [0571]

AUSTIN SPORTS SPECIAL. Just completed,
as new (Reg. 1955). Rebuilt from scratch, body,
suspension and all fittings. Engine resleeved,
reconditioned throughout, automatic distributor,
twin S.U. carbs. and modified exhaust fitted.
Cambridge suspension, lightweight wheels, Bow-
denex brakes, 10-gallon petrol tank, windtones.
Must be seen to be appreciated. £325 spent on
rebuild. Would accept £250, o.n.o. Cotton, 55,
Milner Road, Brighton. Tel.: 21095. [0575]

J. DAVY LIMITED



This is the **ASTON MARTIN**
"RED DRAGON" —

built to an enthusiast's ideal.

*One of many intriguing cars to be seen at our
Kensington and Brompton Road showrooms.*

1956 models in stock include :

A.C. Ace; Armstrong-Siddeley Sapphire, with automatic transmission; Austin A30, A90, Princess saloon and limousine; Fiat 600, 1,100 TV; Ford Consul, Zephyr and Zodiac; Hillman Minx coupe; Humber Super Snipe; Jaguar Mk. VII and XK140 fixed-head; Rover 60; Simca saloon and station wagon; Singer Hunter; Standard 8 and 10; and Triumph TR2 hard-top.

ALSO

WARRIOR-BRISTOL 2-litre sports/racing car. Full details on request.
ASTON MARTIN DB2, 1952 (Sept.). Vantage engine, Alfin drums, H.M.V. radio £1,475
AUSTIN-HEALEY 100, 1954 (May). Carefully used, one owner. Car fitted with hard-top £795
JAGUAR XK120 fixed-head coupe, 1953 (July). Fully modified, Michelin "X." 26,000 miles only £975

M.G. TF. Many extras, including Laystall head. One owner £565
JAGUAR XK120 2-seater sports, 1954 (July). One owner, Motorola £1,025
SIMCA ARONDE, 1954 (Aug.). Well kept; with several extras £620
AUSTIN A90 ATLANTIC, 1950 (May). Fine example with power top and windows £485
JAGUAR Mk. V drophead coupe. Very exceptional condition, Leopard-skin interior; turbo discs and other extras £754

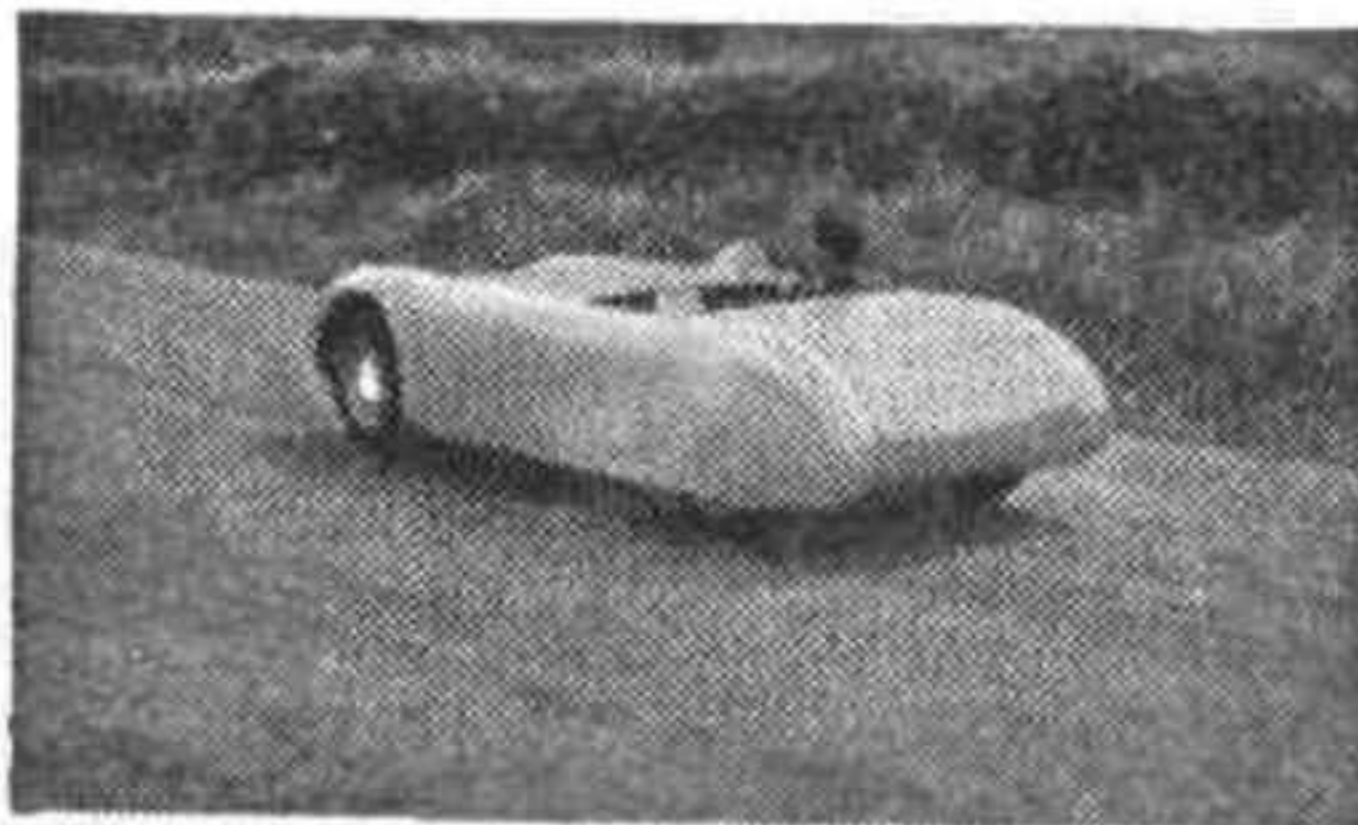
180-4, KENSINGTON HIGH ST.,
LONDON, W.8

WESTern 9641

and

215, BROMPTON RD.,
LONDON, S.W.3

KNightsbridge 4211



BUCKLER NINETY — 90-95 M.P.H.
35-45 M.P.G. 8½ CWT.

RECENT 1,172 SUCCESSES INCLUDE :

- 1ST **ARDMORE HANDICAP**, New Zealand. Also fastest lap jointly with W. Webster (blown 2.3 Alfa).
- 1ST **OHAKA**, New Zealand, 1,500-c.c. Scratch Race (Gordon Brown). The owner of this car writes: "I drove the car to and from the meeting, a total of over 800 miles, without the slightest trouble."
- 2ND **NAKURU**, Kenya, 1,500-c.c. Sports-Car Race (J. E. B. Hissey)
- 1ST **SILVERSTONE**, A.M.O.C. Race 10B (N. I. Barrett).
- 1ST **TAUNTON M.C.** Autocross, Specials Class (P. Hubner).
- 2ND **GT. AUCLUM**, 1,300-c.c. Sports also 1,172 Formula Award (G. Tapp).
- FROSTY CUP—BOULEY BAY**, International Hill-Climb (Mrs. Steveney).
- Ladies' Award, MOBILGAS ECONOMY RUN** (Mrs. J. Johns and Mrs. J. Chesterton).
- 1ST & 2ND **TEMPSFORD**, Sprint, 1,172-c.c. Class (W. G. Marriot and P. Hampton)
- 1ST **DUBLIN U.M.C.** Night Rally A. W. Malcolm).

67, CAVERSHAM ROAD,
READING

Phone 54031/2

BETTER BUILD A BUCKLER

AMAZING STABILITY — EVERY MILE A PLEASURE

BUCKLERS IN 1947 WERE FIRST TO OFFER MULTI-TUBULAR FRAMES FOR THE HOME CONSTRUCTOR.

Build your own car using a Buckler frame and you will have a car in which you can successfully enter club races, hill-climbs, sprints, and at the same time obtain 35-45 m.p.h. on your daily journey.

BUCKLER MARK DD I

Accepts Coventry-Climax or M.G. engine

I.F.S. de Dion rear end;
Rack-and-pinion steering;
Aerodynamic bodywork;
8½ sq. ft. frontal area; 9½ cwt.

- 1ST **SILVERSTONE**, M.C.C. Unlimited Sports Scratch Race.
- 1ST (Class record) **GT. AUCLUM**, 1,300-c.c. Sports.
- 3RD **GT. AUCLUM**, 1,100-c.c. Racing Class.
- 2ND **SILVERSTONE**, A.M.O.C. 1,200-c.c. Sports.
- 3RD **SILVERSTONE**, M.M.E.C. 1,100-c.c. Sports.
- 2ND **GOODWOOD** (June 18th), 1,500-c.c. Scratch Race.
- 3RD **GOODWOOD** (June 18th), 1,100-c.c. Scratch Race.

OUR RANGE OF FRAMES INCLUDE

- Ninety** : For 1,172-c.c. sports racing.
- Mark DD I** : For de Dion rear end and Coventry-Climax 1,100-c.c. or M.G. engines.
- Mark V** : 1,172-c.c. Competition 2-seater.
- Mark XV** : 2-seater takes Morris Minor i.f.s., engine and rear axle.
- Mark XVI** : 2-seater, takes M.G. engine and rear axle, Morris Minor i.f.s.



I.F.S. CONVERSIONS — ON EXCHANGE, £26.10s. ALSO FIT FORD POPULAR SALOONS

Gold Top Cylinder Heads from £4 12 0
4.7-1 Crown/Pinions £8 8 0
Close-ratio Gears for 1,172-c.c. Specials ... £10 15 0
Four-branch Twin S.U.s £23 0 0
Thin C. & A. Cylinder Head Gaskets 10 0

AGENTS :

ARTHUR W. HARRIS, 270, KHYBER PASS RD., AUCKLAND S.E.1, NEW ZEALAND.

BUCKLER

READING

DONALD GORRINGE PTY., LTD., 72, ARGYLE ST., HOBART, TASMANIA.
DUBLIN SERVICE, NEW WESTMINSTER, BRITISH COLUMBIA.
AUTOSPORT EQUIPMENT COY., BOX 112, COOKSVILLE, ONTARIO.

TOOLS FOR THE MECHANIC & ENTHUSIAST



Set of six double-ended **BONNEY** (American) SPANNERS, $\frac{1}{8}$ to $\frac{3}{4}$ " W.

Or six double-ended Spanners, polished chrome. SET

13/6



Packed in steel box.

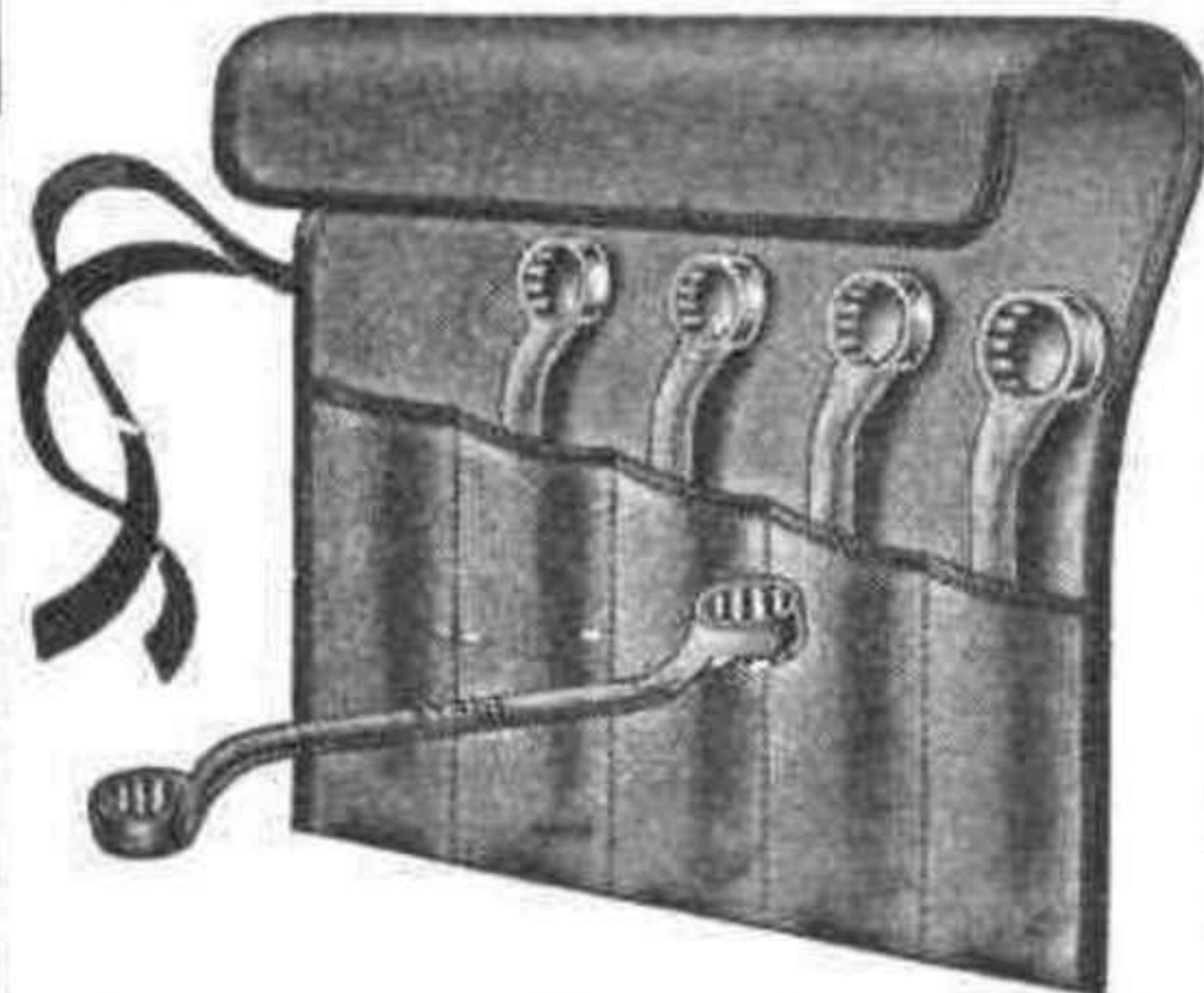
UNIVERSAL NUT SPINNER

plus THIRTEEN Sockets, a.f.:

$\frac{7}{16}$ " $\frac{1}{2}$ " $\frac{9}{16}$ " $\frac{19}{32}$ " $\frac{5}{8}$ " $\frac{11}{16}$ " $\frac{3}{4}$ " $\frac{25}{32}$ " $\frac{13}{16}$ " $\frac{7}{8}$ " $\frac{15}{16}$ " $1"$ $1\frac{1}{8}"$

43/6 SET

Set of five "Hepon" High Tensile RING SPANNERS



Packed in wallet. Short series. Chrome-plate finish. $\frac{1}{4}$ " to $\frac{7}{16}$ " Whit. or $\frac{3}{8}$ " to $\frac{15}{16}$ " S.A.E. SET

25/-

Write for ILLUSTRATED CATALOGUE Large range of New and ex-W.D. Tools at attractive prices.

Set of five "Elora" RING SPANNERS

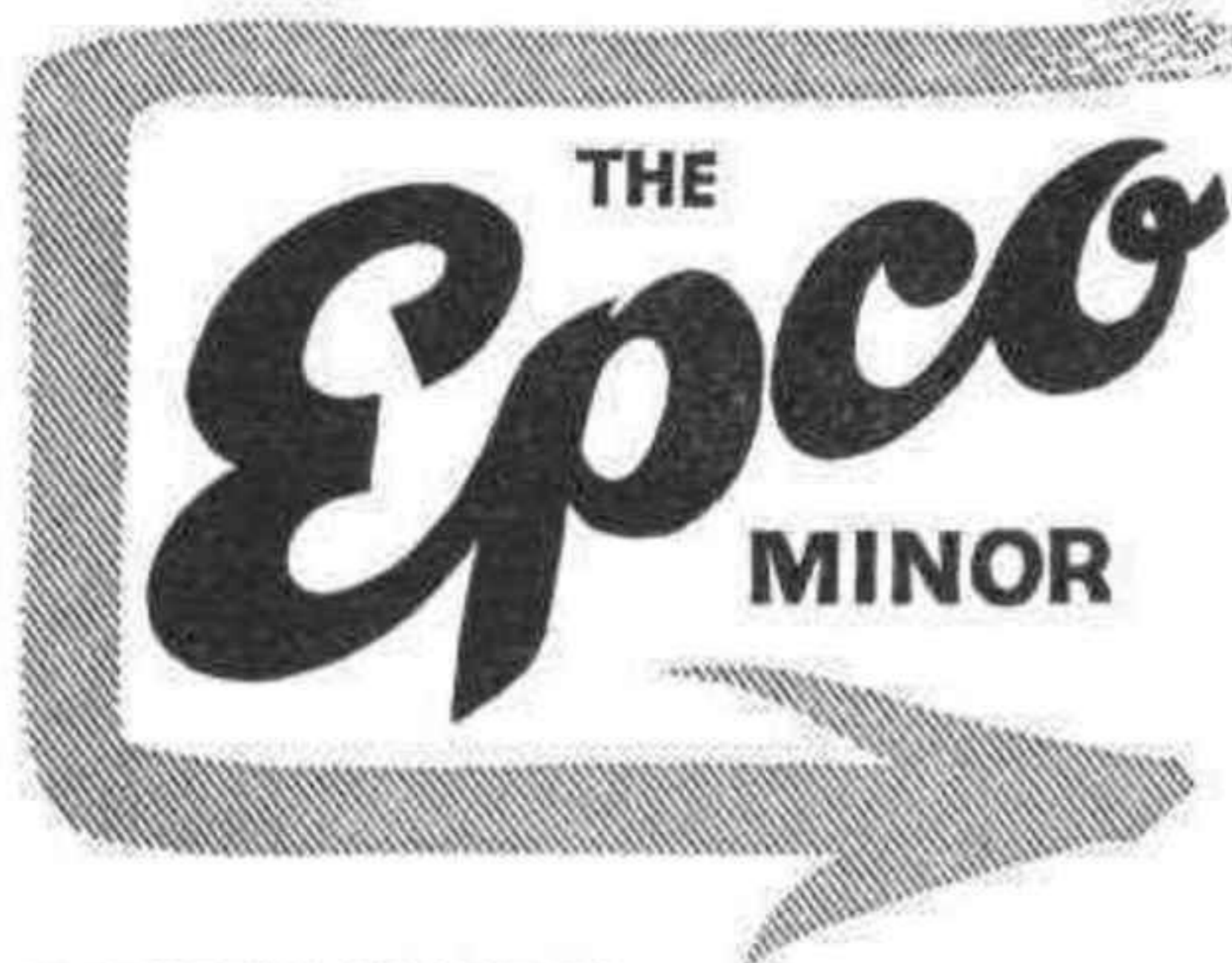
(German) Chrome Vanadium Steel. Bright nickel finish. $\frac{1}{4}$ " to $\frac{1}{2}$ " Whit. or $\frac{3}{8}$ " to $\frac{7}{8}$ " S.A.E. SET **33/-**

ALL GOODS OFFERED WITH MONEY-BACK GUARANTEE

Terms: Cash with order plus 1s. for first £1, then 6d. for every other £1 for postage and packing. Or C.O.D.

BLACKBIRD HILL GARAGE LTD (Dept. M.S.) Blackbird Hill, London, N.W.9. COLindale 6134-6135

"Just the JACK for Jill"...



A LIGHTWEIGHT HYDRAULIC JACK FOR THE FAMILY MOTORIST

This Jack makes a minor job of a major operation. Lifts up to $\frac{1}{2}$ of a ton, yet can easily be carried in one hand. It's quick, safe and simple!

Price **£11.11.0**

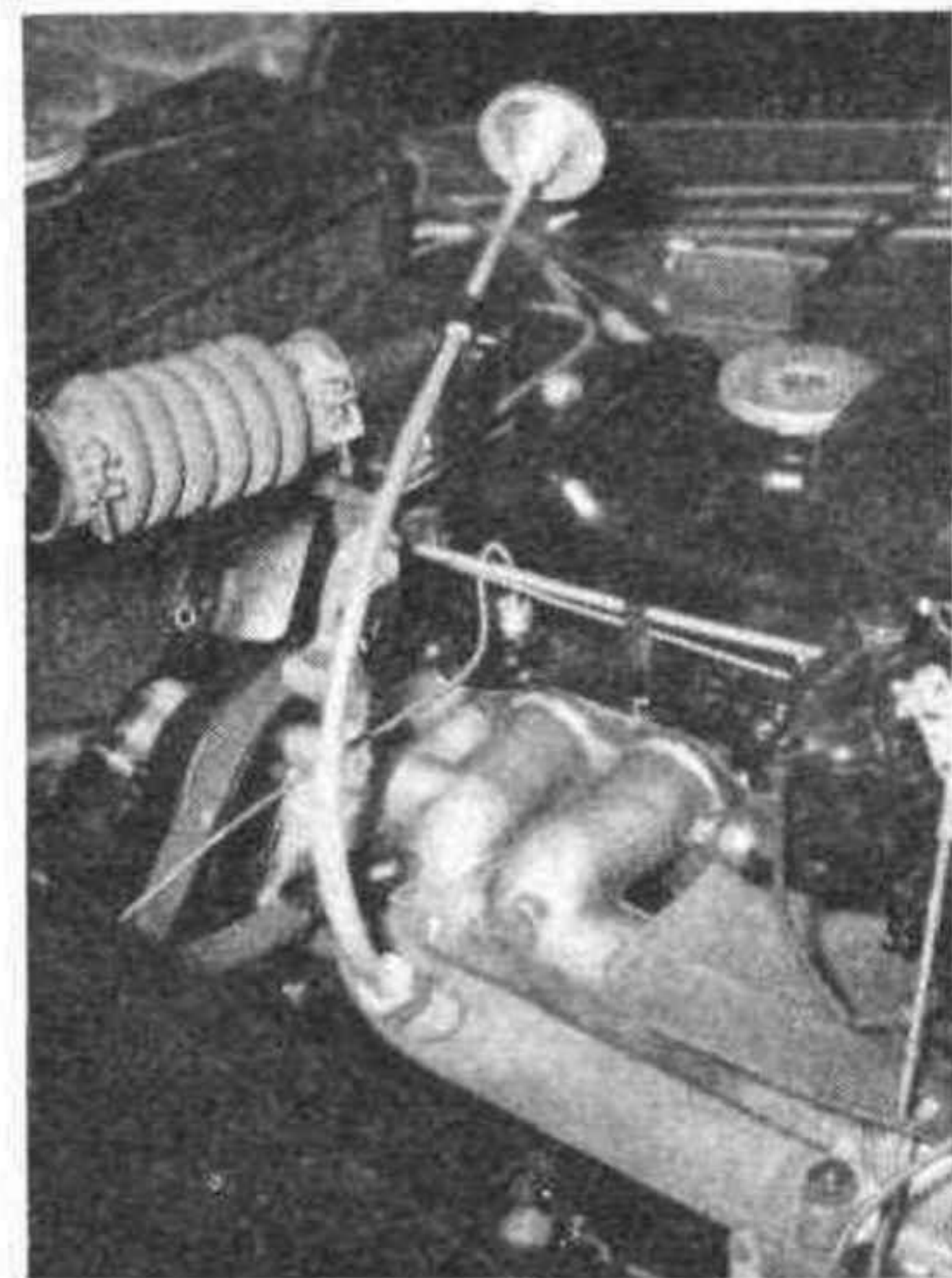


★ See it at your local Garage or write direct to:

EPCO LTD., STAR WORKS, LEEDS 7, ENGLAND. Tel.: Leeds 32461/2
South of England Service Depot: 37, Lisson Grove, Marylebone, London, N.W.1
EPC/4826

The "GEFARATOR" exhaust aspirator provides a new approach to combustion chamber efficiency without the use of additives in the fuel. By keeping the engine comparatively free from combustion deposits it permits the highest efficiency to be maintained at all times. The ill effect of exhaust gas pollution on the incoming charge, a problem as old as the industry, is greatly diminished.

