

Vol. XXXI No 2.

Brown

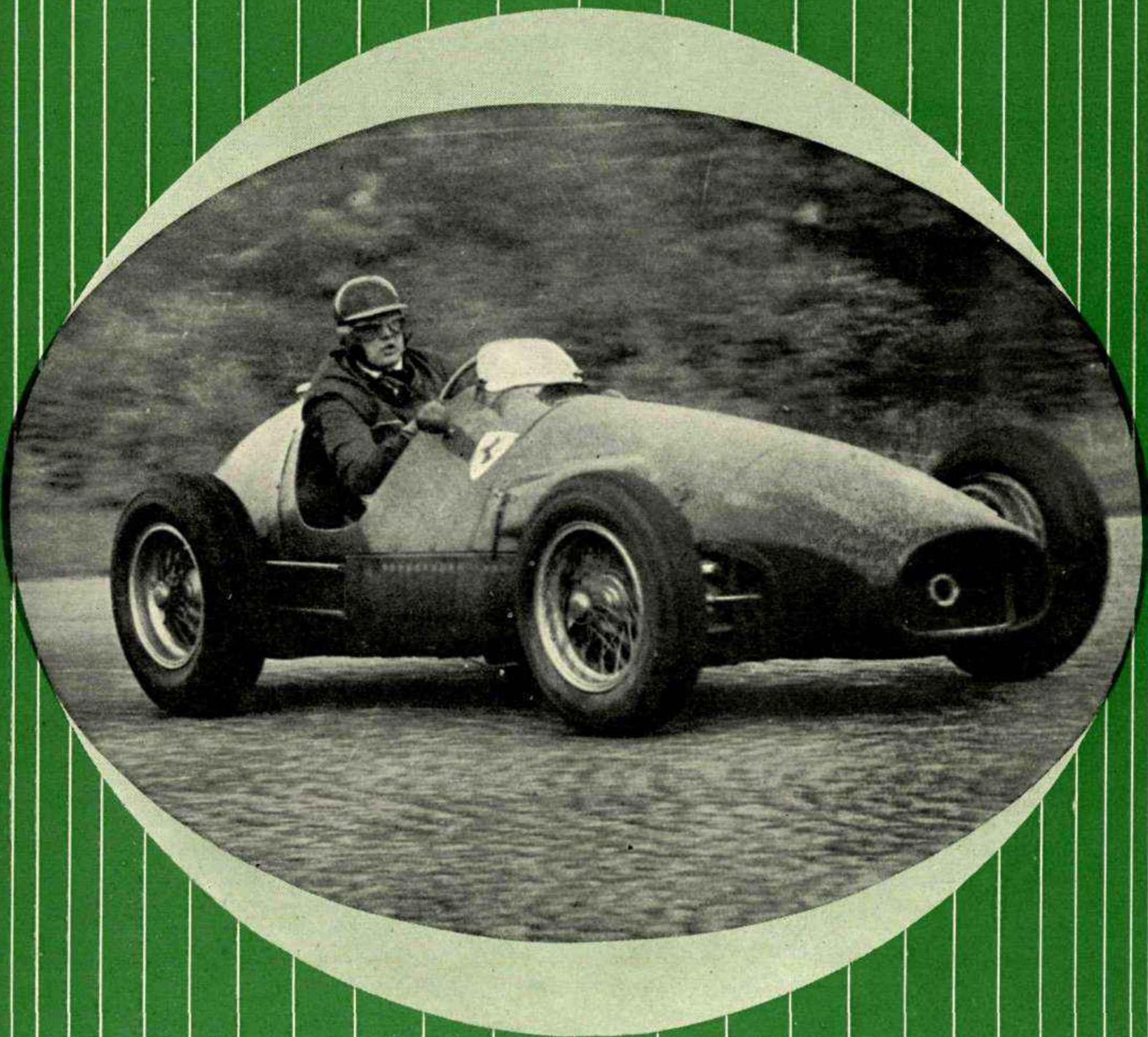
ONE SHILLING AND SIXPENCE

February, 1955

MOTOR SPORT

LARGEST CERTIFIED NET SALES