Increased sparking plug and valve life, freedom from expensive de-coke, better and more even compressions, no overheating worries, relief of back pressure in the exhaust system, suppression of detonation or "pinking," make important contributions to substantially reduced maintenance costs and effective economies in running costs are achieved by obtaining maximum power and mileage from the fuel used. A product of 20 years' research work in the United States, it has been adopted there as a standard fitment on thousands of fleet-operated vehicles where maintenance costs are closely watched (some users report 150,000 miles without overhaul largely attributable to this installation), police squad cars, where instant response and full power must always be available, as well as on many private cars. It is not another "gadget" but a well-tryed and proved necessity for modern motoring. Preferably fitted to a new or overhauled engine, it will give thousands of miles of motoring free from the many ill effects produced by excessive engine deposits. Nevertheless, when installed on an old engine it enables it to recover its normal performance and maintain it in this condition without decarbonisation providing it is free from mechanical defects such as pitted or distorted valves.



A typical installation—Humber Super Snipe.

Supplied and fitted by your usual garage at

£4.4.0

plus 15/- installation charge.

A permanent decoke for less than the price of one.

"I have now run just over 1,000 miles since the 'GEFARATOR' was fixed to my 1954 Wolseley 4/44. I am not only very pleased with the results so far but am amazed at the improvement in the engine performance. I find I do not need to drop from top into a lower gear so often, and the engine runs smoothly when ticking over and at low speeds." E.M.C., Scotland.

"THE CORRECTIVE DEVICE FOR CONSTANT ENGINE CLEANSING..."

Gefarator

Exhaust Aspirator

(Reg. Trade Mark)

Keeps Engine Plugs & Valves Carbon Free Automatically

Sole Licensees, Manufacturers and Distributors:
GEFARE LTD. WISBECH, Cambs.
Tel. 1577 Grams: "Gefare, Wisbech"

An Ounce of Prevention is worth a Pound of Cure!

Write for fully descriptive literature

FOR SALE—continued

- ALFA-ROMEO**, 2.6 8 cylinder S/C Monza, G.P. 120 m.p.h., two-seater. Pointed tail, cycle wings, outside exhaust, Alfa red. £495, David Lewis, Tel.: SLOane 8062. [0760]
- 1929 TRIUMPH 7 TOURER**. Good hood, new pistons, chromed crank, oil coil, fram, new Solex, very good tyres, heater wireless; many spares. Daily use 8 years. Very reliable. £50 o.n.o. Available about Christmas. Seen after October 8th. Cuzner, 92, Carless Avenue, Harborne, Birmingham. Tel.: HARborne 2460. [0761]
- AUSTIN SEVEN SPECIAL**. Tuned engine, light-weight wheels, Bowdens, professional body, excellent condition. £120. Details, photo, Marshall, 40, York Avenue, S.W.14. [0730]
- SINGER ROADSTER** 9 h.p., 1939. All wood-work completely renewed by coachbuilder Dec., 1953. Engine rebearinged throughout, new clutch plate and gearbox bearings, new U/J's, all in Aug., 1954. Hood and sidescrims two years ago. Beautifully warm in winter. Reason for sale, owner posted overseas. £215. Capt. M. Carrington-Sykes, R.A., Pentre Mawr, Llan-dyrnog, Denbigh, N. Wales. [0759]
- KNOCK-ON WHEEL HUBS** resplined, Specialist service. Turton & Bell, 2, Platt Street, Seacombe, Wallasey. [0762]
- E.N.V. TYPE 75 GEARBOX**. Unused since £30 makers' recondition. £15 o.n.o. Bew, Old Brewery House, Aston Clinton, Bucks. [0731]
- M.G. "Y.A."** October, 1949. 42,000 miles. Many extras. £450. Tel.: Watford 6581. [0732]
- LAGONDA** 3 Litre Weymann Sports Saloon, 1934. Needs small amount of work to complete. Concours condition. Engine top-hole, brakes relined, etc., etc. £140. Mason, 216, Kings Road, Harrow. [0733]
- M.G. P.A.** Recellulosed, reground, new dynamo, clutch, wipers, £150 o.n.o. 1, Vicarage Lane, E.15. Tel.: MAR 3786. [0734]
- 1933 LAGONDA 16/80 TOURER**. Excellent condition. Four new tyres, all bills. Sensible offers considered. Fisher, 55, Birkdale Avenue, Pinner, Middlesex. [0735]
- RILEY NINE 1936**. Special series engine, mechanically perfect, home-made open body frightening. £35. Williams, Homestead Farm, Redcliffe Bay, Portishead, Bristol. Tel.: Portis-head 2053. [0736]
- 9 H.P. SINGER LE MANS**. Reconditioned throughout, immaculate. £130. Details write Diggle, 10, Edward Street, Ashton in Maker-field, Wigan. [0738]

MOORSIDE MOTORS LTD.

The Used Car Specialists of Bradford.

Take this opportunity of introducing the readers of MOTOR SPORT to our varied selection of interesting used cars. The following cars are at present in stock, and are subject to your trial and inspection:

- HILLMAN Minx Convertible**. Very smart, in pale green. 1952. £420
- MORRIS Minor de luxe**, 1952, in birch grey. £465
- FIAT 600 saloon**, in blue, 1955. 900 miles only. As new. £545
- BUICK Convertible sedan**, regd. 1949. All extras. Impressive car. £450
- AUSTIN A40 Dorset saloon**, 1948. Very clean. £355
- VAUXHALL Wyvern**, 1949. Excellent condition. £345
- AUSTIN 16-H.P.**, 1947. Very good car. Sound in wind and limb. £250
- JAGUAR Mk. V saloon**, in mist green; all extras. Immaculate. £495
- JAGUAR Mk. V drophead coupe**. Grey, radio, heater, etc. 26,000 miles. A specimen car in perfect condition. £545
- JAGUAR Mk. V saloon**. Black, radio, heater, etc. 17,000 miles only. One of the finest Jaguars in the country. £565
- SUNBEAM-TALBOT 80**, black saloon, 1949. A quality car for little money. £410

PRE-WAR BARGAINS:

- LANCIA Aprilia**, 1937/8, saloon. Very clean, but interior could be better. Goes, and handles, as only a Lancia can. Must be the cheapest ever at £220
- RILEY Kestrel Sprite**. This scarce model is in excellent condition. Although 1938, is superior to many post-war cars. £220

Please note: Post-war cars only are subject to H.P., one-third deposit, balance over two years. Part exchanges, insurance, etc. Stock changing daily. All our cars are serviced, checked, and ready to drive away.

Buying or selling—You must contact MOORSIDE MOTORS LTD.

THE USED CAR SPECIALISTS

HARROGATE RD., BRADFORD 2, YORKS
Tel.: Bradford 38252

FOR SALE—continued

- RALLY AIDS**. Average speed tables, 15-40 m.p.h. 5s. New this month—Sets of paper dials, converting cheap clock to averageometer, 15-40 m.p.h. 3s. 6d. Complete with Smith's 30-hour 4in. dial 25s. Rally Aids, Broughton Arms, Gorsty Hill, Crewe, Cheshire. [0737]
- ASTON MARTIN** 2 litre Saloon, 1937. Good looker, good runner. £125. W. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [0739]
- RILEY NINE MERLIN**. Rewired, reshod. £140. Rock Cottage, Woodland Avenue, Teignmouth, Devon. [0740]
- BROKEN!** Morris 8 1933 Van. Not ex-G.P.O. Parts except chassis. S.a.e. or call, Flather, Hilltop, Ulverston. [0741]
- RILEY 9 MERLIN SALOON 1936**. Immaculate. Two owners from new. £220 o.n.o. Box No. Q742, MOTOR SPORT, 15, City Road, London. E.C.1. [0742]
- ASTON-MARTIN 1933**. L/C Le Mans type body and slab tank, Le Mans engine. Genuinely immaculate throughout. Nearest £235. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [0743]
- SECOND-HAND SPARES** for all popular makes, including largest stock in England of new genuine spares for 6 cyl. Talbots. Also large stocks of new Luvax shock-absorbers, vane and piston type; bumpers, pistons, S.U. twin pumps, etc.; all at half normal cost or less—quotations by return. All goods on seven days' approval against cash. Clare's Motor Works, 260, Knight's Hill, London, S.E.27. Tel.: Gipsy 0132. [0757]
- WHITE LEA-FRANCIS** Vintage Tourer. 2-3-seater, pointed tail, all weather equipment. Upholstered red. Twin O.H.C., twin S.U., 14 h.p. engine. Fast, reliable, R.H. crash change, Servo assisted brakes—outside lever. In perfect order throughout. Spares include rad., 5 wheels and tyres, engine parts, front and rear axles, gearbox, steering, etc. Built and handles like a Bentley. Definitely not the car for frail 12 h.p. enthusiasts. Mitchell, Tel.: Nor 1314, Daytime. After 7.30 at 24, Sandon Road, Birmingham, 15. [0758]
- RILEY 1938** 1½ litre Saloon, Riley 1936 1½ litre Kestrel Saloon, Riley 1934 9 h.p. Kestrel, Riley 1934 9 h.p. Lynx. Other models. Spares from 1928 to 1938. Riley bought, any condition. H.P. terms arranged. Clarke, 168, Lee High Road, S.E.13. Tel.: Lee Green 8904. [0769]

THE HALFWAY GARAGES (PADWORTH) LTD.



ROLLS-ROYCE. This magnificent Continental Phantom II was the property of Michael Wilding. About 18 months ago it had a thorough overhaul costing some £600, carried out by accredited Rolls-Royce repairers. It has recently had a new hood, a recellulose in dark green and new tyres. It is unquestionably one of the first examples of this, the most classical style of Rolls-Royce carriage-work. £595.



BENTLEY. 1925 3-litre short-chassis 2-seater. Although this car started life as a Blue Label, it has been brought up to Red Label specification. The property of a Bentley enthusiast for many years, it has had a complete engine, gearbox and rear axle overhaul. Work carried out included rebore and new pistons, new bearings, valve grinds, brake and clutch linings, etc. £185.

AGENTS FOR BORGWARD AND PORSCHE

Interesting cars wanted for cash

BATH ROAD, NEAR READING, BERKSHIRE



1936 LAGONDA RAPIERE 10-h.p. 2-seater. This is a very attractive little car and has been owned by a Rapiere enthusiast and member of the club. The twin o.h.c. 1,100-c.c. engine produces ample power and this is transmitted through a Wilson preselector gearbox. A fast and economical little sports car of a very superior type for £175.

ALSO IN STOCK

- 1950 HOTCHKISS** 3½-litre. Radio, heater. Excellent. £595
- 1954 PEUGEOT 203**, modified 95-m.p.h. saloon. £825
- 1951 MORGAN Plus Four**, reconditioned. Immaculate. £475
- 1939 DELAGE D6/75** saloon. Radio. Spotless. £295
- 1940 LAGONDA V12** short-chassis saloon. £595
- 1937 MERCEDES 500K** cabriolet 'B', overhauled. £475
- 1949 AERO** 2-cylinder, 2-stroke, cabriolet. Overhauled. £295
- 1936 RILEY 9-h.p.** saloon. Fair condition. £85
- 1939 DELAGE D6/75** drophead coupe. Radio. £295
- 1939 B.M.W. Type 327**. This car was recently fitted with 403 Bristol engine, gearbox and crown-wheel and pinion, and has a unique performance. Left-hand drive, many extra instruments: Heater, radio, Michelin 'X' tyres. Total mileage of engine 10,000. £495



1937 BENTLEY 4½-litre Park Ward saloon. Black with grey leather and carpets. This car is in immaculate condition throughout and has recently had considerable money spent on it, for which bills are available. It will withstand any examination and is very reasonably priced at £665.



1934 BUGATTI Type 57 saloon by Young of Bromley, ex-Geoffrey Battersby. This car is in excellent condition and close on £1,000 has been spent on it during the last few years. The body is finished in black and grey and is luxuriously appointed in grey leather. The twin o.h.c. 3.3-litre engine is in very good condition and the performance of the car is tremendous. 16 in. wheels with large tyres have been fitted to counteract the rattle from suspension. Price £485.

DEMONSTRATORS AVAILABLE

Open week-ends

Telephone: Woolhampton 505

FOR SALE—continued

ASTON MARTIN Le Mans, short chassis, Mk. II camshaft. Late type con-rods. New weather equipment. Bills. Whole car immaculate. £310 o.n.o. Box No. Q770, MOTOR SPORT, 15, City Road, London, E.C.1. [0770]

1937 AUSTIN 7 two seater. £30 main engine overhaul and resleeve August. Good condition. Extras. Taxed. Insured August, 1956. Photographs. London. £90. Box No. Q771, MOTOR SPORT, 15, City Road, London, E.C.1. [0771]

VINTAGE Austin Tourer, 16 h.p. About 1930. Recent rebore. Leather seats. Magnificent running order. New tyres. Only needs hood. £40. Tel.: Edmonton 7603. [0772]

ALVIS 12/50, 1932 Saloon in exceptional condition. Good tyres, £85. 12/50 1931 Saloon in fair running order, £35. Silver Eagle, 1932, fitted brake body and single carb. manifold, 26 m.p.g., in excellent condition, £35. Four Ashes Garage, Dorridge, Warwicks. Tel.: Knowle 2033. [0773]

FIAT 500 spares, 1937. C.W.P. with races, £6; half shafts, £2; steering box, £3; wheels (all shod), £1 10s.; hubs and brakes, £1 10s.; shockers, £1 each; front and rear springs, £1 each; chassis. Henderson, c/o Bowling Green Garage, Powich, Nr. Worcester. [0774]

BROOKLANDS SPEED RILEY 9, 1928. This unique little car remained untaxed from 1929—1952, when it was re-built at the cost of over £1,000. It is truly a car that must be seen to be appreciated. Full details to interested enthusiast. Hepplewhite, 44, Halifax Road, Triangle, Halifax. Tel.: Ripponden 2135. [0775]

1904 DE DION Bouton 6 h.p. V.C.C. dated. 2 seater with spider seat and tonneau body. 3 speed. In perfect order; runs Brighton each year successfully; many other V.C.C. events entered this year. £275, no offers to V.C.C. members or accepted proposal. Reeves, 6, Warren Road, Sidcup. Tel.: FOO 4864. [0776]

BENTLEY, 1926, 3-litre Speed Model. Attractive closed body. Extensively overhauled. £265. Box No. Q777, MOTOR SPORT, 15, City Road, London, E.C.1. [0777]

1934 RAILTON Straight Eight Tourer. All aluminium bodywork in good condition. Grey with blue upholstery. Good hood and tyres. £125. Densham, 90 The Chesils, Coventry. Tel.: Coventry 67863. [0778]

M.G., July, 1938. Really immaculate condition. £225 or sensible offers. Fullest details. Carlisle, 43, South Parade, Bramhall, Stockport, Ches. [0779]

1936 RILEY MERLIN. Smart open 4-seater. Re-trimmed interior. New battery, dynamo, bearings and brake linings. Photograph available. Must sell. £145 o.n.o. 32, Whistler Gardens, Edgware, Middlesex. [0780]

M.G. MIDGET, 1933, 8 h.p. J.2 2-seater. £120—Terms, exchanges. Douglas, 110, Cricklewood Broadway, N.W.2. Tel.: GLADstone 8806. [0781]

FIAT 500C, July, 1953, current type o.h.v. de luxe Cabriolet. One owner since new. Moderate mileage. £350. Douglas, 110, Cricklewood Broadway, N.W.2. Tel.: GLADstone 8806. [0782]

1934 RILEY KESTREL 12 h.p. Saloon. Excellent runner. Good condition. Manual box. Taxed. £89. 47, Copley Park, Streatham. Tel.: POL 2883. [0784]

1931 HOTCHKISS 18 h.p. Tourer with dickey. Good runner. £39. Tel.: Streatham 3129. [0785]

FOR SALE—continued

MORGAN Super-Sports (1938). Matchless 990 c.c. o.h.v., w.c. Several modifications, good condition throughout. New tyres. Ideal car for enthusiast. £170 o.n.o. Tel.: ELStree 1369. [0787]

LAGONDA 16-80 h.p. d.h. Coupé, 1935-6. Nearly new tyres, hood. Attractive appearance. Very good condition. £145. Photo available. T. Clarke, 40, Alloway Terrace, Dundee. [0788]

M.G. Model M., 1931. Rebuilt body, re-upholstered. £85—less out-of-season discount. Stevens, 14, Southover High Street, Lewes. [0789]

LAGONDA, 1930 2-litre Speed Model Saloon. Fair offer at £85. 1, Carleton Road, Pontefract, Yorks. [0790]

£385. Jowett Javelin. Black, good chrome, tyres, paint. Many extras. Genuine. Fisher, 27, Queensway, Coney Hall, West Wickham, Kent. [0791]

ALVIS Firefly, 1934 Coupé. New hood. Well maintained, reliable and attractive. Enthusiast's car. £110. Box No. Q792, MOTOR SPORT, 15, City Road, London, E.C.1. [0792]

BIANCHI.—Unusual opportunity to acquire privately a reliable p.v.t. family carriage of considerable character. Beautifully preserved 1931/32 Tipo 5.5 10/30-h.p. 5-seater fabric saloon, coachbuilt by Salmons. Engine completely reconditioned Feb. Runbaken, Zenith fuel filter; excellent tyres, waterpipe. Resprayed grey; red leather. 25 m.p.g. at 45-50 m.p.h. cruising. Any inspection and trial. £135 to good home only. Also available: 1930 Tipo 5.5 Torpedo tourer and almost complete car in spares. **CARPENTER, 68, Harrow Road, Carshalton, Surrey.** Office Tel.: DERwent 4444.

B. & G. MOTORS

SPORTS CAR SPECIALISTS

£285—M.G. TB 2-seater. Overhauled, rebored, brakes relined, clutch relined, etc. Immaculate red cellulose.

£165—M.G. Eight PA 2-seater, black.

£155—M.G. Eight PA 4-seater, black.

£140—M.G. Eight 2-seater, red. Slab tank.

£140—M.G. Eight 2-seater, green. Slab tank.

£135—M.G. Twelve L open 4-seater, black.

£85—M.G. Eight Jarvis open 4-seater, red.

£65—M.G. Eight open 2-seater, red.

£235—Triumph 2-litre Southern Cross open 2-seater. Really smart, overhauled. Slab tank, two spares.

£155—SINGER Nine Le Mans 2-seater, black.

£135—SINGER Nine Le Mans-type saloon, blue.

£135—SINGER Nine Le Mans-type 4-str., red.

£135—SINGER Nine Le Mans-type 4-seater, green.

£140—B.S.A. Ten, 1938, open 2-seater, black.

£125—B.S.A. 9-h.p. open 2-seater Scout, red.

£145—WOLSELEY Hornet Daytona-type 4-seater, red.

£135—Austin 747-c.c. Nippy 2-seater, red.

Austin 747-c.c. ultra-modern all-enveloping 2-seater.

£75—AUSTIN 747-c.c. low-built "special" 2-seater, red.

Many, many others. Easy terms. Written guarantee with all cars over £135. 194/6/8, ARLINGTON ROAD, CAMDEN TOWN, N.W.1 Tel.: Gulliver 3578

FOR SALE—continued

M.G. J.2, 1933. Windtones, sports coil, new dynamo, c.w. & p. £120 o.n.o. Ayles, 14, Orchard Avenue, Worthing 1575. [0793]

CLULEY, 10 h.p. Tourer, 1922. Taxed, insured, Negligible oil. £50. 23, Westbrook Road, Blackheath, S.E.3. Tel.: GRE 3816. [0794]

ONE TITLED OWNER, Magnificent specimen of the famous pre-war Wolseley 18/85 h.p. at bargain price. £195. Original condition as supplied in 1939. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GULLIVER 2767. [0795]

RILEY 1½ litre Adelphi, 1936. Excellent condition. £220. Box No. Q796, MOTOR SPORT, 15, City Road, London, E.C.1. [0796]

M.G. P.A., 2 seater, oversize wheels, brakes and supercharger for same. Many extras; smart car, taxed. £165. Tel.: Potters Bar 3668. [0798]

DELAGE D.S., 18.2 h.p., 1932 Sports Saloon. Tyres, engine, excellent. Smart looker—shabby interior. £60. Stacey, 48, Lea Road, Enfield, Middx. [0799]

1929 A.C. Coupé, what offers? 1935 Morris 8 h.p. Tourer. £55 o.n.o. Box No. Q800, MOTOR SPORT, 15, City Road, London, E.C.1. [0800]

ALVIS 1933. 7 seater, needs rebore. Wiring, battery u/s., body excellent. Towable. £30. Tel.: Smethwick 1319 (Birmingham). [0801]

£5. Armstrong preselector gearbox, circa 1932. Sound. Box No. Q802, MOTOR SPORT, 15, City Road, London, E.C.1. [0802]

ROVER Speed Tourer 35. 22 m.p.g.—80 m.p.h. Good performance and condition. £100 o.n.o. Tel.: PUT 1134. [0803]

VANGUARD engine, ex-Morgan. Completely reconditioned, work's crankshaft, pistons, liners, flywheel, clutch, etc. Complete with starter, dynamo, distributor, manifold, water and petrol pumps, new carburetter, stub exhaust. Assembled ready for chassis. £75 o.n.o. New Derrington luggage rack for Morgan—offers. Yeomans Garage, Clifton-on-Teme, Worcs. Tel.: Shelsley Beauchamp 292. [0804]

S.S.1, 1935 2½ litre Airline. Laid up 9 years. 63,500 only. Twin spares. T. & I. £120. Tattersall, 3, Walden Road, Blackburn. [0805]

RILEY NINE Monaco. 1934 all-metal Saloon. K.O. wheels, remote control gearbox. New tyres, carburetter (genuine 41 m.p.g.). Exceptional coachwork. 45 lbs. hot. £110. Evenings, Tel.: Upminster 2978. [0806]

FRAZER-NASH B.M.W. Red. 1937. Type 45. Engine 319/2. Four-seater Drop-head. New hood, re-bored, new pistons, new clutch. Very good condition. Offers. Tel.: Evenings: Pinner 6470. Day: Abbey 1169. [0807]