31st YEAR OF PUBLICATION



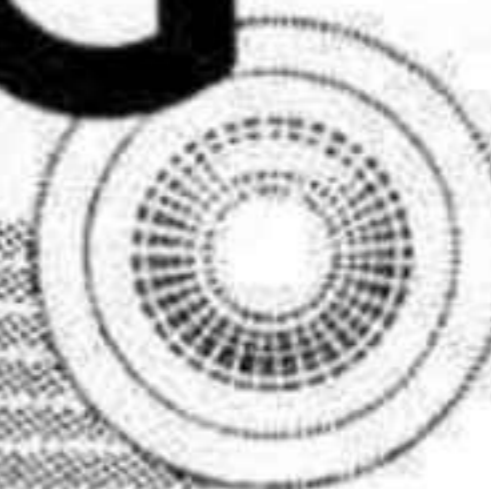
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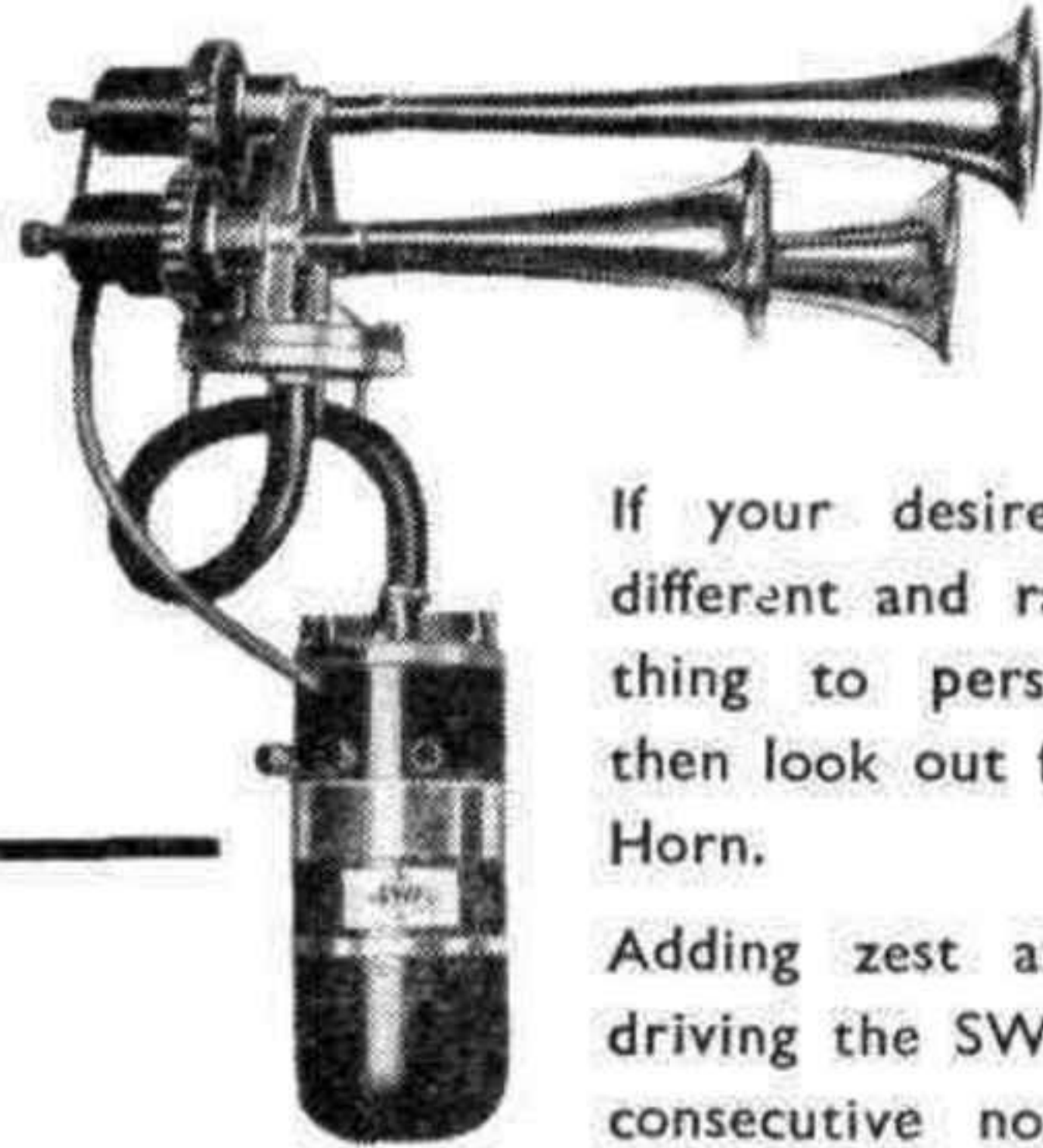