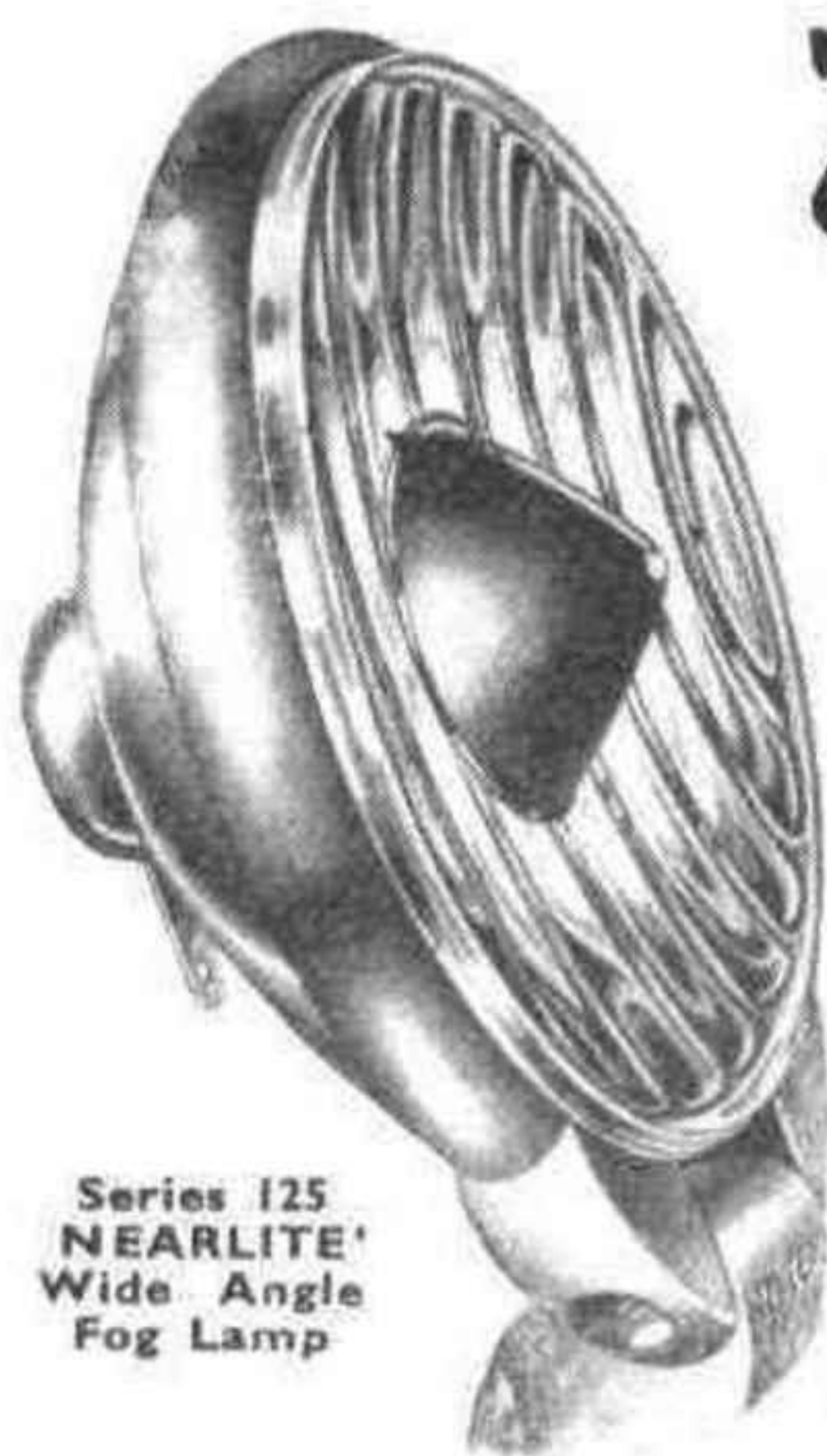
RILEY, 1935 Falcon 12/4. Bodily and mechanically excellent. £125. "Well End," Woodmansterne Lane, Banstead, Surrey. Tel.: Burgh Heath 1220. [0808]

ATTENTION CORD OWNERS! Trouble-free hand gear shift (£15 inclusive). Cords collected/delivered. Cord spares service. Bert's Motors, 12a, Clarence Road, Southport. [0809]

RILEY 1937 1½-litre Adelphi. Good condition. Gearbox overhauled. £180. Write Car, 34, Hornton Street, W.8. [0810]

AUSTIN, Heavy 12/4, 1930. Breaking. Engine and gearbox perfect. 20" wheels, Morris, 51, Cardinal Street, Manchester, 8. [0811]

1932 LEA-FRANCIS 12/40 Tourer. Excellent original condition, new tyres, battery, duo gearbox. £165. 27, Shrewbridge Road, Nantwich, Cheshire. Tel.: 5982. [0813]



Series 125 NEARLITE Wide Angle Fog Lamp

'BLUE SPOTS' by NOTEK

THE FAMOUS FOG & DRIVING LAMPS

Styled to match the classic lines of the modern car with its limited frontal space. The "Nearlite" and "Farlite" have been specially designed to produce a degree of efficiency unattainable in Anti-Dazzle Fog and Driving Lamps of comparable cost. All Chrome, £3 8s. each complete.

- Sealed Beam Unit ● Easy fitting to bumper, apron, over-rider or wing.
- Both models are 2½ in. deep only (5½ in. diameter).

SEE THEM AT EARLS COURT—STAND 326

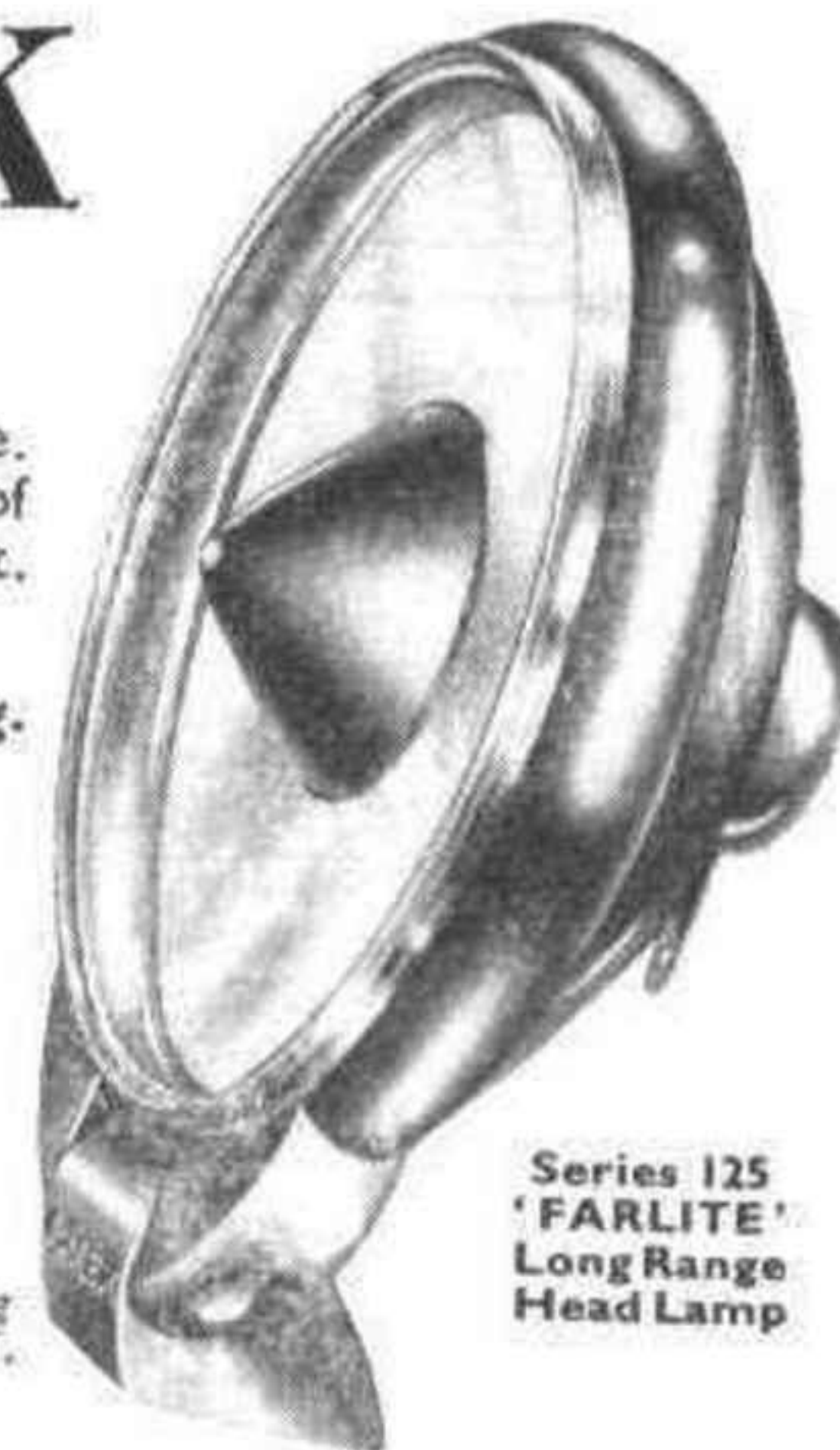
150 SERIES DE LUXE
With Long or Short-range illumination.
7 in. dia., 3½ in. deep.
All chrome £5/8/0 complete

Details obtainable from Garages and Motor Agents, etc.



You see them everywhere . . . the evidence of your own eyes is more convincing than anything we can say about NOTEK Lamps!

Issued in the interest of safer motoring by NOTEK — BROMLEY, KENT.



Series 125 'FARLITE' Long Range Head Lamp

FOR SALE—continued

1928 SINGER 12/4 5-seater tourer. Overhauled, rewired, excellent order. £50. Tel.: Malden 1502, evenings. [0572]

£50, O.N.O., B.S.A. twin, 3-wheeler. Fast, economical, reliable. New battery. Must sell. 5, Seaview Avenue, Portchester. [0573]

"MOTOR SPORT." 99 copies, 1947/1955. Offers please. 69a, Bath Street, Ilkeston, Derbyshire. [0574]

LAMBSWOOL-LINED STORMPROOF COAT, worn thrice, perfect, size 44. Ideal winter motor-ing. £5, o.n.o. Corser, 14, Southcliff Park, Clacton. [0576]

AERO MINX, underslung s.c. Salmons-Tickford d.h.c., swept wings, tail, in smart cream, maroon/chrome trimmings, excellent leather. Rotoflos, tachometer, remote box, etc. Economical, well shod. Photo. Morris, 14, Bartlett Street, Caerphilly, Glam. [0577]

M.G. M 2-seater saloon, mod. VD. Refined clutch, brakes. Remote control. Smart appearance, good condition. £65. Jack Smith, Sherborn Street, Bourton-on-Water, Glos. [0578]

ALLARD J2, 1950. De Dion rear, inboard rear brakes, 2LS front. Astounding performance. £465, or exchange for M.G. or similar. 96, Cromwell Road, Bristol 6. Tel.: 23882. [0579]

ALVIS UTILITY, 1939. Independent front suspension. Crank needs grinding. Cheap, £110. Cullis, High Street, Napton, near Rugby. [0580]

RAILTON EIGHT sports saloon, Ranaiah body. One owner 19 years. Immaculate. £225 or offer. Elmers End Motors, 185, Elmers End Road, Beckenham, Kent. Tel.: BEC 2521. [0581]

LEA-FRANCIS 12/40-H.P., 1930, Francis saloon, 1936-type body. New battery, six good tyres. Taxed December. Several things need attention. In daily use until Oct. 20th. Purchaser to collect from Chester. Quick sale, £30. T. Richardson, c/o Westminster Bank Ltd., Chester. [0583]

DELAGE, 1929, 3-LITRE tourer. Mechanically sound, servo brakes, new hood, spares. £120. Johnson, 12, De Vere Gardens, W.8. Tel.: Western 6675. [0585]

UNWANTED GIFTS. New, Moncrieff "Veteran Edwardian Motor Cars," 15s. Carter "Edwardian Cars," 15s. Box No. Q587, MOTOR SPORT, 15, City Road, E.C.1. [0587]

RILEY 12/6. Rebuilt coachwork. Taxed, insured. Sound running order. Offers? Holt, Cash Stores, Farndon, Chester. Tel.: Farndon 274, after 7 p.m. [0588]

RILEY KESTREL SPRITE saloon, 1½-litre. Late 1937. Cross-flow head, twin S.U.s. Car reconditioned throughout. New engine. 4,000 miles. Telecontrol shocks. Enthusiast maintained. Exceptional condition. £315, o.n.o. Terms arranged. Photograph, details. Tel.: Redditch 1236. (Worcestershire.) [0589]

1936/7 ALVIS Silver Eagle d.h.c. Excellent condition throughout. Inspection invited. £175. Tel.: Esher 2916. [0595]

MERCEDES, 1939, 2.3 3-seater coupé, independent suspension. New steering box, starter, dynamo twin-choke carburetter. Used in England six months only since arrival from Germany. Owned by me for four years. Appearance very similar to current 220 coupé. £160. Huddart, Wentdale, East Hardwick, Pontefract. [0596]

ROLLS TWENTY, 1926. 12,000 miles since £300 mechanical overhaul. Mulliner body excellent. Selling owing to marriage, £185, o.n.o. 38, Hesper Mews, London, S.W.5. Tel.: FRE 4316. [0597]

FATHER XMAS to the Austin Special builder. The National Health Insurance has marked us down as a bad risk (overworked), steadfastly refusing to crack under strain of spring bending and the heavy load of i.f.s. units; not to mention the Correspondent Dept., who battle on into the small hours, dishing out the dope by return post. Have seen "specials" of ally, wood, hardboard, gas-piping; so far not corrugated iron. Bowden Eng. Co., Ottery St. Mary, Devon. [0599]

FOR SALE—continued

INVICTA low-chassis 100-m.p.h. 4½-litre d.h. coupé by Corsica. Clean, sound and tidy. £175, or exchange Red Label. Gardner, 36, Lichfield Avenue, Morecambe, Lancs. [0600]

VERY SPECIAL SUPERCHARGED PB M.G. 13-in. Girling hydraulic brakes, Dunlop racing covers, Q-type head, 100 m.p.h. plus. Winning car in the '47 Empire Trophy Race. £235. Tel.: Uxbridge 2062. [0601]

SPORTING MACHINERY. 1927 Invicta on S.S.1 chassis with '48 Corsica body. Good engine, body and tyres. Hood probably original but we like rain, don't we? Sleeps 1½ horizontally. 18 m.p.g. No oil. £100, o.n.o. Brand new B.M.W. 2-litre engine and clutch-plate, £60. Payne, 20, Linton Road, Oxford. [0602]

1934 ALVIS Speed Twenty Charlesworth saloon. Fair condition. Offers around £110. View by appointment. Dadswell, 12, Wavell Avenue, Colchester. Tel.: 6609. [0603]

ROLLS TWENTY. Beautiful close-coupled mid-night blue and black low-silhouette Park Ward saloon, 1929, with boot and vertical slatted radiator. Excellent interior and exterior and first-class mechanically. Photograph. Owner posted overseas. First £200. Bullen, Cricket Hill House, Yateley, near Camberley, Surrey. Tel.: Yateley 3275. [0604]

VINTAGE BARGAIN. Lancia Dilambda, 1930, open tourer. Most attractive and fast. £75. Tel.: Knightsbridge 1911, before 0900 or later evening. [0605]

VETERAN ENTHUSIASTS — unique opportunity. 1914 K.R.I.T. 15/20-h.p. Completely restored to original condition. Believed to be the only one of its make in this country. £275 or near offer. Leslie Matthews Ltd., 95, Bristol Street, Birmingham. Tel.: MID 5101. [0606]

SPARES AVAILABLE for Bentley, Lagonda, Sunbeam, Alvis, Jaguar, Singer Le Mans, A.C. 2-litre, etc. Also thousands of parts for the more ordinary sort of car, Standard, Hillman, Morris, Austin, Rover, Opel, Wolseley, etc., etc. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [0610]

FOR SALE—continued

1934 LAGONDA 4½-LITRE drophead, M45. Price £180, o.n.o. This car is in first-class condition. Detailed description of car on application to Major Stephenson, 129, Thorpe Road, Peterborough. [0607]

1938 M.G. VA, dismantling for spares. New hood, pair 16-in. V-type wheels, tyres and tubes, £10. M.G. TA spares. J. C. Taylor, High Street, Riseley, Bedford. [0608]

BENTLEY SPARES. 3-litre block less side plates, crankcase, sump (old type), crankshaft, rods, "A" box, steering column, box, wheel, back springs, axle casing, half-shafts, various diff. spares, etc., etc. Box No. Q309, Motor Sport, 15, City Road, E.C.1. [0609]

ASTON MARTIN, 1939, 2-litre open 2/4-seater. This car is immaculate in every way and has recently been fitted with a new engine. Virtually one owner from new; a really outstanding example in near-new condition. The price is £425, and we will accept a 4½ Bentley or other large sports car in part exchange. A. Fielding, Lerry Garage, Talybont, Cards. [0611]

CROWN-WHEEL and pinion for Riley Lynx or Lincock, complete with differential box and bearings; ratio 9 by 47. £8 10s. Brooke, 148, Knightsbridge Road, Solihull, Warwickshire. [0612]

AUSTIN SEVEN SPARES. Front axle complete, £3. 1928 engine, gearbox, perfect, £5. Six 19-in. wheels complete tyres, tubes, £1 each. Read springs, 10s. each. Other spares, cheap. Tel.: MAL 4041. [0613]

DIESEL HUMBER, 1938, limousine, rebuilt 1950, using balanced A.C. engine. Cruising 55/60, top speed 74. £375. Wells, Pendene, Colyton, Devon. Tel.: Colyton 295. [0614]

BENTLEY 3-LITRE. Genuine Red Label. Engine rebuilt. New crank, drain tubes, valves, liners, bearings, pistons, etc. New hood and tonneau. A-type box, clutch stop. Goes like a bomb. Any trial. Box No. Q615, Motor Sport, 15, City Road, E.C.1. [0615]

DAIMLER SCOUT car, 4-wheel drive, rear-engined. Ideal for conversion to trials car; taxed. Also a Ford amphibious Jeep. Offers for any to: Bernard De Looze, 367, Padiham Road, Burnley, Lancs. [0616]

VINTAGE MORRIS-COWLEY 11.9 saloon, 1930. Complete and original. Last taxed 1953. Suitable spares. £12 tows away. "Gorton House," Chapel Street, Blakenhall, Wolverhampton, Staffs. [0617]

J2 M.G. Engine recently overhauled, many modifications including hydraulics. Completely new interior, new battery, etc. This unique car is offered for £150. Thompson, 248, Barking Road, London, E.6. Tel.: Grangewood 3721 (evenings). [0618]

TRIUMPH ROADSTER 1,800. Genuine 33,000 miles only. Unused two years. Rumbellishers, twin spotlamps. Taxed. £420. 4, Canons Court, Edgware, Bus. Tel.: STO 5501. [0619]

MORGAN 4/4, 1937 Good condition. £170. Downs, Coe's Cottages, Union Street, Barnet. [0620]

M.G. PB, 1936, 2-seater, black, first-class condition. Fram, new hood, tyres. Fastidious owner. £165, o.n.o. Collins, 23, London Road, Cirencester. Tel.: 273. [0624]

SUNBEAM, 1932, 23.9 2-door saloon. Black, red leather upholstery. Excellent condition. A good towing vehicle. Best offer over £100. Heyworth, Mellor, Blackburn. [0630]

TWIN-TUBE chassis frame, 7 ft. 6 in. w/b., fitted with Salisbury differential unit. Two h/s. drive shafts. Two seamless tubes, 3½ in. diameter, 15 ft. and 12 ft. Four telescopic shockers. All above new. Front and rear axles complete with brakes, steering (new king-pins), springs, front independent, wheels (ave), tyres and tubes. Radiator. A70 engine reposed, but un-run. £110 complete, or might separate. Letters only. O'Donerty, 26, Warren Road, Farnborough, Kent. [0631]



THE FORD THUNDERBIRD—America's exciting new kind of automobile. Driving this car is a new experience; there is nothing like it on the road today. This car incorporates the ultimate in American design, peak performance plus comfort; ball-joint front suspension, plus specially designed chassis, allows the Thunderbird to hold the road like a coat of paint. Specially-mounted 5-leaf rear springs and Hotchkiss drive absorb "take-off" shock; Duo-Servo hydraulic brakes. The Thunderbird engine is an advanced form of Ford's famous Y-block V8 o.h.v. engine, delivering 193 brake horse-power at 4,400 r.p.m.; automatic overdrive, clutchless change. This is the car for the connoisseur who is a really fast motorist. An example of this superb car, finished in Thunderbird red, with removable hard-top and red and white Vinyl upholstery, is available for immediate delivery at

CHASESIDE MOTOR CO. LTD.,
620, Great Cambridge Road, Enfield, Middx.
Telephone: ENfield 3456

LOCKHART'S
SERVICE DEPOT LTD.

Chiltern Road, **DUNSTABLE, Beds.**

Telephone: **DUNSTABLE 114**

PEUGEOT
Distributors
offer immediate delivery
of the
1½-litre 403 saloon
1½-litre 203 saloon
1½-litre 203 station wagon



Authorised **VOLKSWAGEN** Dealers

MESSERSCHMITT
Distributors
offer immediate delivery
of the **KR 175**
and early delivery of
the
KR 200 cabin scooters

Ask for Frank Lockhart or Arthur Rusling on the **PEUGEOT** Stand at the Motor Show, and on the **MESSERSCHMITT** Stand at the Motor Bicycle Exhibition.

FOR SALE—continued

1923 11.9-H.P. BAYLISS-THOMAS tourer. Meadows engine and leatherwork good condition. Bodywork needs some attention. £30, o.n.o. Tel.: Kensington 1897, after 5 p.m. [0640]

AUSTIN SEVEN SPARES, 1922-38. Very large variety, new and used. Jaguar spares and service, all models from 1932 onwards. Two and 4-seater sports bodies, new but store-soiled, £25. Price. Three Shires, Bearwood, Birmingham. Tel.: Bearwood 1050. [0642]

B.M.W./FRAZER-NASH, TYPE 329, 4-seater coupé, black and grey. A clean motor car in good condition. First registered 1940. Right-hand drive. First offer £100. Tel.: Willesden 0439, evenings. [0644]

BENTLEY 4-LITRE, 1931. One owner for past eight years, during which time this car has been completely mechanically overhauled and exclusively maintained by W. J. Shortt. In excellent condition, original saloon body. Family reasons for selling. £275. Cobb, Court House, Merrow, Guildford. Tel.: 2611, after 7 p.m. [0645]

RILEY BROOKLANDS, 1930. Engine overhauled 3,000 miles. New batteries, five new tyres. Repainted green. Re-upholstered. Outstanding original condition throughout. £200. 1937 Riley 12/4 Adelphi. New battery, dynamo, five v.g. tyres, exceptionally good body, no rattles, v.g. mechanically. Repainted black. £165. Both privately owned. March, Wolverton, Church Stretton, Salop. [0646]

A70 ENGINES, guaranteed working order. Complete ignition, carburetter, fuel, water pump, inlet, exhaust manifold. £22 10s. Spares, dynamo, starter to suit. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: Brixton 2330. [0647]

ALLARD, 1949, drophead coupé, gun-metal. New hood. Mileage 43,000, one owner. Reason for sale—death of owner. £285 or near offer. Tel.: Nottingham 23,2180. [0648]

RILEY NINE, 1932, Monaco. Good condition bodily and mechanically. £75. Walnut Tree Cottage, Bath Road, Taplow (opposite Berry Hill). [0649]

1928 LEA-FRANCIS 12/40 2/3-seater with dickey. Body rebuilt since 1947. Engine, transmission and rear axle all rebuilt this year. New weather equipment. Many spares, including gearbox with free-wheel. £130. Flt Lt R. P. Keogh, Officers' Mess, R.A.F., Hornchurch, Essex. [0650]

1934 MODEL RILEY Nine Kestrel. Immaculate condition. Fitted reconditioned engine. Exchange for Riley Monaco, with cash adjustment, or rough Kestrel or sale. 76, Salford Road, Streatham Hill, S.W.2. [0651]

ALVIS, 1932, 12/60 tourer, 26 m.p.g., in very good condition. Any trial. Many spares, new battery. Ledson, 230, Spotland Road, Rochdale, Lancs. [0652]

1928 AUSTIN 12/4 saloon, very good condition; 28 m.p.g.; oil negligible. Two previous owners. £40. Tel.: Byron 6613, evenings. [0653]

AERODYNAMIC H.R.G. 1,500-C.C. 2-seater. Recent very extensive engine and chassis overhaul. Bodywork perfect, winding windows, leather upholstery. Tyres excellent. 32 m.p.g. £375, o.n.o., consider exchange Aprilia, Minor, etc. Highbarn, Cobham, Surrey. Tel.: Cobham 347. [0654]

FORD EIGHT engine, and gearbox, £6 10. In good condition; 1,000 m.p.g. Apply, 48, Lark Hill Road, Yeovil. [0656]

RILEY NINE LYNX, 1933. New hood, battery, c.w. and p. £110. Eisler, 95, Greeneroft Gardens, N.W.6. Tel.: MA1 2060. [0657]

ROLLS-ROYCE TWENTY. Black fabric, owner-driver saloon; mechanical condition good, body fair. Offers over £100. Box No. Q658, Motor Sport, 15, City Road, E.C.1. [0658]

1934 SUNBEAM 19.8 black sportsman's saloon. New carburetter, 18-20 m.p.g. Good coachwork and mechanical condition. Taxed. £100, o.n.o. Booy, 69, Cromwell Road, Cheltenham. [0659]

£55—AUSTIN SEVEN 2-seater sports "special." New hood, rewired. Taxed. Professional body. "Enfield," Northwood Lane, Bewdley, Wores. [0660]

REGRET CANNOT AFFORD both potential wife and potent 1938 4.3 Alvis Charlesworth sports saloon—so will have to sell latter! Excellent condition. £265, o.n.o. Ramsbottom, Rutland Road, Ansdell, Lytham St. Annes. Tel.: Lytham 7249. [0661]

AUSTIN ULSTER for sale. Original. New big-ends, brakes, battery, four new tyres. £130, o.n.o. A. Hunt, 18, Thurlow Court, London, S.W.3. Tel.: KNI 2043. [0662]

1950 LEA-FRANCIS 2-LITRE sports 2/4-seater. £595 or exchange XK120. Also TA M.G. engine block. Taylor, 5, Corporation Street, Clitheroe, Lancs. [0663]

RAWLINGS SPECIAL, 1948. Ford sports/trials. £140. Gibson, Springhead Farm, Northowram, Halifax. [0664]

M.G., 1939, TA Tickford coupé. Exceptionally good condition throughout. Many extras. £340, o.n.o. Furness, 31, Helvellyn Street, Keswick, Cumberland. Tel.: 386. [0665]

STEAM CARS

Complete plans of steam power unit for installation in light car—no gears—uses light fuel oil—switch on to start. S.A.E. for free lists. Magazine—3s. 6d. LIGHT STEAM POWER, M.S. KIRK MICHAEL ISLE OF MAN



Are you still putting up with this?

If so—fit a CAR KEYLITE.

S-E-E where to put your key and let it S-L-I-D-E into the switch—self-adhesive—shines brightly for 7-8 years.

From Garages, Stores and all branches of Halfords for only 2/11d.



Manufactured by: Radium Light Co. Ltd., London, N.W.6.

DHB/2296

LAYSTALL CYLINDER HEAD CONVERSIONS

SUITABLE FOR

FORD "CONSUL" £45 complete £5.5.0 extra fitted.

FORD "ZEPHYR" £65 complete £7.10.0 extra fitted.

in exchange for standard head.

Also LAYSTALL-LUCAS cylinder heads for M.G.s and WOLSELEY 4/4s.

Conversions can be completed in one day by appointment.

STAND 232

LAYSTALL ENGINEERING COMPANY LTD., 53, GREAT SUFFOLK STREET, LONDON, S.E.1

DUFFLE COATS



Ideal for WINTER MOTORING

Showerproof Woollen Fabric. Cut in Admiralty style, with hood, two deep pockets, wooden toggles. Double thickness on shoulders and back. Warm and comfortable. Navy or Black. (State 2nd choice, Chest & Height Measurements.)

57/6 Also in CAMEL SHADE 69/6

LADIES' DUFFLE JACKETS 62/6 Off-White. LINED TARTAN

Post/packing 1/9. C.O.D. 1/6 extra.

MONEY BACK GUARANTEE

*Phone orders accepted—ADV 3195. Callers welcomed. MANUFACTURERS (MAIL ORDER) LTD. (Dept. M.S.) 461, Roman Road, London, E.3

FOR SALE—continued

MORRIS EIGHT coupé, 1932. Taxed. £37 10s. J. N. Gilbey, South Cadbury, Yeovil. Tel.: North Cadbury 362. [0666]

M.G. TA SPECIAL, fitted I.F.S. Excellent road-holding, performance. Good condition. £200. 47, Marsland Road, Hesters Way, Cheltenham. Tel.: 55180. [0667]

RILEY KESTREL 1½, 1936. Reasonable condition £100. J. Bell, 28, Chapel Lane, Laycock, Keighley. [0668]

WOLSELEY HORNET SPECIAL, 1932. Fast and reliable. £95. Weekends. Drinkwater, 6, Warwick Road, Bishop's Stortford, Herts. [0669]

ROLLS-ROYCE, 1938, REPLICA four-seater drop-head coupé. Black, with red leather. Superb car in very good condition. £450. Silvester, 86, Welsh Row, Nantwich. Tel.: 5957. [0670]

AUSTIN TEN coupé, 1933. New battery. Suitable basis for "special" or "jalopy." Photographs available. £40, or we'll haggle. Apply weekends. Phipps, 154, Gladstone Road, Northampton. [0671]

18-in. K.O. WHEEL, new, 50s. Dismantled J3 M.G. engine, £3. Rev.-counter, 50s. S.A.E. 30, Ashwood Avenue, Coventry. [0672]

RAILTON, 1939, 21.9-H.P. saloon, excellent condition. Car for the connoisseur. Remarkable acceleration and power. Going overseas, otherwise wouldn't dream of selling. £250. London, S.E.26. Tel.: SYD 5067. [0673]

RILEY NINE and Twelve chassis, axles, engines, gears, wheels, axle half-shafts, crown-wheels, valves, gaskets, speedo, cables, pistons, con-rods, etc. Complete 12/6 chassis, less engine unit, £10. The Northern Riley Specialists, established when Rileys made motor-cycles. Arthur Bryden, 99-101, Wellington Road, Leeds. Tel.: 638310-638625. [0674]

RILEY 1½ LYNX, 1935. Two owners. Carefully maintained. First-class condition. Offers. Box No. Q675, Motor Sport, 15, City Road, E.C.1. [0675]

BENTLEY 3-LITRE Red Label open 2/4-seater. Close B.S. box, 3.78 rear. Connaught aluminium body in very good condition. Over £100 spent this year (bills). Good boots, hood, tonneau, screens. Rechromed, resilvered. Whole car mechanically excellent and original except recent conversion to Arnott carburetters. £215 (terms). Owner bought 4½. 72, Grecian Crescent, London, S.E.19. [0676]

A.C. 1935 saloon. Still very sporting thoroughbred, would appeal to an enthusiast. Must sacrifice in cause of higher education. £90, or offer. Box No. Q689, Motor Sport, 15, City Road, E.C.1. [0680]

\$64,000—for specialist knowledge of Vintage Bentleys! Unlikely to happen? Maybe—but for anyone wanting to know what unique design features have kept the marque ticking for so long, the \$64,000 answers—owners, buyers, or just dreamers—are in the guinea set of three Instruction Books (3, 4½ and Speed Six), plus FREE 7/6 copy of Technical Data and Recognition Tables incorporating Bentley Buyer's Guide. Total £1 8s. 6d.—but send £1 only or write for details, Vintage Bentley Service, Box No. Q684, Motor Sport, 15, City Road, London, E.C.1. [0684]

BENTLEY 6½ litre Saloon, 1926. Genuine, unique history—ex-late Duke of Kent, Duke of Windsor and Lord Grantley. Excellent condition, small mileage since complete overhaul. £350 o.n.o. Box No. Q687, Motor Sport, 15, City Road, London, E.C.1. [0687]

ALVIS TYPE SC19-82 Sports Saloon. In outstanding condition. Enthusiast owner. Complete recondition during past 3 years. £285 o.n.o. Box No. Q690, Motor Sport, 15, City Road, London, E.C.1. [0690]

SUNBEAM TALBOT 1939 3 litre Drophead Coupé. £150. Rectory Cottage, Dry Drayton, Cambridge. Tel.: Madingley 357. [0691]

1947 HEALEY DUNCAN two-seater. Excellent throughout. £350. Bowman, 1, Hghdown Road, Hove. Tel.: 37651. [0692]

ALVIS 12/50 1933 Firefly Black Saloon. Crash box, in good condition, bodywork fair, laid up during war and owner maintained. Complete trafficators and spotlight. £80. Mason, 18, Wetherby Road, Leeds, 8. Tel.: 659733. [0693]

M.G. 1½ LITRE V.A. Type Tickford D/H Coupé. Resprayed, overhauled. £180. 289, Orrell Road, Orrell, Wigan. [0694]

AUSTIN 750 SPECIAL. 60 m.p.g., with phenomenal performance. Beautiful aluminium body in classic Brooklands style. £100. West, Elm Farm, Audlem, Crewe. [0695]

ASTON MARTIN Le Mans in very good order. Any trial. £230. Reason for sale—lumbago. Walford, The Coppice, Meldreth, Royston, Herts. [0696]

SENSIBLE OFFERS considered for my perfect Lancia Lambda Saloon, 8th Series. There isn't a better one. Also plenty of spares for these cars. Yew Tree Garage, Woodvate, Salisbury. Tel.: Handley 334. [0697]

£22 10s. MORRIS MINOR S.V. 4-door Saloon. Hydraulic brakes, clean and good runner. W. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [0699]

FOR SALE—continued

ROLLS 20 h.p. 1926 Windover Saloon, reasonable order throughout but coachwork shabby. £75 o.n.o. Rolls 1923 20 h.p. for spares—state requirements. Talbot 14/45 Saloon, 1932, good tyres, etc. £35. Lagden, Old Manor House, Blackmore, Essex. [0812]

ALFA-ROMEO, Twin-cam 1750 Saloon, 1931. Engine rebuilt recently. £210. Hudson, 17, Boston Gardens, Brentford, Middlesex. Tel.: Ealing 3842. [0814]

AUSTIN 7 Utility; mechanically good; aluminium body fair; quantity spares included; about £30. West, 7, Downside, Harwell, Berks. Tel.: Rowstock 237. [0815]

LANCIA AUGUSTA 1934, £100 spent. A specimen car. Taxed. £165. Millett, 39a, The Green, Southall, Middx. Tel.: Renown 6174, 9-5.30. [0816]

MERCEDES-BENZ, 170V. Various spares, V-8 engine and accessories, 12 v. dyno, 600-18 tyre, tube. Benington, The Twitten, Crowborough, Sussex. [0817]

1946 B.32 B.S.A. Competition bike. Swinging arm and fixed frames, dualseat, good tyres, bobby dodgers, taxed. Also 1938 M.S.S. Velocette, good tyres, a.v.c. lighting. £.5 and £30, respectively, or exchange for Austin Special, C.A. either way. 38, Warwick Road, Anerley, S.E.20. [0818]

MUST CHANGE 1928 Lambda Saloon, £125, for later Austin, Rover, w.h.y., about 12 h.p., comparable value, or sell. Arnold Lewis, "Crest View," Ashleigh Road, Swansea. [0819]

DELAGE, 1932, Type D.S. No. 35375 Series L. All parts from this car for sale except body spares. Write McCausland, 49, Cleveland Road, London, E.18. Tel.: WAN 6425 after 8, evenings. [0820]

1,500 ft. BEAM FOCUSING TORCH
IDEAL FOR RALLIES, ETC.

17'6"



Highly-polished nickel P. & P. free. finish, heavy duty, 14 in. long. Takes 5 standard U2 batteries. Brand new. Batteries 2/6 ex. Send 1/- for Bargain Catalogue, refunded on first purchase. Dept. MS3, HIGH ST., HARLES DEN, N.W.10

MOTOR INSURANCE

JOHN RUSSELL
OFFERS

SPECIAL TERMS TO VINTAGE MEMBERS, BENTLEY OWNERS AND TO ALL DRIVERS OF MECHANICALLY SOUND VEHICLES

82, HAZELHURST ROAD, CASTLE BROMWICH, BIRMINGHAM
Telephone: CAS 2694 (Day and Evening)

FOR SALE—continued

RILEY, 1935 1½ litre (12/4) Kestrel. Very good engine and coachwork. Taxed. Offers, or exchange shooting brake. Tel.: Hanley Swan (Worcs.) 374. [0822]

10/23 TALBOT, 1924, two-seater Drophead with dickey. Head off. Towable. Complete £40 or exchange pre-1914 Rolls Royce chassis. Box No. Q823, MOTOR SPORT, 15, City Road, London, E.C.1. [0823]

RALLY HATS: Jackson's (the M.G. Accessory People) have them, see advertisement under miscellaneous heading. [0826]

The Sports Car Garage
COLIN CAMPBELL MOTORS LIMITED
PLECKGATE, BLACKBURN
Phone: Blackburn 48321

FOR NORTHERN ENTHUSIASTS!

Colin Campbell, M.Sc., A.M.I.Mech.E. (author of "The Sports Car—Its Design and Performance") wishes to announce the opening on November 1st of a garage specially equipped and staffed for the tuning, maintenance and repair of sports cars.

Our equipment includes the latest
CRYPTON ENGINE ANALYSER

FOR SALE—continued

FIAT 500 SPARES, S/H c.w. and p.; layshaft, 1st/2nd sliding pinion, prop. shaft, starter armature, camshaft sprockets, etc. Hassell, 79, Stackpool Road, Bristol, 3. [0825]

NO TIME to devote to my faithful old Riley 9s (1930 & 35) so must sell. Both well maintained and mechanically excellent, bodywork typical of age. Accept £30 and £60 respectively. Tel.: Burgh Heath 2939. [0861]

MORGAN PLUS 4 two-seater, 1954 (Dec.) 2088 c.c. B.R.G. Spotless condition, just 10,000 miles, heater; 1955 steering conversion and brake drums, tuned engine. £600. Meredith, 152, Worcester Road, Bromsgrove, Worcs. Tel.: 2148. [0862]

1926 SWIFT, 14 h.p., 5-seater Tourer. Small mileage, very good mechanical condition. New hood and sidescreens; owner reluctantly compelled to sell owing to storage difficulties. Great bargain at £95. C. R. Pape, 61, Toll Gavel, Beverley, East Yorkshire. [0863]

MORRIS 8, 1932, 2-seater Tourer. Mechanically sound, body good. £35 or exchange Austin 7 Sports, 88, Oxenholme Road, Kendal. [0865]

CYCLE WINGS, 5in., 6in., 7in. wide, steel, domed and beaded; fronts 10s. 6d. each, rears 13s. each, Carriage and packing; pairs 4s., sets 5s. 6d. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [0866]

1933 ARMSTRONG-SIDDELEY, 20 h.p., 4-door 5-seater Tourer. In perfect working order, bodywork excellent, brand new hood and tonneau cover. £50. W. Evans, 45, Elizabeth Street, Manchester, 8. Tel.: BLA 2949. [0867]

REBORING & SLEEVEING

Engines rebored on your own premises without removal from chassis. Price 12s. 6d. per bore. Also rod metalling, line boring, valve seat inserts fitted. All pistons stocked. Prompt C.O.D. Service. Shock-absorber and Front Suspension Reconditioning Service, most types available for exchange. Prices from 30s. each.

HOMEBORE SERVICE
46, SHIREHALL LANE, HENDON, N.W.4
Telephone: HENDON 6648

MARLEY CONCRETE GARAGE

Finest value obtainable... You can erect it yourself in a week-end or our Erection Service is available.



Marley Multiple Garages for where two or more garages are required.



FROM £50 COMPLETE CASH OR TERMS

Write to your nearest Works for illustrated brochure:
SURREY CONCRETE LTD., PEASMARSH, GUILDFORD, SURREY
MARLEY CONCRETE LTD., STH. OCKENDEN, NR. ROMFORD, ESSEX
MARLEY CONCRETE LTD., SHUDDINGTON, NR. CHELTENHAM
MARLEY CONCRETE LTD., WATERLOO, POOLE, DORSET

● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ●

RILEYS

£325. Adelphi short Fifteen saloon. This is a quite superb motor car in every respect. The coachwork is really sound and very smart, finished in Riley grey cellulose. The interior is in green hide virtually unmarked, as are also the carpets; the door fillets are polished and all instruments are neat and function properly. The history of this car is excellent, it has had one owner until 1953 and one since. The car runs as one would expect it to, smoothly and powerfully, and petrol figures show 22 m.p.g. in London (a new carburettor has recently been fitted). Extras include Marchal spot-lamp and matching fog-lamp.

79, CADOGAN LANE, SLOANE STREET, S.W.1
(2 mins. Sloane Square Tube)

GORDON & GLYNN THE RILEY CENTRE

- ★ ALL cars are thoroughly checked in our workshops.
 - ★ H.P. Terms on ALL cars.
 - ★ ANY car may be tested and driven by intending customers.
 - ★ ANY make taken in exchange.
- OPEN EVERY WEEKDAY 9.30 a.m. to 6 p.m. SATURDAYS until 1 o'clock.**

Directors:
H. E. GORDON, A.M.Inst.B.E.
R. L. GLYNN, A.M.Inst.B.E.

RILEYS

reversing lamp and windscreen washer; twin chromium windtone horns; twin stoplamps are fitted. All tyres are good and the car is taxed December.

£195. 1937 Monaco 9-h p saloon. A very smart example of this roomy and economical model, just recellulosed in grey with blue wheels. Mechanically very sound and has a good performance. Taxed.

£145. 1935/6 1½-litre Falcon saloon. Very smart appearance and excellent runner.

£125. 1933 Monaco saloon. A delightful little car, very reliable and extremely economical. Fitted radio.

● Telephone: SLO 8326

FOR SALE—continued

LEA-FRANCIS SPARES. Cozette No. 8 blower, £8. Twin port cylinder head, £8 10s. 4 ED engine, less accessories. Numerous other spares. Riley, 46, Foxgrove Road, Beckenham, Kent. Tel.: 0565. [0698]

ALVIS SILVER EAGLE, 1930. Good condition. Recent new hood. Clutch, brakes overhauled, excellent runner. Spare wheels, etc. £150. Templeton, 11, Elgin Mews North, Maida Vale. [0700]

FORD 10 SPECIAL. Austin chassis, I.F.S., Ford wheels, new tyres, hood, engine reconditioned 1954, H.C. head, double valve springs, aluminium body, £160. Tel.: Wallingford 3000. [0701]

1931 16 H.P. LEA-FRANCIS steering column, £1; road springs, 10s.; front axle, 50s.; rear, £5. 1934 Triumph 10 rear axle (bolt-on wheels), £3; front, £2, springs, 10s.; steering, 25s.; prop-shaft, 12s. 6d. 115, Wilbury Way, Edmon-ton, N.18. [0702]

£35. M.G. "M" TYPE, 1932. 8 h.p. Holmes, Viewlands, London Road, Crawley, Sussex. Tel.: 734. [0703]

MORGAN SS, 1933, J.A.P. O.H.V. Excellent condition. £85 o.n.o. Sharp, West Way, Earl's Barton, Northants. [0704]

SINGER 9, 1939 ROADSTER. 1947 engine, very good condition, owner posted abroad, £175. 32, Somerset Road, North Harrow, Middlesex. [0705]

1924 BULLNOSE OXFORD COUPE. General condition fair, in daily use, good tyres. Offers. Simper, 2a, St. Albans Road, Hatfield, Herts. [0706]

HORNET "SPECIAL" 1933. Conversion manifolds and carbs. Many other spares. Lists. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [0707]

1935 SUNBEAM 20 SALOON. Good running order, taxed, £70 o.n.o. Wanted 1938/39 12 h.p. Sports Saloon. Must have good body. Realistic price.—No Rileys. P. E. Arnold, Styvechale House, Hillcrest Road, Barnstaple. [0708]

1940 ROVER 14 Saloon-de-luxe; radio, heater, 3,000 since first rebore; new battery and Avon tyres; immaculate throughout, £285 or exchange for good 1½ Kestrel or similar. Upstone, Blashford, Ringwood. Tel.: 54. [0709]

1937 TRIUMPH GLORIA. 1½ litre Dolomite engine, magnificent condition, £160 or exchange for any smaller car. Tel.: CRO 0278. [0710]

A.C. 1937 Foursome Drophead. Excellent condition. Many modifications and extras, Sussex, £250. Box No. Q711, MOTOR SPORT, 15, City Road, London, E.C.1. [0711]

LOTUS M.G. MK. VI. Lucas-Laystall head, balanced crank, etc., engine perfect order, £500 or reasonable offer. Tel.: Nottingham 65486, evenings. [0712]

CAR HOODS
TEMPLATE TAILORED
 READY - TO - FIT



MOST PRE-WAR AND POST-WAR MODELS
CARPETS, UPHOLSTERY
 Send for price list and samples

SIDESCREENS
TONNEAU COVERS

CONNELL BROS. 693 HIGH RD.,
LEYTON, E.10. Phone LEY. 7223



ALLARD D/H COUPE

1949 M-type chassis with coachbuilt bodywork. 1953 reconditioned Mercury engine and gearbox. Perfectly sound hood, tyres, battery.

£300

"RED LION," BETCHWORTH, SURREY
 Telephone: Betchworth 3336
 Terms available.

C. J. BENDALL

A.C. 2-LITRE sports 4-seater, 1933/4, rebuilt and registered 1948. New hood just fitted. General order very fair. **£95.**

ALFA-ROMEO 1,750, single cam, drophead coupé, 1931. Mechanically very fair, bodywork sound and reasonably tidy. Good tyres, etc. **£100.**

ALVIS 12/80 f.w.d. supercharged 2/4-seater. Very attractive body (ex-S.S.I. tourer), good hood, screens, etc., and very good general order. **£125.**

BENTLEY 3-LITRE SPEED MODEL, original V.D.P. 4-seater. General condition very fair indeed; virtually unmodified; body leatherwork particularly good; fair hood, etc. **£205.**

BENTLEY 4½-LITRE sports saloon by Corsica. Registered 1937. Speedo, mileage 58,000, probably genuine as this is chassis No. RC 46, being the very last car built by R.-R. from spare parts to special order. Condition generally is very good. A valve regrind is being carried out and the price will then be **£350.**

BENTLEY 4½-LITRE Victor Broome 4-seater drophead coupé, 1931; one owner since 1945. Very original bodywork quite good and a really first-class chassis. Almost new tyres all round. **£200.**

HUMBER 16/50 tourer, 1930; good-looking car in very fair order. Good tyres and excellent hood. **£60.**

LANCIA, LAMBDA, 6TH SERIES, tourer, shortened by West, otherwise extremely original. Complete engine rebuild just completed by us. Excellent hood and screen and generally very nice specimen, **£185.**

LANCIA DILAMBDA Mulliner fabric saloon, 1930. Very tidy coachwork and very fair mechanical condition. **£110.**

LAGONDA 4½-LITRE pillarless sports saloon, 1934/5, extremely original, very sound; requires minor body repairs. **£160.**

RILEY NINE MONACO saloon, 1934. Chassis very reasonable, manual gearbox, body fair. **£90.**

ROLLS-ROYCE PHANTOM II Hooper limousine, GY Series, late 1931; one owner for many years. With modern and attractive lines; in extremely fine condition. **£225.**

ROLLS-ROYCE TWENTY, late 1926, f.w.b.; very pretty 4-seater tourer by Hooper. New Vynide hood, tonneau cover, hood bag, screens, etc. Paint excellent, chromed radiator, lamps and fittings. Very fair mechanical condition (we have just renewed all timing-gear races; relined brakes, etc., etc.). A rare and attractive car. **£300.**

TAMPLIN CYCLE-CAR, 1921, in extremely good condition. A car(?) of considerable character, possesses several good points, a few vices, and a towing attachment. **£65.**

For "veteran" enthusiasts requiring an unusual and restorable car, a 1914 **RENAULT 22-H.P.,** 6-cylinder landaulette by Hooper. Body structure sound but needs new roof, retrimming, new front wings, etc. In running order on a fair set of tyres. **£75.**

A quantity of spares at very moderate prices, including Alvis TJ 12/60 diff. unit; Lagonda 3-litre and Z-type gearbox, also fits 2-litre; Invieta 4½-litre engine; Singer Junior (1930) engine, gearbox and rear axle, also radiator.