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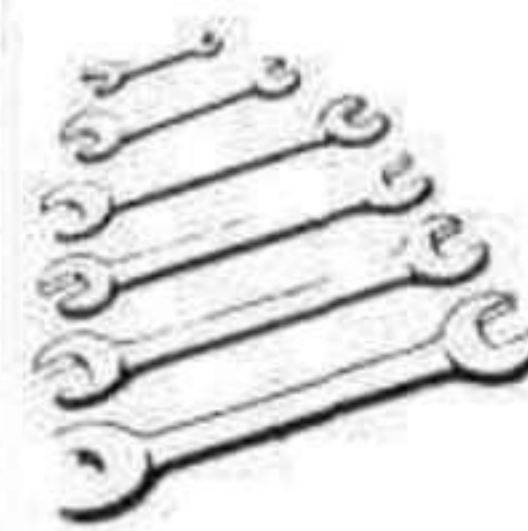
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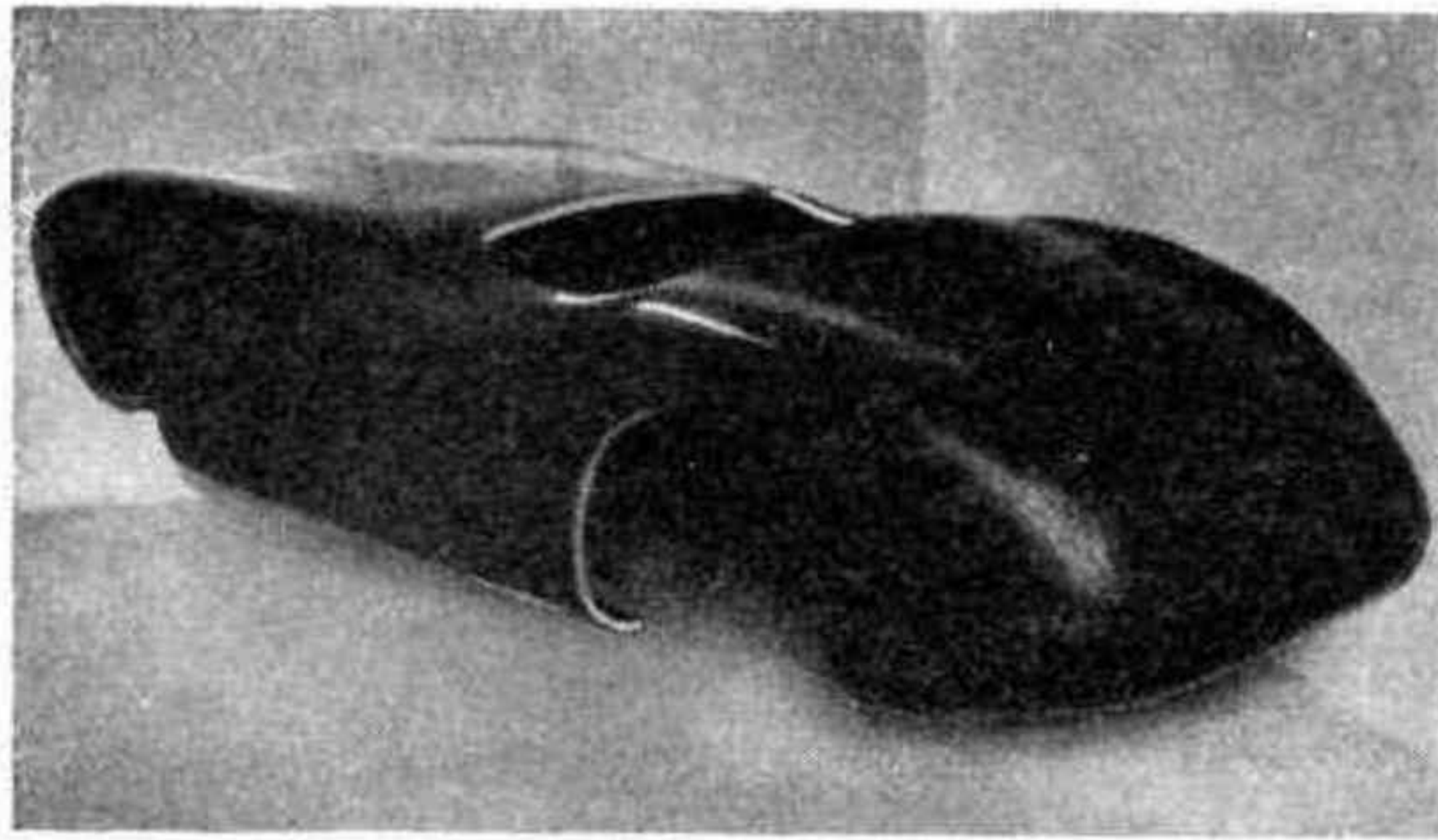