Hire Purchase and Insurance can be arranged on any car.

We are agents for the Borgward Isabella 1,500-c.c. saloon, which, at its inclusive price (inc. p.t.) of £1,143, is quite the most attractive car of its type offered to the British motoring public.

We can offer considerable assistance in repair and replacement of vintage electrical and equipment of all types.

25, ORCHARD ROAD, STEVENAGE, HERTS.

Telephones: Stevenage 566 (Day). Hitchin 3108 (Evening)
OPEN ALL SATURDAY

FOR SALE—continued

CONVERTED RACING CAR Transporter, £95. 15in. Racing Dunlops, various degrees of wear and sizes. Three 1½in. S.U. carburetters, distributor and coil ex-A.C. Acc. Details from Jennings, 16, Poyle Road, Guildford. Tel.: 2765. [0713]

ASTON MARTIN ULSTER, L.M.16. New rods, Stellite rockers, O.P. 35 lbs. hot, rewired, new batteries, transmission spot on. Immaculate car in B.R.G. £350. J. Hartley, Higher Red Lees Farm, Burnley, Lancs. Tel.: 6057. [0714]

"THE BANTAM." Singer engined single-seater (ex-Spikins). Suitable for Club events, etc. 972 c.c. supercharged engine and E.N.V. self-change gearbox. Others: Details from Ted Lund, Preston Road Garage, Coppull, Nr. Chorley, Lancs. Tel.: Coppull 285. [0715]

FORD 10 ENGINE and gearbox with accessories. Fully Chapman modified, ex-Scott-Moncrieff. Offers to Ted Lund, Preston Road Garage, Coppull, Nr. Chorley, Lancs. Tel.: Coppull 285. [0716]

ARNOTT BLOWER COMPLETE. Reconditioned by makers. Extra pulleys. Suitable Sunbeam Talbot 90 or other 2-2½ litre. £30 o.n.o. Box No. Q717, MOTOR SPORT, 15, City Road, London, E.C.1. [0717]

ROLLS REPLICA 20 h.p. GUK chassis. Black, four-door body with blue hide upholstery, 22 m.p.g. In excellent order and taxed. Seen Norfolk. Box No. Q718, MOTOR SPORT, 15, City Road, London, E.C.1. [0718]

LANCIA DILAMBDA Drophead Coupé by Carlton, registered 1934. Excellent condition, clutch relined, 20 m.p.g., £95. Sunbeam Sixteen Saloon, 1927, wonderful condition, taxed, £55. A.C. Acc Coupé 1934, quite nice, £80. Wiltshire House, West Road, Bransgore, Hants. Tel.: Bransgore 450. [0719]

LAGONDA 1935 SALOON 16/80. Preselector, good engine, body, upholstery worn. £150. Offer, Box No. Q720, MOTOR SPORT, 15, City Road, London, E.C.1. [0720]

1939 MODEL RAILTON STRAIGHT 8 Power Dome five seater D.H.C. £135. Possibly exchange. Howard, Newent, Glos. Tel.: Newent 394. [0721]

ALVIS SPEED TWENTY Drophead, 1934. £65. 37, Acacia Road, W.3. Tel.: ACOrn 0861. [0722]

PANHARD JUNIOR SPRINT Sports Cabriolet, three-seater, air-cooled, f.w.d. Regd. 1955, 850 c.c. (40 b.h.p.), about 84 m.p.h. and 40 m.p.g., approximate 700 miles on clock, astonishing road holding, charming appearance, unmarked. £750. Terms, exchange, Iarrant & Frazer, 10, Winchester Mews, N.W.3. Tel.: PRI 6159. [0723]

SIMCA GRAND LARGE SALOON, 1954 model, astonishing acceleration, charming appearance, new whitewall tyres, screenwash, rimblishers, heater, seat covers, two spotlights, two reversing lights, £785. Terms, exchange. Slatter, 27, Belsize Lane, N.W.3. Tel.: HAM 5474. [0724]

HEALEY SILVERSTONE for sale, August, 1950. Body and engine very good condition, red, Dale, Burleigh Cottage, Burleigh, Nr. Stroud, Glos. Tel: Brimscombe 3264. [0725]

SWIFT, Believed 1928 10 h.p. Weymann Saloon, 40 m.p.g., take four anywhere and bring 'em back. Complete with numerous spares, £55 takes the lot, o.n.o. 54, Bescot Street, Walsall, Staffs. Tel.: 6300. [0726]

VINTAGE BOOKS. 4 volumes, all makes, 1910/14, good condition, £4. 3 volumes, ditto, 1921/25, £2 10s. Clift, 451, Dudley Road, Birmingham, 18. [0727]

AUSTIN REBUILT. New tyres, battery, big-ends, crownwheel/pinion, pistons, resleeved block, split front axle. £85 o.n.o. Turnnidge, "Wilts," Blackberry Road, Lingfield, [0728]

LEA-FRANCIS 16/70 Six Light Saloon, 1932. Aluminium body, duo gearbox. Luxury with vintage road-holding. £110. Poynter, 5, Faver-sham Road, Beckenham, Kent. [0729]

In 1905 the first Motor Show was held at Olympia

We still insure cars exhibited at this Show and we invite inquiries for their more elaborate 1956 successors now on view at Earls Court.

HYDE-EAST, BALSTON & PARTNERS
Insurance Brokers
30, BRIDGE ROAD, EAST MOLESEY, SURREY
 Tel.: MOLEsey 4317/4318

FOR SALE—continued

D.K.W. 1939 De Luxe Drophead. Exceptional condition, resprayed duo-green, new hood, 5,000 miles since engine and clutch completely overhauled. Very smart car, genuine 50 m.p.g. £250. Six months' guarantee. Bethell, Bromesberrow, Ledbury, Herefordshire. Tel.: Bromesberrow 275. [0864]

ALVIS SPEED TWENTY Sports Saloon. Respectable looking, runs well. £50. Talbot engine, spares and wheels. Kinsella, 27, Byrne Drive, Southend, Essex. [0868]

LAGONDA, 1935, 3½ litre Tourer. In excellent condition, daily use. Reluctant sale, family reasons. £220. Waycott, Twycross, Godalming, Surrey. [0869]

1955 T.R.2, 3,500 miles. Green tonneau cover, £725. S/C. N.A. Magnette, polished engine, ex-Evans and Crook. Green, c.r. E.N.V., 75, two-seater, S.S. quarter mile, 16.4 secs., £275. 1951 Series, Wales Monte Carlo Jupiter, cream, Series III engine, £465. Bowman's Garage, Baker Street, Weybridge. Tel.: 1265. [0870]

CONSTRUCTIONAL PLANS. Sports car bodywork, 21s.; utility bodywork, 21s.; retrimming a saloon, 10s. 6d. Craftsman Publications, 9, New Street Square, E.C.4. [0871]

1934 RILEY 12/6 KESTREL. In regular use, well shod, new battery and carb. £135 o.n.o. 37, Park Street, Aylesbury. Tel.: Ayles 225. [0873]

MARTLET PISTONS

The acknowledged best for sports and racing engines

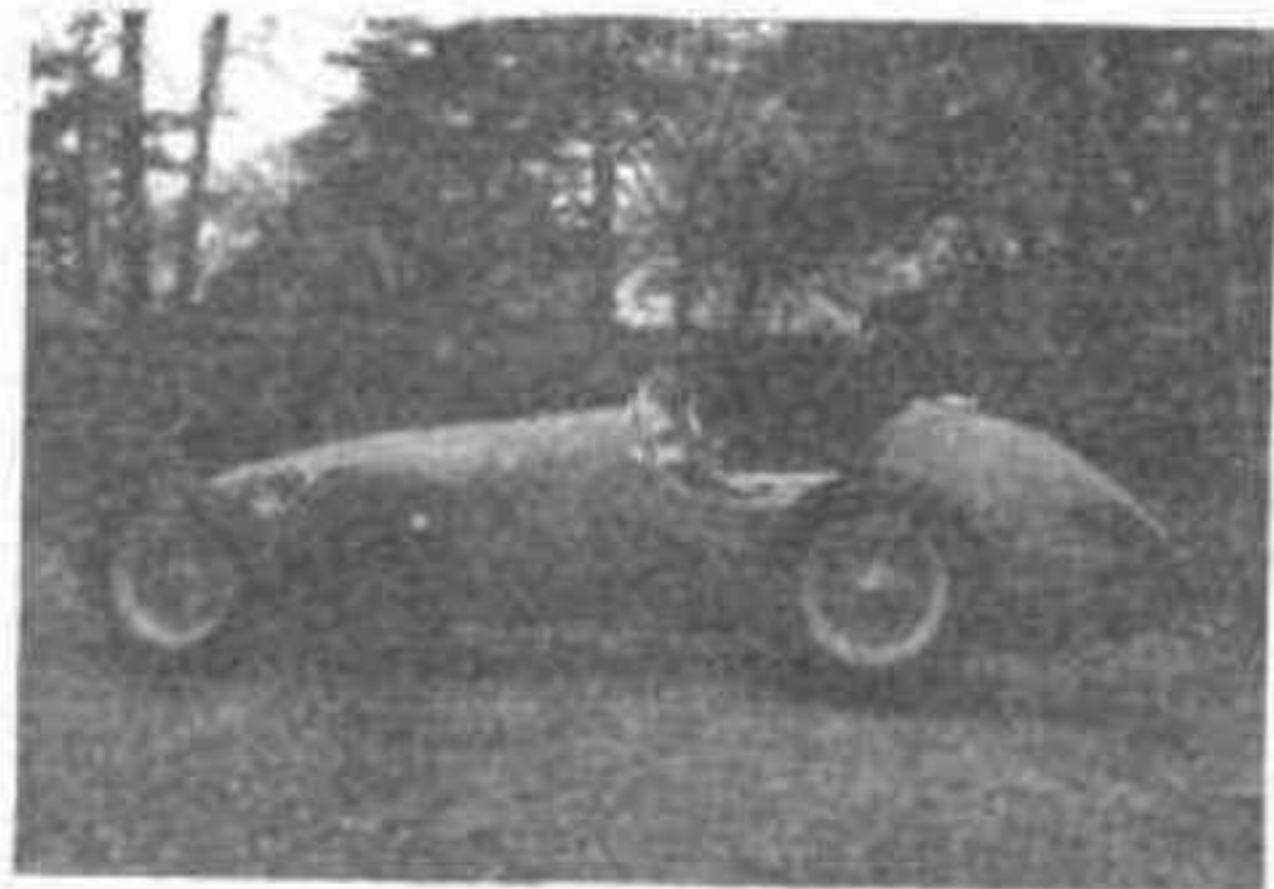
MARTLET PISTONS AND KE 965 HAND-FORGED VALVES TO PATTERN OR SKETCH

BORING, SLEEVING, PORT POLISHING *

THE **BROOKLANDS ENGINEERING CO., LTD.**
Founded 1911

Portsmouth Road, Cobham, Surrey
Phone: COBHAM 3303

H.W.M. FORMULA I 2,500 c.c.



This car is offered for sale after a complete overhaul. It was purchased from H.W. Motors early last year and has proved very reliable for a whole season's racing. A considerable quantity of spares are included in the cost. The car is in excellent condition throughout and on view at:

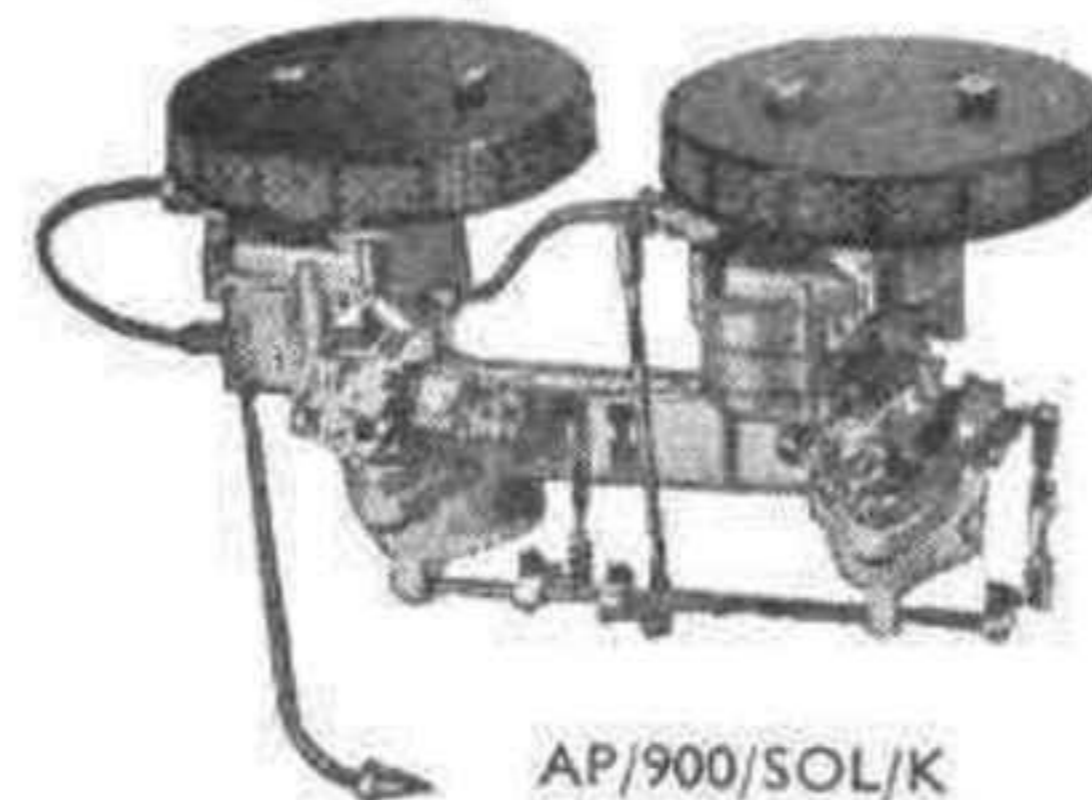
THE CROSSWAY'S GARAGE, Reading Road South, Church Crookham, Hants.
Tel.: Fleet 410. Trial by appointment.

Price: £1,250 o.n.o.

AND NOW! AQUAPLANE WORLD FAMOUS SPEED EQUIPMENT

OFFERS YOU

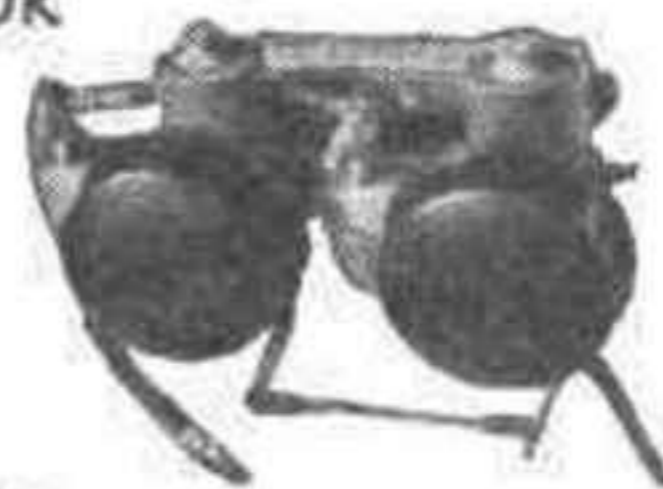
By popular request for the **NEW ANGLIA and PREFECT,** a **Twin-Carburettor Manifold Kit** designed to use your existing carburettor.



AP/900/SOL/K

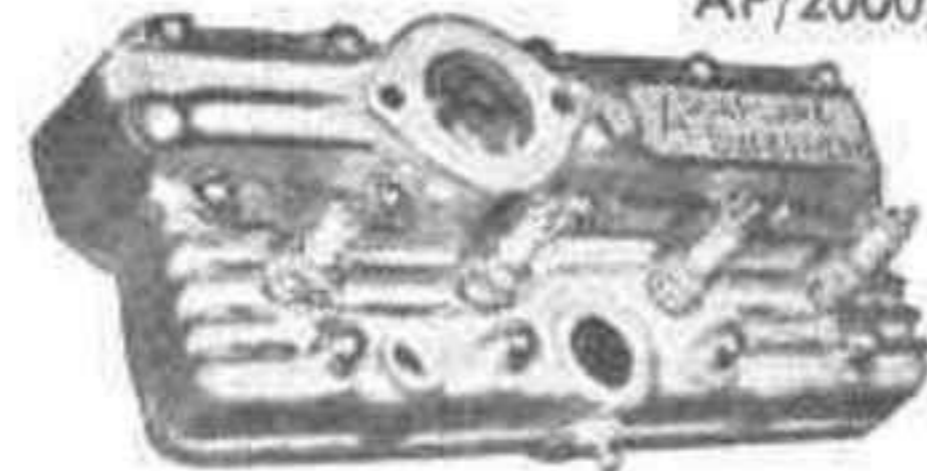
This manifold gives best possible performance at lowest possible price. Complete except for one carburettor, £11.19.0 (Air filters extra). Gives sports performance from family cars.

AP/900/2 SUK



The most powerful twin-carburettor manifold obtainable. For sports use, rallies or racing. £16.19.0 complete with two 1½-in. bore S.U. carburettors (Air filters extra).

AP/2000/S



Designed for high reliable performance, this alloy super head with a wide choice of compression ratios is a must for your new Prefect and Anglia. £12.15.0

Manufacturers of the largest selection of Speed Equipment for **FORD** cars in the world. Sporting to serious competition needs are covered.

Send now for complete list of Aquaplane products and test reports.

Telephone: 416 (2 lines)

AQUAPLANE CO

OULTON BROAD · SUFFOLK

Telephone: 416 (2 lines)

FOR SALE—continued

FRAZER-NASH-B.M.W. Type 55. Cream open sports two-seater, 1937. Extensively overhauled and in exceptional order throughout. La Lollo lines and exciting performance with 30 m.p.g. Literature, handbook, £195 o.v.n.o. Photos. Lt.-Commander Morgan-Giles, 76, Rodwell Road, Weymouth. Tel.: 2365. [0872]

BUGATTI/FORD Type 35B Grand Prix. V8 engine, good condition throughout. Really exciting performance with complete reliability. Allard heads, twin carbs. £300 o.n.o. Blower installation £50 extra. Perkins, 1, Webb Ellis Road, Rugby. [0874]

RILEY NINE SPARES. Merlin crank, £5 10s. 4 Merlin con/rods, £5. Cylinder head, £2. Sump, 15s. 1936 Merlin block, C/W timing case, £5. Lightened flywheel, 30s. Mayhew, 36, Rowhams Road, Maybush, Southampton. [0875]

JAGUAR. 2½ litre Sports model, 4-seater, good condition (owner deceased). Offers. Tel.: 2624 Seaton, Devon. [0877]

M.G. T.C. cylinder head with new guides and valves, £10. 1½ in. S.U. carburettors with manifold, £6. Bullen, 37a, High Street, Penge, S.E.20. Tel.: Syd 6107. [0878]

WATER INJECTION

will give wonderful performance and amazing fuel economy.

See our Miscellaneous Columns Advert.

ILLUSTRATED BROCHURES ON REQUEST

STANLEY V. LIPSCOMBE

MARINE ENGINEERS,

BOVENEY, WINDSOR Tel.: WINDSOR 2413

THE H₂O BOMB

can be fitted to any make of car.

Complete Kits from stock £5 10 0 per engine. C.W.O. or C.O.D., or fitted for you by appointment.

CLEAN HANDS
WITHOUT
WATER!



GRE-SOL

Not only does this amazing non-gritty jelly move deeply ingrained grease and grime in seconds (even without water), it protects you from infection with DCMX.



1'9 per 3-pint tin

If you prefer an abrasive cleanser use GRE-SOLVENT Paste (also antiseptic).

Send for **FREE** sample tube of **GRE-SOL**

Obtainable from Stores, Ironmongers, Garages and Chemists.

THE GRE-SOLVENT COMPANY,
Whitehall Road, Leeds 12

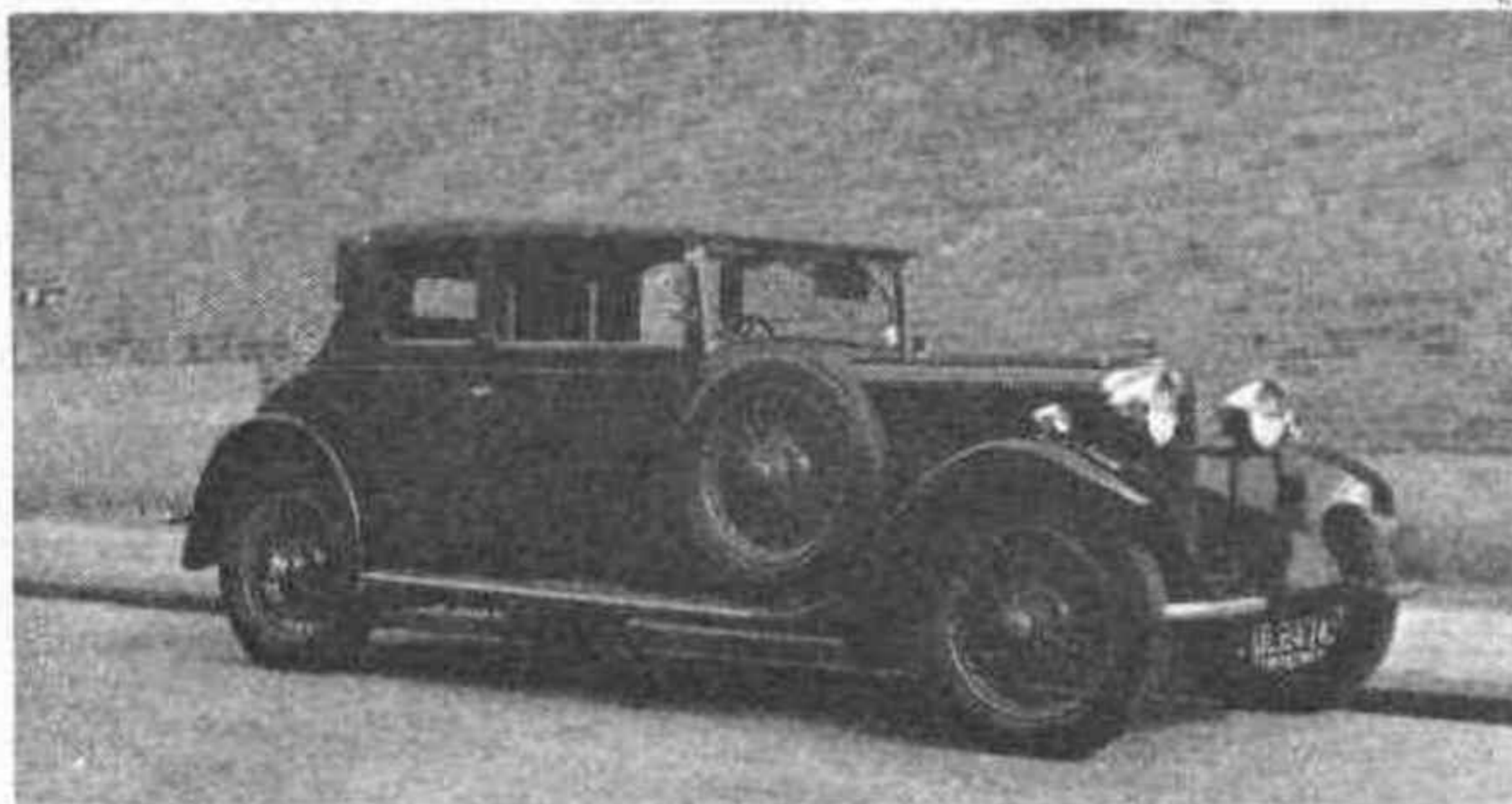
THE SMALL FIRM WITH THE WORLD-WIDE REPUTATION

AUTOMO LTD.

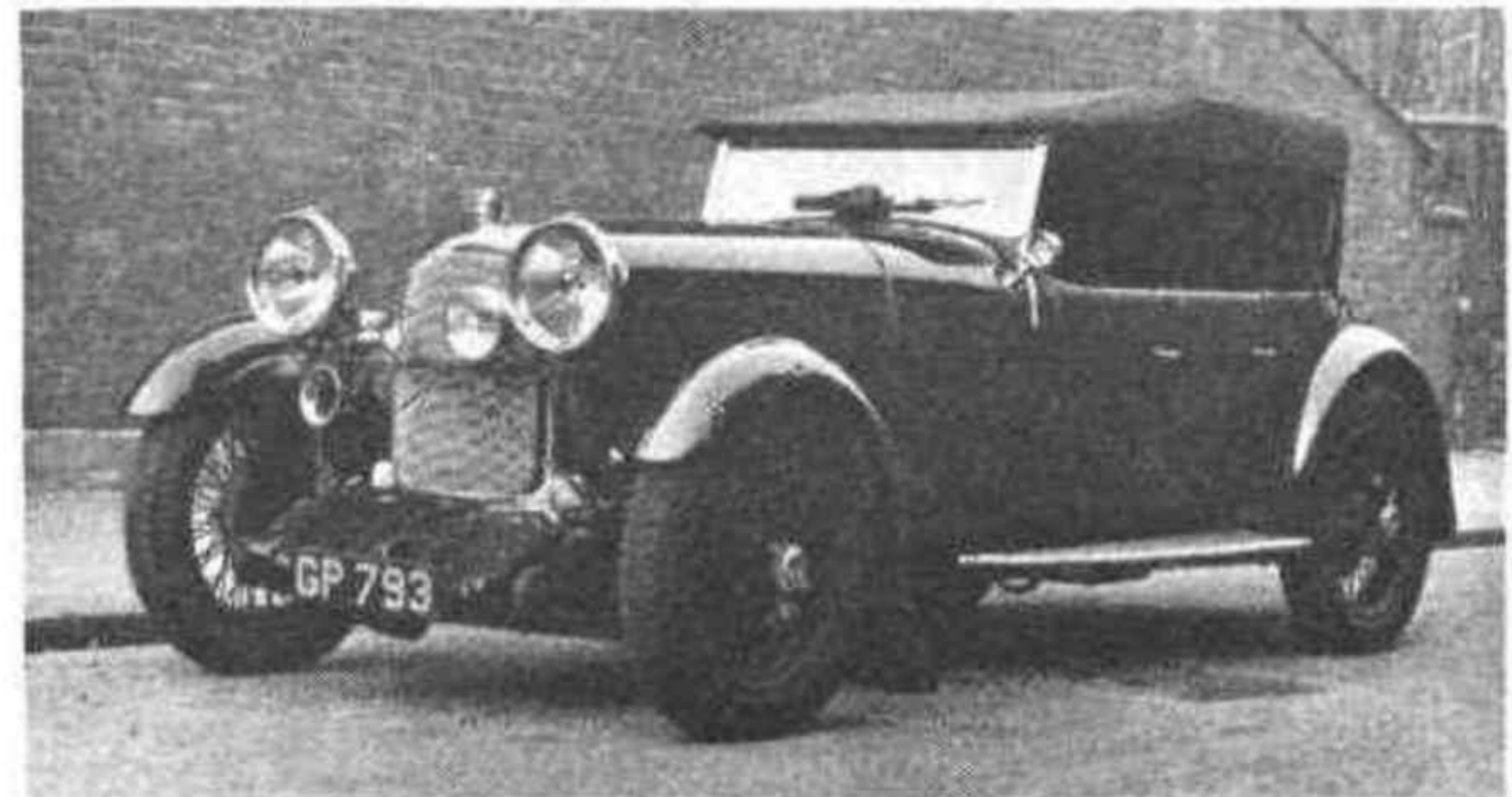
229, WEST END LANE, HAMPSTEAD, N.W.6.

Telephone: HAMPSTEAD 3430

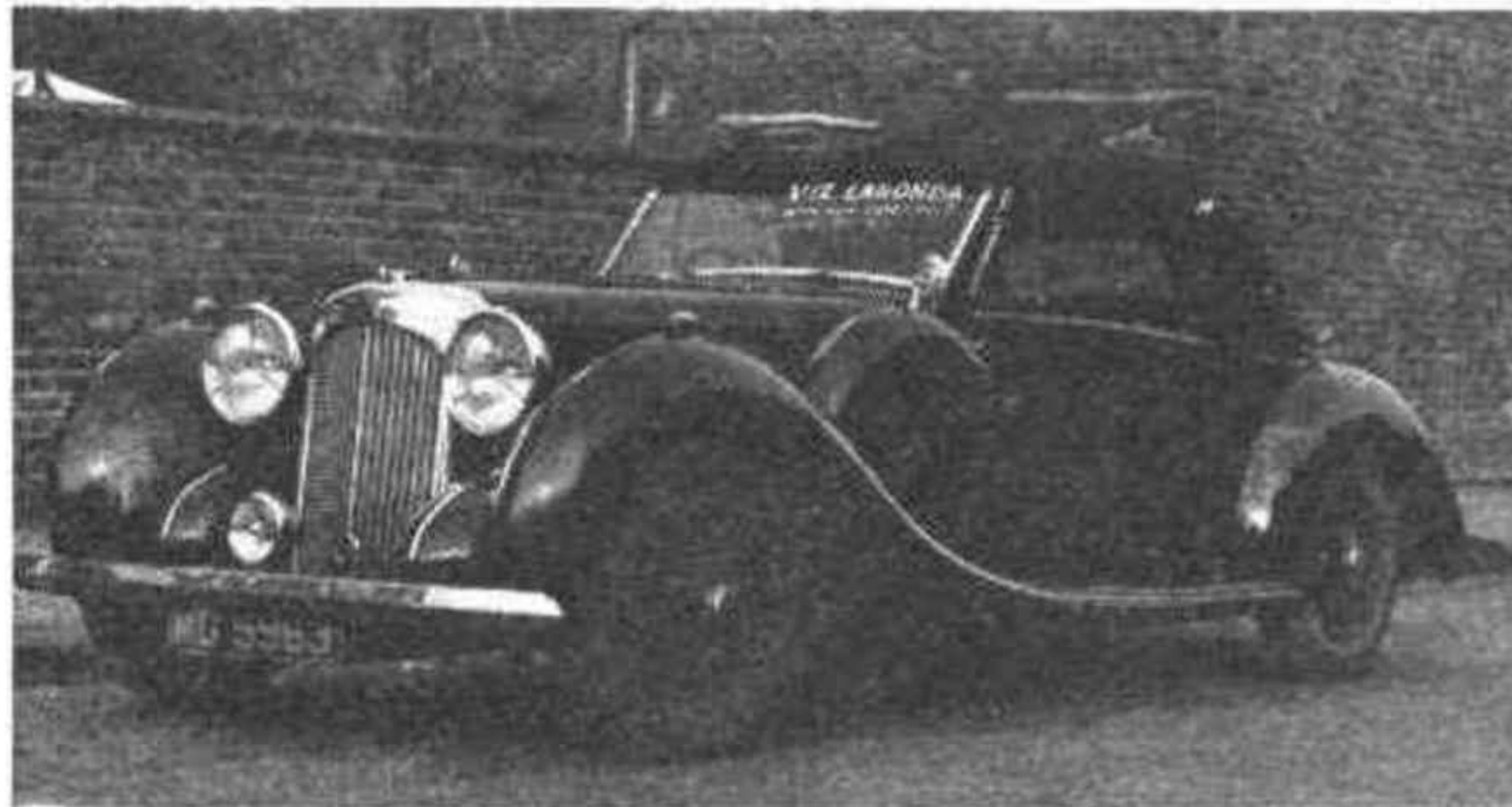
2 minutes W. Hampstead Tube Station, Bakerloo Railway. 28-159 Buses



1929 SUNBEAM SIXTEEN drophead coupe by James Young. Two owners only since new; the whole car is in absolute mint condition. The tyres are almost new, the top is leather. The chrome and cellulose are as new. £195



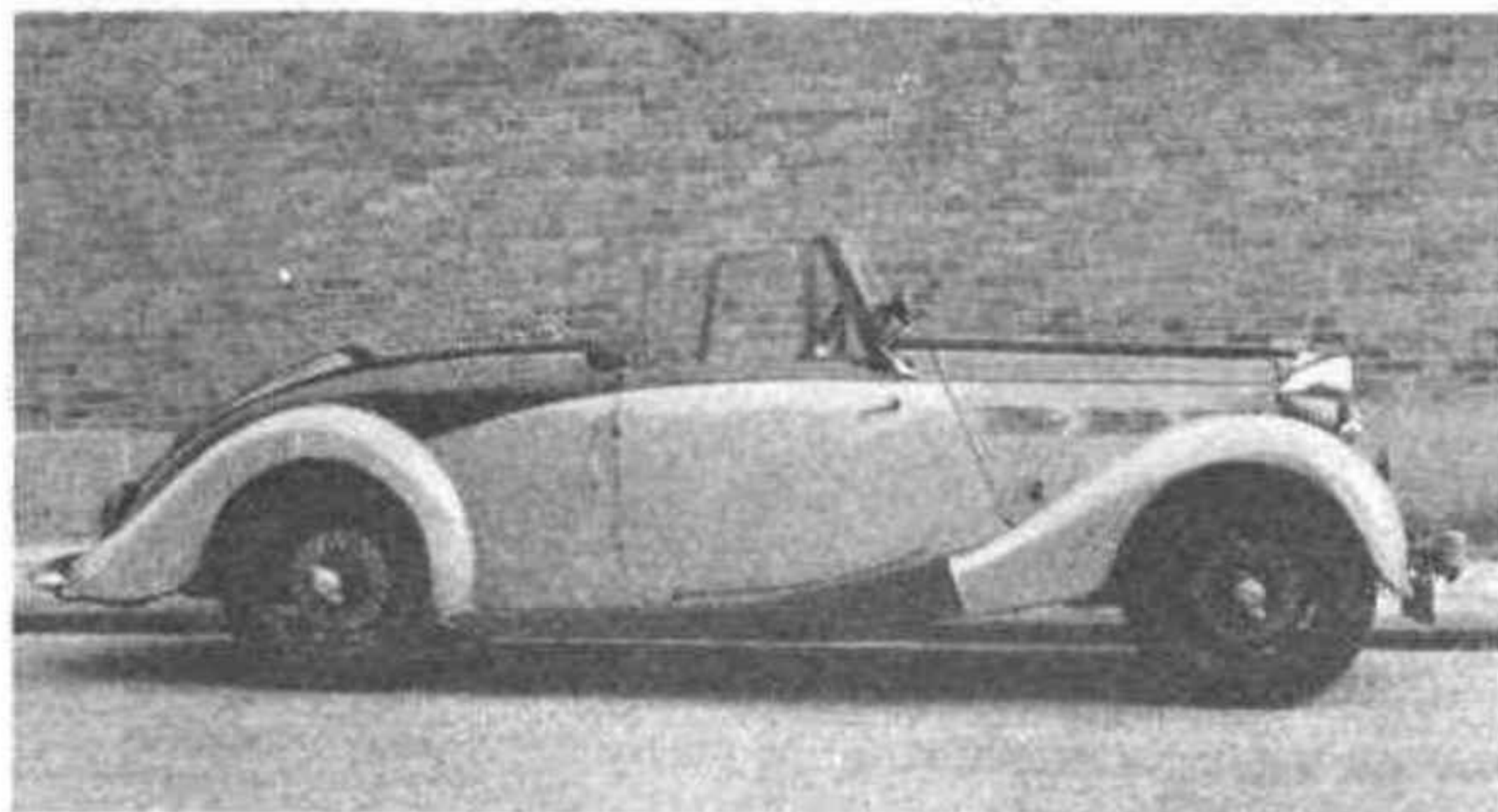
1932 LAGONDA 2-LITRE 4-seat tourer in amazingly beautiful condition, good all-weather equipment, very good tyres (two spares). Lagonda twin-cam engine. Coachwork and chrome like new. A specimen car that must appeal to the individualist. £265



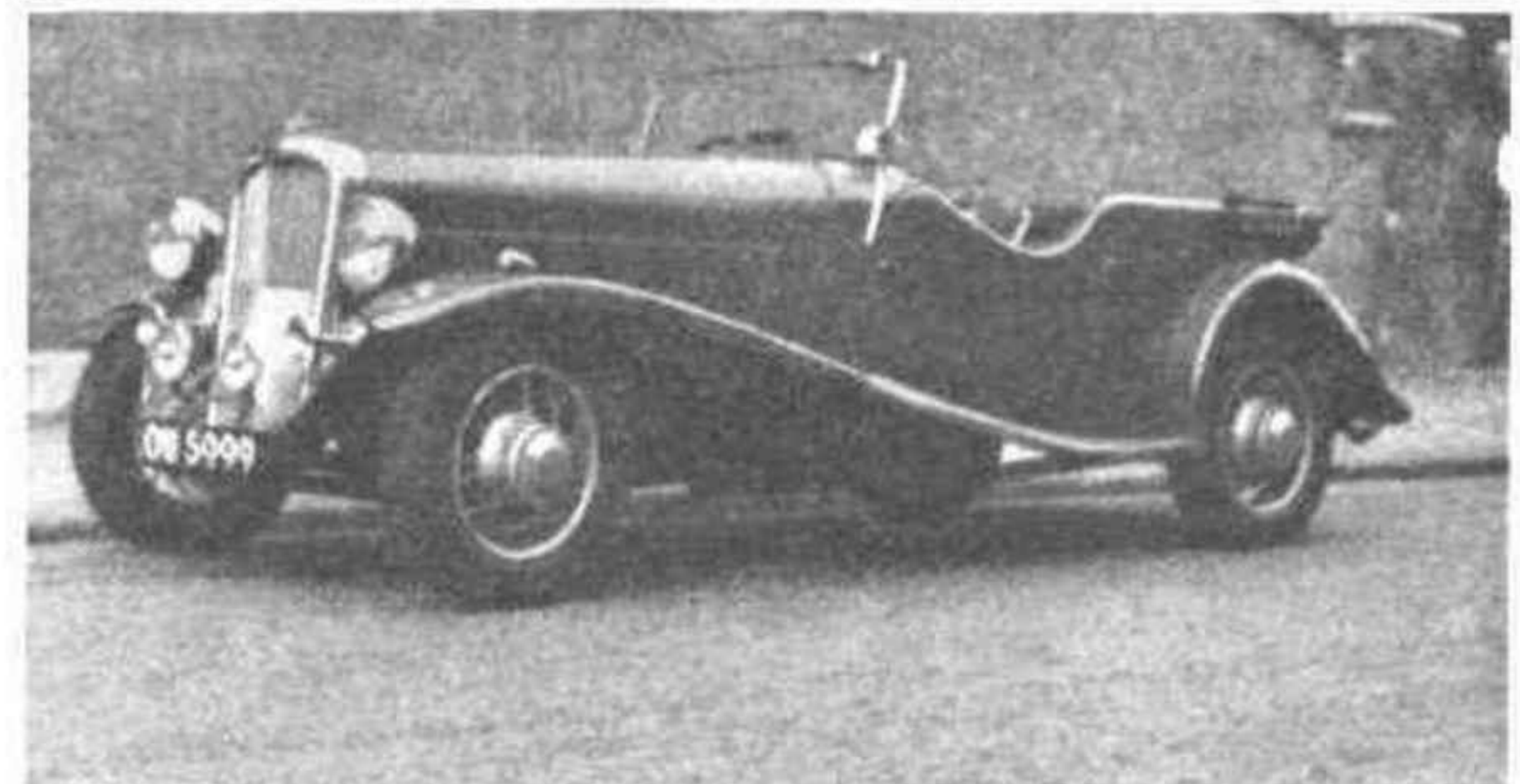
1938 LAGONDA 4 1/2 V12 drophead coupe, in excellent condition. Sanction 2 engine, just overhauled by Lagonda specialists; excellent tyres and a very good hood. The history of this car is known since new and details will gladly be sent on request. £485



1937 DELAGE D6/70 hard-top 4-seat coupe by Chapron of Paris. Cotal electric gearbox, good tyres, chrome as new. The interior is really nice and must appeal to the individualist. Fitted heater and taxed December. £260



1938 TRIUMPH DOLOMITE roadster in two colours, with a disappearing hood (almost new). There are two comfortable seats in the dicky. A very pleasing car to drive, good tyres all round, and certainly above-average condition for the year. £185



1935 CITROEN 2 1/2-LITRE, with a 4-seat sports body by Ronalah. Finished in red, with grey leather upholstery. A conventional gearbox and rear axle are fitted. Complete with hood, hood bag and sidescreens. £130

Also in stock: DELAHAYE M135 saloon, £395; LAGONDA 3 1/2 pillarless saloon, £145; ALLARD drophead coupé, £315; TALBOT 105 (mint); RILEY NINE MONACO (reconditioned), £155; ALVIS SPEED TWENTY tourer, £105.
URGENT.—We are in need of GOOD CONDITION open Red Labels, V.D.P. and 4 1/2 2 and 4-seaters; also S.S.100 3 1/2-litre.

FOR SALE—continued

TRIUMPH VITESSE, 1938. Fast. Body in poor condition. Must sell, approx. £50. 4a, Hazel Road, Park Street (Tel.: 2102), St. Albans. (0632)
EX-WORKS TRIUMPH TR2, in two-tone red; overdrive and heater, competition suspension, 10-in. brakes with racing linings. Taxed year. Excellent condition. £725 or near offer. Ted Lund, Preston Road Garage, Coppull, near Chorley. Tel.: Coppull 285. (0633)
1953 STANDARD VANGUARD de luxe saloon. Works-entered Monte Carlo Rally. £350 extras, including: radio, heater, overdrive, radiator blind, tubeless tyres, Venner time switch, compass, Jaguar-type headlights, twin spots, hand-spot, special luxured bonnet, two sets windscreen wipers, windscreen washer, roof rack, new Sarva's silencer, etc. Proprietor's personal vehicle. This unique motor is offered at the ridiculously low figure of £595. P. E. Astbury, Longford Filling Station, Watling Street, Cannock, Staffs. (0636)

FOR SALE—continued

RILEY NINE KESTREL saloon, 1935. Engine fair, body rough. New battery. In daily use until new car delivered. £30 cash. Box No. Q634, Motor Spares, 15, City Road, E.C.1. (0334)
MERCEDES, TYPE 220, 1937. Engine overhauled and not yet run-in. Gearbox likewise. Rewired. New brakes. Slight hum from back end. Body reasonable. Offers around £140. Mark Goodson, Rennie's Law, Jedburgh. Tel.: 2275, after 8 p.m. (0335)
B.M.W. TYPE 326 sports saloon. Immaculate condition, unaltered since reborn, new bearings, etc. Tyres 100%. Taxed and insured. £325. Kirk, "Bartley", Tatchley Lane, Prestbury, Glos. Tel.: Cheltenham 7523. (0337)
DISMANTLING FOR SPARES, 12 M.G. All parts, new battery, new set of brake linings in maker's packings, luggage rack, 4-branch exhaust manifold, four Amal carbs, and luggage suit 12 PA or PB. Tel.: Uxbridge 2032. (0338)

FOR SALE—continued

MAGNIFICENT VINTAGE 38/250 Mercedes-Benz tourer, rebuilt 1950 with new Leyland diesel engine, giving 85 m.p.h. with 40 m.p.g. Aluminium body, new hood and battery; reconditioned close-ratio gearbox and good tyres. Black, with chrome outside exhausts. Good reason for sale. Bates, 30, Broad Lane, Moss Bank, St. Helens. (0639)
SUNBEAM-TALBOT 90, 1951, crashed front, good body, £240. Packard 121, 1937, rough but running, £30. Jaguar 2 1/2-litre, 1937, sports tourer, broken piston, body untidy but new hood; well worth restoring; £45. Morgan 3-wheeler, 1949, crashed off-side front, £45. Hardwick House, Studley, Warks. Tel.: Studley 521. (0641)
1930 ALVIS SILVER EAGLE saloon. Very sound, reliable, very good condition. Four n.w. retreats. Very attractive, original and unusual body. £110 or nearest offer. Graham, Barford Hatch, Chert. Surrey. Tel.: Headley Down 3372. (0433)

TOULMIN



Mr. Toulmin personally extends a welcome to all M.G. Owners.

All these are new component parts manufactured by us for the M.G. owners.

Toulmin Motors patent modified oil seal and hood completely stops oil on vertical drive and protects your dynamo.
New rockers all models.
New luggage carriers on all open models.
New speedo. driven gears and bronze bushes.
New vertical drive forks for "P," "N," "L," and "J" series.
New rocker shafts for "N," "L," "P," "J" and "M" series.
These are new component parts—"P" water pumps; "J4" water pumps; "L" and "N" water pumps.

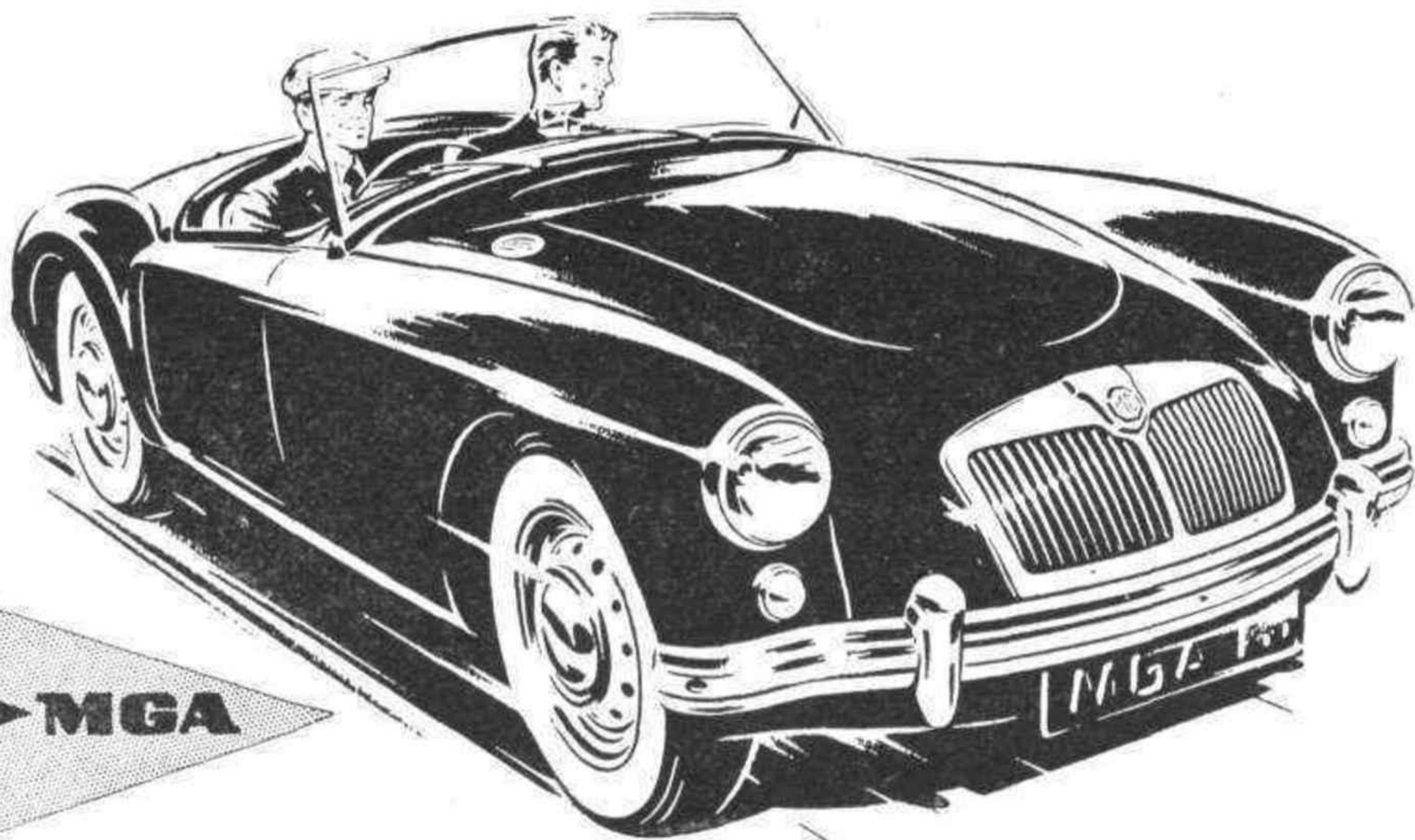
"F," "J," "L," "M" clutch centre plates.
New water pumps for "TA," "TB," "TC" and "TD."
We can supply 16, 17, 18 and 19-in. road wheels for all models with knock-on wheels.
New aluminium flywheel housings to suit "P" and "N."
New rear main bearings, "J."
New bronze housings for the Rotax dynamo.
New "J2" clutch toggles available.

TOULMIN MOTORS would like to invite you to visit their showrooms and spares department. Our range of spares is so vast that it is impossible to advertise them all.

Why not have your complete overhaul carried out by us in our large and comprehensive workshops! A great point—all our spares and tools are solely M.G. We think that this is a feature which can be claimed by no other service station.

**ORDER YOUR
NEW CAR
NOW**

WE ARE OPEN UNTIL 7 P.M. WEEKDAYS
6 P.M. SATURDAYS,
10 A.M. TO 1 P.M. SUNDAYS
SALES AND SERVICE



SPARES

IT PAYS TO BUY SPARES FROM THE EXCLUSIVE M.G. FIRM. MAIL OR PHONE FROM YOUR ARMCHAIR FOR SPARES BY RETURN, SPEEDY C.O.D. SERVICE.

REPAIRS

QUOTES FOR COMPLETE OVERHAULS. EXCHANGE ENGINE SERVICE, ALL MODELS, PRICED SPECIFICATIONS FREE. EXCHANGE AUXILIARY UNIT FROM STOCK.

SERVICE

A WORKSHOP EQUIPPED WITH ADVANCED MODERN EQUIPMENT TO ENSURE PRECISION AND FULL EFFICIENCY—IT PAYS TO CONSULT THE SPECIALIST.

SPLASH!! 2,000 crown-wheels and pinions—all models.

TOULMIN MOTORS

343 STAINES ROAD, HOUNSLOW, MIDDLESEX

Telephones: HOUNSLOW 2238 & 3456

Performance Cars Limited

FIAT, BOND AND SIMCA DISTRIBUTORS

SINGER AND VOLKSWAGEN AGENTS

WHY NOT VISIT **OUR** MOTOR SHOW?

Below are listed a few of our extensive stock of over 250 motor vehicles of all types and years



POST-WAR SELECTION

1951 Aston Martin DB2 2.6-litre saloon. Full history ...	£1,175	1949 Healey 2.4-litre Elliot d/h coupe. Specimen ...	£495
1948 Allard 71K sports 2-seater. Cream ...	£295	1951 Humber Super Snipe saloon. Black. Specimen throughout ...	£465
1947 Alfa-Romeo 2,500 Carrozzeria sports saloon. Blue ...	£595	1947/8 Jaguar 2½ and 3½-litre sports saloons. Five ...	From £285
1954 Austin-Healey 100. Many mods. Radio. Blue ...	£765	1953 Jaguar XK120 sports; one owner, low mileage. B.R.G. ...	£795
1947 Armstrong-Siddeley Hurricane 16-h.p. drophead coupe ...	£295	1951 Jaguar XK120 sports. Choice of two ...	From £625
1952 Dellow Mk. 11A 1,172-c.c. sports 2-seater. B.R.G. ...	£315	1955 Swallow Doretta sports; one owner; black. Green upholstery ...	£865
1955 Fiat 1,100 sports saloon; 5,000 miles; one owner. Black ...	£725	1954/5 Triumph TR2 sports 2-seaters. Choice of two ...	From £695



M.G. SELECTION

1955 M.G. TF 1,500-c.c. sports 2-seater. One owner. Red ...	£665	1939 M.G. TB 1,250-c.c. sports 2-seater. Red ...	£295
1954 M.G. TF 1,250-c.c. sports 2-seater; radio, etc. Black ...	£595	1937/8 M.G. TA 10-h.p. sports 2-seaters. Choice of three ...	From £215
1953 M.G. TD 1,250-c.c. sports 2-seaters. Choice of two ...	From £525	1938/9 M.G. VA 1½-litre saloons and tourers ...	From £145
1951/2 M.G. TD 1,250-c.c. sports 2-seaters. Four in stock ...	From £435	1937/8 M.G. SA 2-litre saloons and dropheads ...	From £115
1947/8/9 M.G. TC 1,250-c.c. sports 2-seaters. Wide selection ...	From £315	1933/5 M.G. J2, PA, PB, sports 2/4-seaters ...	From £95



PRE-WAR SELECTION

1938 Alvis Speed Twenty-five Charlesworth saloon. Specimen. Black ...	£295	1938 Lagonda LG6 sports saloon. Immaculate throughout ...	£325
1937/8 Alvis Speed Twenty-five saloons, d/h's and tourers ...	From £145	1938 Morgan 4/4 10-h.p. sports 2-seater. Two-tone. Blue ...	£245
1936 Bentley 4½-litre Park Ward sports saloon. Grey ...	£485	1934 Riley 9-h.p. Imp sports 2-seater. Red ...	£255
1937 Fiat 500 2-seater sports cabriolet. Maroon ...	£95	1936 Riley 1½-litre Kestrel sports saloon. Brown and beige ...	£175
1932 Invicta 4½-litre. Low chassis. Rebuilt. In specimen condition ...	£355	1934 Rolls-Royce Ph. II saloons. Choice of three ...	From £245
1939 Jaguar 100 2½-litre Competition sports 2-seater. Black ...	£285	1932 Rolls-Royce 20/25 close-coupled coupe by Corsica ...	£295

PLEASE WRITE FOR 16-PAGE DESCRIPTIVE LIST

THREE MONTHS' WRITTEN GUARANTEE OFFERED WITH EVERY CAR OVER £150

GREAT WEST ROAD, BRENTFORD, MIDDLESEX. Tel.: EALing 8841.

3 minutes from Northfields Tube Station (Piccadilly or District Line). Buses Nos. 97 and 91 and Green Line pass our door.

Vintage Autos

RUN BY AN ENTHUSIAST FOR THE ENTHUSIAST

of England Proprietor: JACK BOND, A.M.Inst.B.E.

PLEASE NOTE CHANGE OF ADDRESS

IT'S SO EASY TO GET TO VINTAGE AUTOS by Bus Nos. 7, 12, 15, 17, 27, 36 and 88; by Tube to Queensway or Bayswater Stations; or 5 minutes from Paddington Station.

YOU ARE A LUCKY FELLA — IF YOU OWN AN ISABELLA

because "for a 1½-litre car with the passenger accommodation of a scaled-down Yank, the finish for which German cars are famous, good handling qualities and a very fine performance, with a top speed of better than 85 m.p.h. and a top gear suited to high-speed cruising, the Borgward Hansa 1,500 Isabella is a car virtually without rivals."—
vide MOTOR SPORT road-test report in last month's issue.

Demonstrator Models available. Delivery time 15 minutes. All spares immediately obtainable.

**BUY THE CAR OF
TOMORROW —
TODAY**



Price
£1,143.3.4

From

THE BORGWARD DISTRIBUTORS

AUTO-UNION 2-litre, first registered 1953, 2/3-seater cabriolet. This car has just been resprayed ivory and is a superb looking car. It has recently been extensively overhauled in Germany and is in tip-top condition. Fitted three carburettors but surprisingly economical. Immaculate throughout £385

ROLLS P.II Continental chassis sports saloon. Recent engine overhaul, excellent tyres, radio, excellent all-round condition. Late property of famous film star £295

ROLLS Twenty-five, 1935, sports saloon by Hooper. Excellent condition all round £585

LAGONDA 3-seater, 1932/3, sports saloon. Recent extensive overhaul at a cost of over £200 at Messrs. Davies Motors of Staines. Immaculate coachwork £165

SUNBEAM Alpine, 1953/4, open 2-seater, one owner. Fitted radio and heater. Ivory, with red hide interior £795

ALLARD, 1947/8, open 4-seater tourer. Fitted many extras £365

By the time you read this advertisement I will have many interesting cars in stock which are not advertised in this issue. Please 'phone or write for your requirements.

WE ARE OPEN EVERY NIGHT UNTIL 8.30 P.M. INCLUDING SATURDAYS AND 10.30 A.M. TILL 6 P.M. SUNDAYS.
IMMEDIATE INSURANCE AND PART EXCHANGE. OUR HIRE PURCHASE TERMS ON ANY CAR OF ANY AGE ARE ONE-THIRD DEPOSIT, BALANCE OVER 12 OR 18 MONTHS.

Don't forget our change of address:

Head Office and Main Showrooms:

105 QUEENSWAY, BAYSWATER, LONDON, W.2

Telephone: BAYSWATER 5929 and 8330

FOR SALE—continued

- BUGATTI** 5 litre type 46 chassis with brake body not fitted. Engine dismantled. Mechanical condition good, wire wheels, electrics overhauled. Scintilla, £100 or £80 less body. Birkett, 3, Pondtail Road, Fleet, Hants. [0879]
- M.G. TYPE XPAG/TD/2** engine, 1953, complete with all external equipment. Twin S.U.s, polished ports, 8.6 c.r., large clutch, etc. Standard bores and crank ready to install. Not out of crashed vehicle. Sensible offers to Lowndes Garages Ltd., M.G. Distributors, Carmarthen. [0880]
- RILEY MONACO, 1935.** Metal, sound Wilson, tyres, needs enthusiastic treatment. £35 o.n.o. Yates, 59, Elsham Road, W.14. Tel.: Park 2594. [0881]
- M.G. SUPERCHARGED** Special Sports Racer. Tubular chassis, I.F.S. "Q" type racing engine. Special head, Marshall blower to 15lbs. E.N.V., 110 racing box, aluminium quickly detachable racing shell (Ferrari like). Built at cost of over £500 in May, 1955. Raced only once due to change of plans. In thoroughly excellent condition throughout. £250 o.n.o. Seen and tried at Gordon White & Co. Ltd., Austin House, Gerrards Cross, Tel.: 2077/8. [0886]
- ANNO DOMINI** of owner compels sale of 5th Series Lambda Saloon after 20 years' happy partnership. 6 rebuilt well base, well shod wheels, 4 speed box, coil fram. Spare engine complete. Both engines completely reconditioned 1952 and 1953. Taxed, £130 o.n.o. Tel.: PUT 5608. Flat 1, 23, Carlton Drive, S.W.15. [0887]
- 1953 KIEFT-BRISTOL** 2 litre Sports Racing Car. This is maintained by ex-works mechanic. Beautiful car in first-class condition. Engine has had a £160 overhaul. Won the 2 litre class at Brighton and finished T.T. fastest lap, 78 m.p.h., fastest 2 litre. Further details. Terms and exchanges considered. £850. John Fisher, 201/5, New Road, Portsmouth. Tel.: 73395. [0888]
- ALVIS FIREFLY, 1933.** Crash box, mechanically good, body rough. £50. Tel.: Malvern 2420. [0889]
- SUNBEAM "DAWN."** Excellent condition, 2 owners, 57,000 miles, genuine reason for selling. First offer over £90. Southey, 61, Tobyfield Road, Bishop's Cleeve, Glos. [0890]
- ROLLS 20/25, 1933.** Beautiful Sports Saloon by Mulliner, with boot. New rings, big-ends, de-coke, silencer, hooters. £450. Makin, Holton Hall, Wragby, Lincoln. [0891]
- VERY RECHERCHE.** 1928 Vintage Humber 14/40. Completely reliable, would amply repay slight tidying. Would discuss offers around £35. Smedley, 260, Monument Road, Edgbaston, Birmingham, 16. [0893]
- MERCEDES BENZ.** Model 200, 1936. Cream drophead, L/HD. Engine reconditioned 1954. Offers. Green. Tel.: Caterham 3781. [0894]
- 1939 M.G. W.A. 2½** litre Drophead Coupé, excellent body, tyres, etc., £195. 1939 A.C. 16 h.p. Sports Saloon, enthusiast maintained, good tyres, two-colour body, £165. Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel.: Tulse Hill 7105/6. Terms, exchanges, etc. [0895]
- 12 H.P. HOTCHKISS ENGINE,** clutch and gearbox £17 10s. Cheapest spares in London for all car and commercial vehicles. Universal Auto Breakers, Harlesden Goods Depot, Craven Road, Craven Park, N.W.10. Tel.: STA 9056. [0896]
- RILEY NINE UTILITY.** Complete mechanical overhaul, 9,000 miles. Offers. Mathews, 42, Falkland Road, Barnet, Herts. [0897]
- 1½ LITRE INVICTA** parts for sale. State requirements. Unused 500 x 19 Dunlop remould and slightly worn Gold Seal. Box No. Q898, MOTOR SPORT, 15, City Road, London, E.C.1. [0898]
- M.G. T.A. ENGINE.** Less accessories, in really good order. Bargain at £35. Eaton's Garage, Witney, Oxon. Tel.: Witney 214. [0899]
- JAVELIN DE LUXE, 1951.** Extras, excellent condition. £430. Rix, Chilbolton. Tel.: Hampshire 345 or WESTern 1715. [0900]
- TURBO ATOMIZERS,** matched for twin and triple S.U. carburetters, Rover 75, etc., saves 20 per cent. Turbo Atomizers for all cars, Buick 8, Citroen, Ford V8, Vanguard, Volkswagen, etc.; price 8 to 12 h.p. £2 7s. 6d. Turbo Atomizers—Reports from County Councils, Public Works Contractors and industrial firms are freely available at our premises and we can supply complete Jet Assemblies for all carburetters. The Bradshaw Engineering Co., 425, Redditch Road, Kings Norton, Birmingham, 30. Tel.: Kings Norton 3824. [0902]
- B.M.W. TYPE 45, 1937.** Low roof-line aluminium Saloon. Crank reground, gearbox and axle very good, special aluminium head with 35 mm. inlet valves and 7.6 compression, Weber carburetter, chassis recent extensive overhaul. New radiator and clutch. Tremendous acceleration, £165. Birkett, 3, Pondtail Road, Fleet, Hants. [0904]

FOR SALE—continued

- 1928 AUSTIN 7** Chummy Saloon. Original bodywork. £15. W. & H. Evans, 45, Elizabeth Street, Manchester, 8. Tel.: BLA 2949. [0903]
- ROLLS-ROYCE 20** h.p. smart Van for town/field. £120 o.n.o. Tel.: Flaxman 8318. [0905]
- DO NOT SELL** your sports car until you have telephoned or written to us. Top prices paid. Courteous service given. John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. 9 a.m.—9 p.m. Tel.: SWI 2020. [0906]
- "AUTOCAR" and "MOTOR SPORT."** Approximately 400 issues between 1941 and 1953. Offer wanted for whole collection. Owner abroad, Shepherd. Tel.: Sloane 1707. [0907]
- ASTON-MARTIN C.P.H. 210.** 1935 Mk. II L/C, black/red upholstery, recent £150 Laystall engine overhaul. New camshaft, clutch, crack tested crank, sleeved, etc. All fully balanced—only 500 miles since overhaul. Good body and paintwork. Genuine enquiries and offers to R. G. Archer, 11, St. Helier Avenue, Morden, Surrey. Tel.: Mitcham 6762. [0908]
- 80 M.P.H. 55 M.P.G.** Atom sports coupé. £448 7s. 4d. ex-works, including P.T. Hire purchase. Full specifications from Two Strokes, Ltd., Stanmore Hill. Tel.: GRimsdyke 1166. [0909]
- GEISHA.** Fastest "C" class outboard hydroplane in the country. Completely reconditioned engine, 200 gns. o.n.o. Stanton, 1394, High Road, Whetstone, N.20. [0912]
- IMMEDIATE DELIVERY,** subject to remaining unsold. New Mercedes 220a Saloon, black, maroon interior, £2,123. Also New Mercedes 180 Saloon, grey, £1,694. Many other new and used cars; send or telephone for complete list. Robbins, East Putney, S.W.15. Tel.: PUT 7881-5. [0913]
- AUSTIN 7** Coachbuilt Cabriolet, 1936. Two owners, new vehicle arrived, £70. Lonie, 217, New Kings Road, London, S.W.6. Tel.: Victoria 3888, business. [0892]
- ROLLS-ROYCE TWENTY,** 1928, 2-seater drophead Coupé with dickey. Recent overhaul. £235. Photo sent. Box No. Q910, MOTOR SPORT, 15, City Road, London, E.C.1. [0910]
- RILEY 9 SALOON, 1935.** Manual box, recently rebored and resprayed two tone. First-class mechanical order throughout. Fast, economical, sporty and reliable. An unusual combination for £99 or £50 deposit. John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Tel.: SWI 2020. [0914]
- FORD 10, 1939, D/H COUPE.** With wind-up windows. Much faster and more reliable than many supposedly quick sports cars. Excellent condition throughout and a new hood, too. £185 or £62 deposit. John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Tel.: SWI 2020. [0915]
- H.R.G. "1500,"** Late 1949. Exceptional condition. Works rebuild. Recent engine overhaul. New trim, extras, etc. Details, photos available. Must sell. New car waiting payment. About £420. Box No. Q829, MOTOR SPORT, 15, City Road, London, E.C.1. [0829]
- 1922 MINERVA** 30 h.p. 2-seater Sports, good mechanical order. Scintilla magneto and electrics throughout. £65 or would haggle. M. Williamson, 9, Northumberland Terrace, Tynemouth. [0830]
- ROLLS ROYCE,** July, 1933, 20/25 h.p. all aluminium Mulliner body, excellent condition. Hide upholstery. Owner driven since 1936. Best offer over £250. Newton, Tel.: Cheshire, Neston 1047 or Liverpool, Royal 4933. [0831]
- 550 x 20 DUNLOP COVER.** 30 miles use. £8 o.n.o. 69, Perth Road, Barking. [0832]
- T.C. M.G. engine,** good condition, complete with carbs., starter, dynamo and distributor. £55. Fiat 500, 1937, cheap to clear, £145. Smith, Tarryman, Fyfield, Essex. Tel.: Fyfield 275. [0833]
- BRITISH SALMSON, 1½** litre, twin o.h.c. Type S.4C. engine and gearbox, complete with all accessories, including dyna starter, £55 o.n.o. Kent. Tel.: Harlow 25641. [0833a]
- "SPECIAL" ATTRACTION—1937** o.h.c. Singer 1½ 12/4 Saloon. Good mechanically, tyres, battery, hydraulics, remote gearchange. Body poor. Ideal for special. Any reasonable offer. Sage, Bromeswell, Woodbridge, Suffolk. Tel.: Eyke 205. [0834]
- 1954 T.F. M.G.,** 1,466 cc. Laystall balanced engine, 9½-1 compression, large rear tyres, green, 10,000 miles. Perfect condition. Exchange or h.p. E. E. Harness, 45, Abingdon Road, Bramhall, Ches. Tel.: Bramhall 2777. [0835]
- MAGNIFICENT** 1934 4½ Lagonda Tourer. Bargain, £145. P/O Briggs, R.A.F., Sutton Bridge, Spalding. [0836]
- FRAZER-NASH-B.M.W.,** 1936, Type 319. Cabriolet. Excellent order throughout. £175 o.n.o. Beckett, 16, Loynells Road, Rubery, Birmingham. Tel.: Rubery 588. [0837]

FOR SALE—continued

- TALBOT 65.** Drophead. Engine sleeved, crank ground, valves resealed, new guides, rad. overhaul. Body needs attention. Spare engine also sleeved, ground, etc. and gearbox, new bearings and brake bands; stripped. Offers. Elmbank, Drift Road, Maidenhead. [0838]
- HOTCHKISS** Grand Sport D.H. Coupé, 1936. Excellent condition, very fast. £230 o.n.o. London area. Box No. Q839, MOTOR SPORT, 15, City Road, London, E.C.1. [0839]
- BUGATTI,** Type 49 Tourer. Excellent order, except for engine now being rebuilt. £100 o.n.o. Stratton, Little Gables, Silverdale Avenue, Walton-on-Thames. [0840]
- 1936 RILEY 1½** Lynx Tourer, good mechanically, excellent battery, good tyres, clean bodywork and upholstery, weather equipment, chrome, etc., very good. Taxed. £200 or near. Would exchange. M. Preston, 16, Preston Avenue, Eccles, Tel.: 1027. [0841]
- 1935 HISPANO SUIZA,** 37.2 h.p. black Saloon. Shabby but sound. Offers over £50. Whitehead, Tel.: Wimbledon 0054. [0842]
- AUSTIN SEVEN** Sports Special. Aluminium body, good condition. £75 o.n.o. Tel.: BAR 7161, after 6 p.m. [0843]
- FROM MERCEDES** 540 K.B., suitable for any B-type Cabriolet Mercedes. 2 fitted suitcases and rails. Set of fitted seat covers of silk mohair. Hood cover. Instruction book. Special tools including jack. Lucas Flame-thrower. Any reasonable offer. Tel.: Langham 5093. [0844]
- SUNBEAM 1935** Saloon. Good condition. Oil negligible. £80. Exchange considered. 132, Warrin Road, Shenfield, Essex. [0845]
- 1939 ALVIS** Speed 25, Charlesworth Drophead. Immaculate. Low mileage since extensive Alvis overhaul. £425. 13, Avon Road, Devizes (828), Wilts. [0846]
- ANTONY HYDE-EAST,** to decrease his garaging bill over the winter, is offering one of his Railtons. D/Head Sports, 29 h.p., very nice condition, remote control Scintilla mag., nearly new tyres. Takes a lot of catching. £110. Any trial. 8b, Wood Street, Kingston-on-Thames. Tel.: Kingston 8866. Home—Molesley 6222. [0847]
- AUSTIN NIPPY.** Speedy engine, 3,000 miles since resleeve and overhaul. Body good, hood indifferent. Owner going abroad. £120. Jennings, Oxcgate Farm, Coles Green Road, N.W.2. [0848]
- ALVIS 12/70** Saloon, 1939, 27 m.p.g., £100 spent, £250. Sayer, 43, Satanita Road, West-cliff-on-Sea. [0849]
- ISIS TOURER, 1935.** Rare car. Everything in beautiful condition. Taxed. £75 o.n.o. Box No. Q850, MOTOR SPORT, 15, City Road, London, E.C.1. [0850]
- M.G. N.A. SPARES.** All chassis parts in excellent condition, including engine, gearbox £6, 18 in. wheels £2, 15 in. wheels £3, back axle £20, front £5, 6-instrument panel £5, Brooklands steering wheel £3, etc. Write, Hart, Mill House, Mill Lane, Sevenoaks, Kent. [0852]
- CITROEN Light 15, 1949.** Excellent appearance and performance. Several extras. £350. 111, Handsworth Avenue, London, E.4. Tel.: Larkswood 2996, evenings. [0853]
- LEA-FRANCIS,** '47, stone shooting-brake, recently resprayed. New rear axle, battery and shock-absorbers within last 5,000. 41,000 miles. Large carrying capacity. A beautiful car. £300, o.n.o. Box No. Q901, MOTOR SPORT, 15, City Road, E.C.1. [0901A]

WANTED

- TALBOT 75** sports saloon, 1935-37, and Railton Cobham Six, 1937-40, required in good condition. Details to Sinclair, 10, Calder Avenue, Northenden, Manchester. [0855]
- REQUIRED AUTOVIA ENGINE** or parts for same. Also single Mercedes-Benz type adjustable seat. Box No. Q507, MOTOR SPORT, 15, City Road, E.C.1. [0507]
- PAIR MARELLI MAGNETO** points. Cook, Biddick Hall, Washington, Durham. [0524]
- G.N. CHASSIS,** rear axle, springs, etc. Consider complete car if reasonable. Details to: Price, "Hillside," Waterfall Lane, Blackheath, Staffs. [0534]
- ROLLS-ROYCE PI OR PII** with 2-seater competition-type body; also Mercedes-Benz competition 2-seater or tourer, model 36-220 or 38-250. Air mail photos and details to William Mulhall, Shane Building, Idaho Falls, Idaho, U.S.A. [0535]
- BABY BUGATTI TYPE 68,** or any information concerning this machine. N. Moores, R.M.A. Sandhurst, Camberley, Surrey. [0535]
- ASTON MARTIN, 1934-8,** preferably open. Reason: family likes them. £300 downwards, according to market value and any titivation necessary. Pearson, 92, Meneage Street, Helston, Cornwall. Tel.: 443. [0561]

WANTED—continued

RILEY NINE KESTREL, 1934 onwards. Dobson, Ivy House, Levens, Westmorland. [0562]
M.G. PB 2-seater, by private cash buyer. Good condition essential. Full details: Box No. Q582, Motor Sport, 15, City Road, E.C.1. [0582]
TWO J2 M.G. 19-in. wheels; good condition; £3. Pavey, Officers' Mess, Kirkee Barracks, Colchester. [0584]
BULLNOSE 2-SEATER with dickey. 1926 or after preferred. Condition immaterial if all there or nearly. No "showroom pieces," please. Don't mind the work. Box No. Q586, Motor Sport, 15, City Road, E.C.1. [0586]
BROOKLANDS RILEY or Imp crankshaft and rods. Howie, Dalveen, Lenzie, Glasgow. [0590]
ANY £75,000 WINNER/other philanthropist give surplus small car. Genuine impecunious enthusiast. Box No. Q591, Motor Sport, 15, City Road, E.C.1. [0591]
WHO CAN service/repair beautiful 1934 Stutz? Decoke, etc., required. Must be reasonable. Fox, 55, Cathcart Road, London, S.W.10. Tel.: FLA 8738. [0592]
BUMPER—blade-type suitable for rear of M.G. SA 2-litre saloon. Approx. 67 inches wide and 2½ inches deep. Stickland, Bennebroek, Saxmundham. Tel.: 2134. [0593]
FIAT 1,100, model 508C, 1939. Off-side front wing urgently required. J. Pullen, 28, Walsall Road, Lichfield, Staffs. [0598]
CADILLAC '38-'39 i.f.s. complete, brakes, wheels, chassis cross-member. Cheap. Hawkins, 42, Kingshill Drive, Kenton, Middlesex. [0621]
DAMAGED LOW-SLUNG post-war sports 12-h.p. or above. Must be in going order with perfect chassis. Body state unimportant. Box No. Q622, Motor Sport, 15, City Road, E.C.1. [0622]
WANTED: PRIVATELY, PRE-WAR VOLUMES MOTOR SPORT, preferably a comprehensive collection; also Vol. 1 and 4 Speed; Vol. 1 *Vintage and Thoroughbred*—complete or odd copies. Also drawings by reputable artists, originals or reproductions, catalogues, etc. James Barron, 44, Perryn Road, W.3. Tel.: SHE 1669. [0623]
UP TO £200 OFFERED for enthusiasts PB M.G. Must be in excellent all-round condition and fully equipped, preferably with twin spares. London area. Box No. Q624, Motor Sport, 15, City Road, E.C.1. [0624]
B.M.W. SPARES. Hirth mainshaft and third-gear synchromesh and constant-mesh pinions and quiet second-gear pinions or complete gearbox if reasonable. Fee paid for information re-grafting another box; r.h.d. steering box without play or rack and pinion. Box No. Q625, Motor Sport, 15, City Road, E.C.1. [0625]
MORGAN PLUS FOUR 4-seater. Cash. Trade exchange Triumph Mayflower. Uphill, Great Elm, Frome. [0626]
LUGGAGE RACK for 1952 Jowett Jupiter. G. Claybourn, 97, Bawtry Road, Doncaster. [0677]
500-C.C. RACING CAR. Partly completed one considered. Please state price. All letters answered. Box No. Q678, Motor Sport, 15, City Road, E.C.1. [0678]
RHODESIA. Family proposing emigrate overland by bus, January, requires determined companions. Plenty of room. Adults £25, children free. Opportunity for armchair adventurers. Box No. Q679, Motor Sport, 15, City Road, E.C.1. [0679]
TALBOT 14/65 SALOON, in good order, near London. £50-£70, private transaction. Box No. Q680, Motor Sport, 15, City Road, E.C.1. [0680]
DEFLECTOR HEAD for Frazer-Nash Meadows, for cash, or would exchange Brooklands head with carburettors and cash adjustment. Parsons, 1, Westfield Road, Whitechurch, Cardiff. Tel.: Whitechurch 313. [0681]
VAUXHALL 23/60 BLOCK not sleeved. This is the 4-cylinder o.h.v. model OD. Please reply to Quartermaine, Frithsden End, near Berkhamsted, Herts. [0682]
BENTLEYS, ASTONS, F.N.s, Alfes, Bugs, M.G.s, etc. Cash. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [0744]
1,172 OR 1,500 tubular chassis special. Complete or incomplete or crashed Cooper/Tojeiro, M.G., WTR2. Hogg, Barton House, Long Preston, Skipton. Tel.: Long Preston 203. [0745]
LANCIA APRILIA '37-'39 instruction book and experiences required. 308, Globe Road, Bethnal Green, E.2. [0746]
M.G. 8-H.P. WANTED. PA preferred. Garton, 190, Monks Road, Lincoln. [0747]
BROOKLANDS RILEY or similar. £150/£200. Must be potent. Full details and photograph. A. Norton, The Cleeve, Corsham, Wilts. [0748]
BENTLEY BLOWER 4½-LITRE. Must be reliable runner. Condition of body unimportant. Reasonable price. Box No. Q749, Motor Sport, 15, City Road, E.C.1. [0749]
A SET OF Lotus Ford 15-in. wheels, with or without tyres. Hall, 19, Louvain Road, Derby. [0750]
MORGAN 4/4 2-seater, 1938-47. Full details to: Gardner, 89, Ennerdale Road, Northampton. [0751]

WANTED—continued

LAGONDA V12 for rebuilding. Any condition. Overy, 95, Woodland Drive, Watford, Herts. Tel.: Watford 6655. [0752]
ALVIS SPEED TWENTY engine or head, in good condition—1934 or later. 88, Miller Road, Bedford. [0753]
RILEY 12/4 OR CITROEN saloon wanted. Body framework must be good. Details to: F. Drake-Briscoe, 13, West Avenue, Stoke Park, Coventry. [0754]
1935 TRIUMPH GLORIA saloon. Must be in good condition throughout. North only. Full particulars, photo if possible, to: Box No. Q755, Motor Sport, 15, City Road, E.C.1. [0755]
£64,000 FOR VINTAGE Bentley data? No, but see under For Sale, Box No. Q684. [0685]
LANCIA. Aprilia, Astura, Augusta, Lambda required. Searle, Church Street, Hampton-on-Thames. Tel.: Molesey 2142. [0763]
TALBOTS BOUGHT for spares. Any year. London area preferred. Tel.: WAN 6425 after 8. evenings. [0764]
CARS WANTED for cash. Smiths, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [0765]
WANTED: 1909 or 1910 Rolls-Rolls five or seven passenger touring car (Silver Ghost). Preferably unrestored, but absolutely complete. Engine must run. Price must be right. Include picture, if available. Millard W. Newman, 3006, Beach Drive, Tampa, Florida, U.S.A. [0766]
APRILIA or Fiat 1,100, about 1939, required, must be perfect. Box No. Q797, Motor Sport, 15, City Road, E.C.1. [0797]
ROLLS-ROYCE CHASSIS, pre-1914. Preferably open prop-shaft and wire wheels. Any information welcomed. Box No. Q824, Motor Sport, 15, City Road, E.C.1. [0824]
VETERAN TOURER wanted in good condition, 1910-21. Rover, Renault, de Dion, similar. Box No. Q851, Motor Sport, 15, City Road, E.C.1. [0851]
PRE-WAR FORD TEN (4-seater) tourer. Good body and hood condition. Box No. Q854, Motor Sport, 15, City Road, E.C.1. [0854]
WANTED—2-SEATER SPECIAL, modern coachwork. Details and photograph to Hurley, 12, Church Street, Cardiff. [0855]
AUSTIN 750 SPECIAL. Details please to Odle, 167, Elmbridge Avenue, Surbiton, Surrey. [0856]
ENGINE, GEARBOX, or other spares for 1937 Wolseley 12/48. G. Richards, 7, Lochaber Street, Cardiff. [0857]
RILEY NINE: High-ratio c/pinion; 16-in. 6-stud wheels. Mayhew, 36, Rowhams Road, Maybush, Southampton. [0876]
"MOTOR SPORT," any and all copies prior to June, 1954, must be in excellent condition. Good price. Box 640, Vancouver, B.C. [0882]
POST-WAR RILEY 2½-LITRE engine/gearbox. Tombs, 3, Barkston Gardens, S.W.5. Tel.: Frobisher 3398. [0883]
1½-LITRE JAGUAR or other sports saloon or drop-head coupé. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [0884]
WANTED—ONE C-TYPE gearbox in newish condition. State ratios and price. Box No. Q901, Motor Sport, 15, City Road, E.C.1. [0901]
TALBOT CROWN-WHEEL and pinion wanted, 10 by 46 or 11 by 46. Box No. Q821, Motor Sport, 15, City Road, E.C.1. [0821]
WANTED—Vols. 3, 4 and 5 MOTOR SPORT. Box No. Q911, Motor Sport, 15, City Road, E.C.1. [0911]

EXCHANGES

12-FT. CLINKER-BUILT, ½-decked sailing boat. Varnished. Complete with trailer. 18 months old. Value £85. For Trials Special. 22, Moss Lane, Sale, Cheshire. Tel.: Sale 1991. [0525]
WANTED—AUSTIN Seven Special, any condition provided runnable. About £40, or in exchange for 1934 Austin Ten saloon, fair condition. Allen, Spread Eagle Cottage, Croxton, Hunts. Tel.: Croxton 262. [0594]
EXCHANGE—Reconditioned 1947 l.h.d. Volkswagen, value £300, for Aston Martin 1½-litre 2/4-seater, equal value. Baldry, 18, Cookham Road, Maidenhead. [0860]
AUSTIN TEN, '46, sun-roof saloon; new tyres; maker's exchange engine fitted; 35 m.p.g. Sell £250, or exchange M.G. or similar. Douglas, 110, Cricklewood Broadway, N.W.2. Tel.: Gladstone 8806. [0783]

MISCELLANEOUS

WATER INJECTION. The H₂O Bomb is easily fitted to any engine. Wonderful performance with amazing economy. Fast motoring, 6½-litre Bentley 19 m.p.g., Daimler 7½-litre over 19 m.p.g.; Morris Eights 10 m.p.g. extra! Corresponding improvements with any make of car. This is a precision instrument resulting from years of development. Kits £5 10s. per engine, or fitted here by appointment. Illustrated brochures on receipt of s.a.e. Write, call, or Tel.: Windsor 2413. Stanley Lipscombe, Marine Engineers, 11, Victoria Road, Boveney, Windsor. [0526]

MISCELLANEOUS—continued

M.G. TC cylinder head and complete valve gear. £10 10s., plus carriage. Hawken, Ar-Dhachaidh, Puckeridge, Herts. Tel.: Puckeridge 135. [0586]
BADGE BAR, air manifold, air filters, for Alvis 25. Wolseley Hornet 3-speed gearbox. Two Ford 5-stud 18-in. wheels. Offers. Wiblin, 4, South Drive, Harwell. [0549]
LANCIA APRILIA, AUGUSTA. Pistons, rings, gaskets. Millimetre ball-races for Lancia and all Continental cars. Immediate dispatch. Rebor-ing, crank-grinding, etc. Sutton Rebores Service, 38, Lind Road, Sutton, Surrey. Tel.: VIG 5685 [0563]
M.G. TYPE J2 crankshaft (taper). Also many spares for Morris Minor o.h.v. Going at give away prices. Engine block, pistons, con-rods; 19-in. wheels and tyres suit M-type M.G. Gearbox complete and clutch assembly in good condition. Tel.: LIB 4530, Pooley. [0627]
YOUR SPEEDOMETER. R.C. Reconditioned, 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol 7. [0768]
TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [0767]
TYRES 4.50 by 21 remoulded by Dunlop, unused, £3 10s. each. Gutteridge, 149, West Street, Dunstable. [0628]
HEADLAMP REFLECTORS heavily electroplated, 100% silver, mirror finish, guaranteed. 5s. each, plus p. & p. 1s. each. Cork seals 6d. each if required. Re-posted on day received. Send P.O., R. E. Packer, 169, Hotwell Road, Bristol 8. [0683]
VINTAGE BENTLEY instruction books and the \$64,000 question! See under For Sale, Box No. Q684. [0686]
SPECIAL SERVICE for "special" builders. Parts manufactured from sketches or patterns. Welding executed. Tel.: Maiden 5880. Erad Manufacturing, 2, Cobham Avenue, New Malden, Surrey. [0688]
RALLY ENTHUSIASTS, average-speed charts, 15 m.p.h. to 40 m.p.h. in .5 m.p.h. steps (51 speeds per set), 5s. 6d.; 10 or more sets, 4s. 6d. each. Send for rally catalogue to: Smith (Dept M.S.), 25, Far Street, Wymeswold, Loughborough. [0756]
REPLACEMENT HOODS by post. Black or fawn, double duck. Vyback flexible rear window. All M.G. 2-seaters, £6; Morris Eight 2-seaters, Series 1/2, £6 15s.; 4-seaters, Series 1/2/E, £7 5s. All-over zip centre. Tonneau covers for "J" and "P" models, £4 15s.; "T" models, £5 5s.; "T" model screens ready for you to bolt to your frames: front £1 10s., rear £1 5s. per screen. All items above are complete, there is nothing more to buy. A. C. Winmill, 37, Tonstall Road, Mitcham. [0858]
GARAGE SHOWROOMS and Filling Station for sale, including freehold. With showrooms, workshops, two detached houses for staff. Site for extension. Valuable direct and sub-agencies, and most substantial nett profits. Owner retiring. Price for freehold and goodwill, £27,500. S.A.V. (Ref. 149). Details from owner's agents—L. Dudley Clifton & Son, 32, Queen Street, Maidenhead. (Tel.: 62.) [0859]
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. [0886]
M.G. FOR XMAS: M.G. Ties 12/6, J-clip 6/6, Blazer Buttons 9/6, Cufflinks 9/-, even M.G. Earrings 8/6. C.W.O., C.O.D. or further details, Jackson's M.G. Accessories, 14, Friern Barnet Road, N.11. Tel.: ENT 2705. Stop press: All wool Bob-caps, knitted rally type (no motif) 9/6. [0826a]
LAGONDA RAPIER, Four seater Coupé, 9.6 h.p. 1934. £100 o.n.o. Chilworth Garage, Guildford. Tel.: 62221. [0827]
T.D. M.G., red. Laystall head modified clutch and r/axle. New tyres, heater, tonneau, luggage grid, Rimblishers, fog/reverse lamps. £485. Write 10, Kenton Gardens, or Tel.: St. Albans 6688. [0828]

SITUATIONS VACANT

TWO ENERGETIC SALESMEN required, period Motor Show. Cars sales experience not essential but sales training valuable. Salary, expenses and commission, possible future employment. Interview London. Box No. Q503, Motor Sport, 15, City Road, E.C.1. [0508]

SITUATIONS WANTED

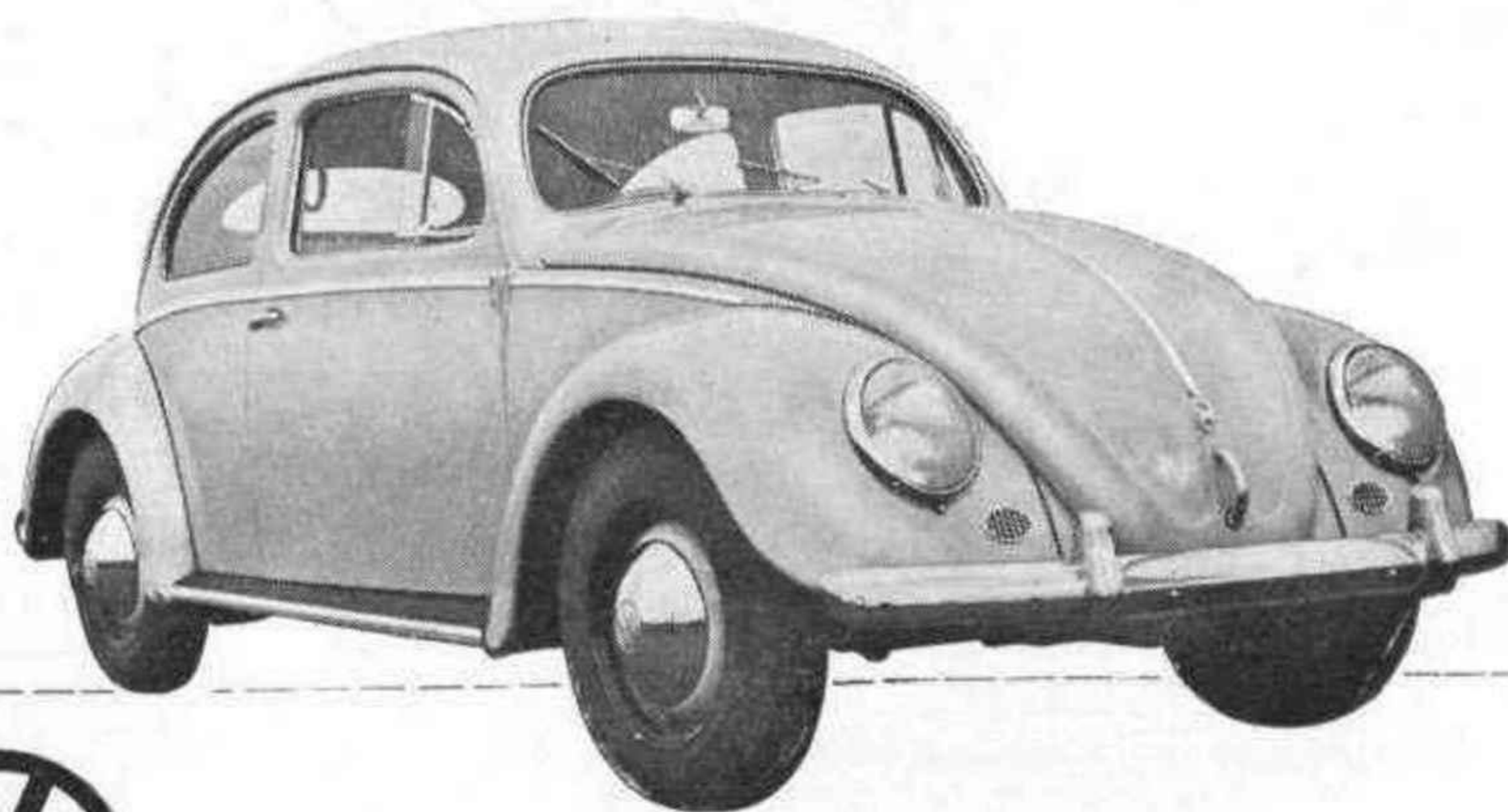
INTERNATIONAL RACING MOTOR-CYCLIST, works team rider for leading English and Continental factories. Winner numerous major British and Continental races. Wishes to take up motor racing and would like to contact racing-car owner with interesting proposition. Box No. Q786, Motor Sport, 15, City Road, E.C.1. [0786]

The eyes of the World are on

STAND No 135



VOLKSWAGEN



Sole Concessionaires

V W MOTORS LIMITED

BYRON HOUSE 7-9 ST. JAMES'S STREET LONDON S.W.1

Telephone: WHItchall 9501

LONDON SERVICE STATION AND SPARE PARTS DEPARTMENT

233 Plaistow Road London E.15 (adjoining Plaistow Station, District Line)

Telephone: MARYland 7661/5

V W PRODUCTION FIGURES

1948	19,220
1949	46,594
1950	90,558
1951	105,482
1952	135,970
1953	180,047
1954	242,673
1955	1,000,000 total Aug. 6th

LUCAS



BRITAIN'S BEST CAR BATTERY

WITH MANY EXCLUSIVE FEATURES

has 2 YEARS insured life

AT NO EXTRA COST!

MOTOR SHOW STAND No. 254

JOSEPH LUCAS LTD. BIRMINGHAM 19