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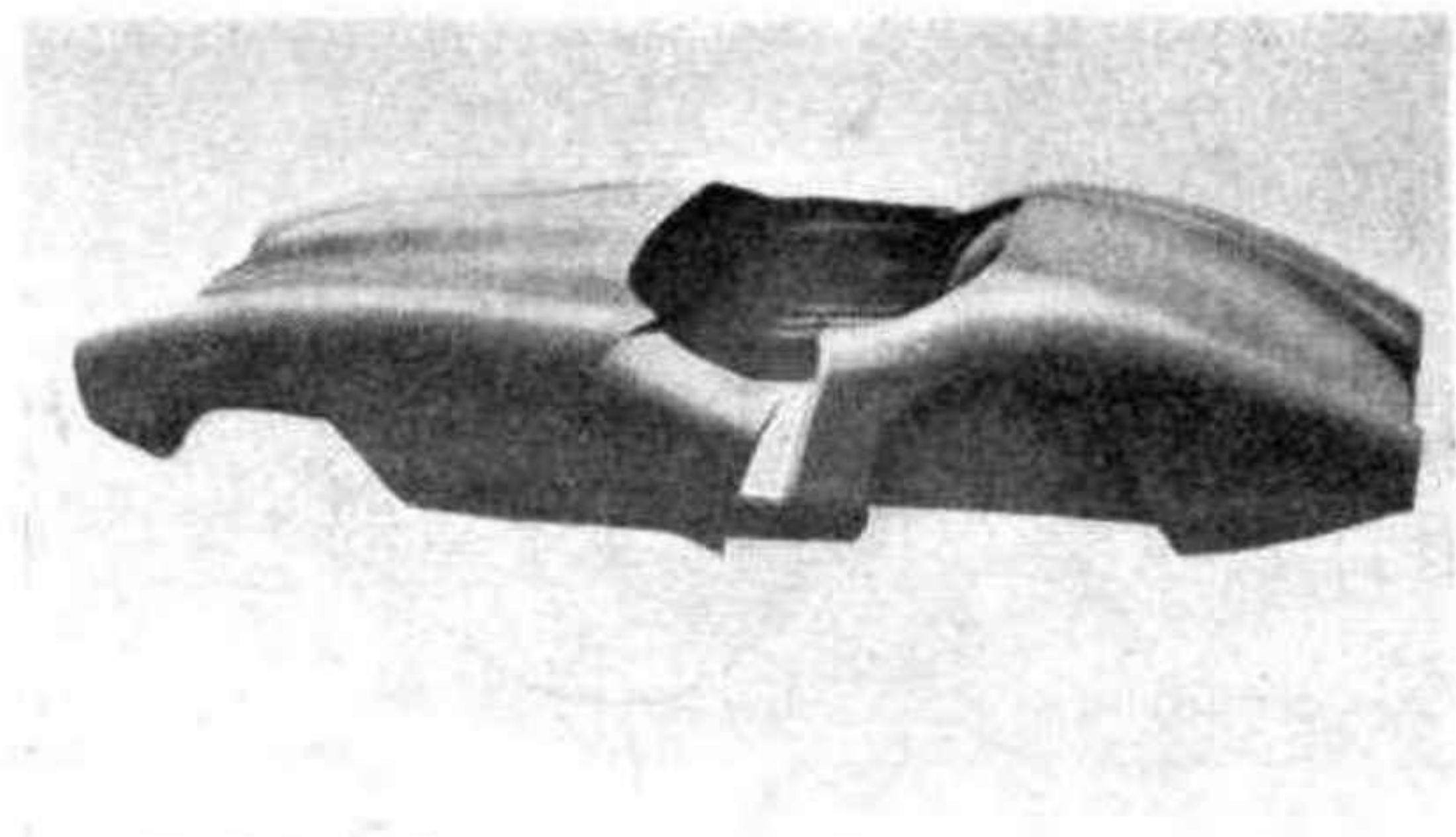
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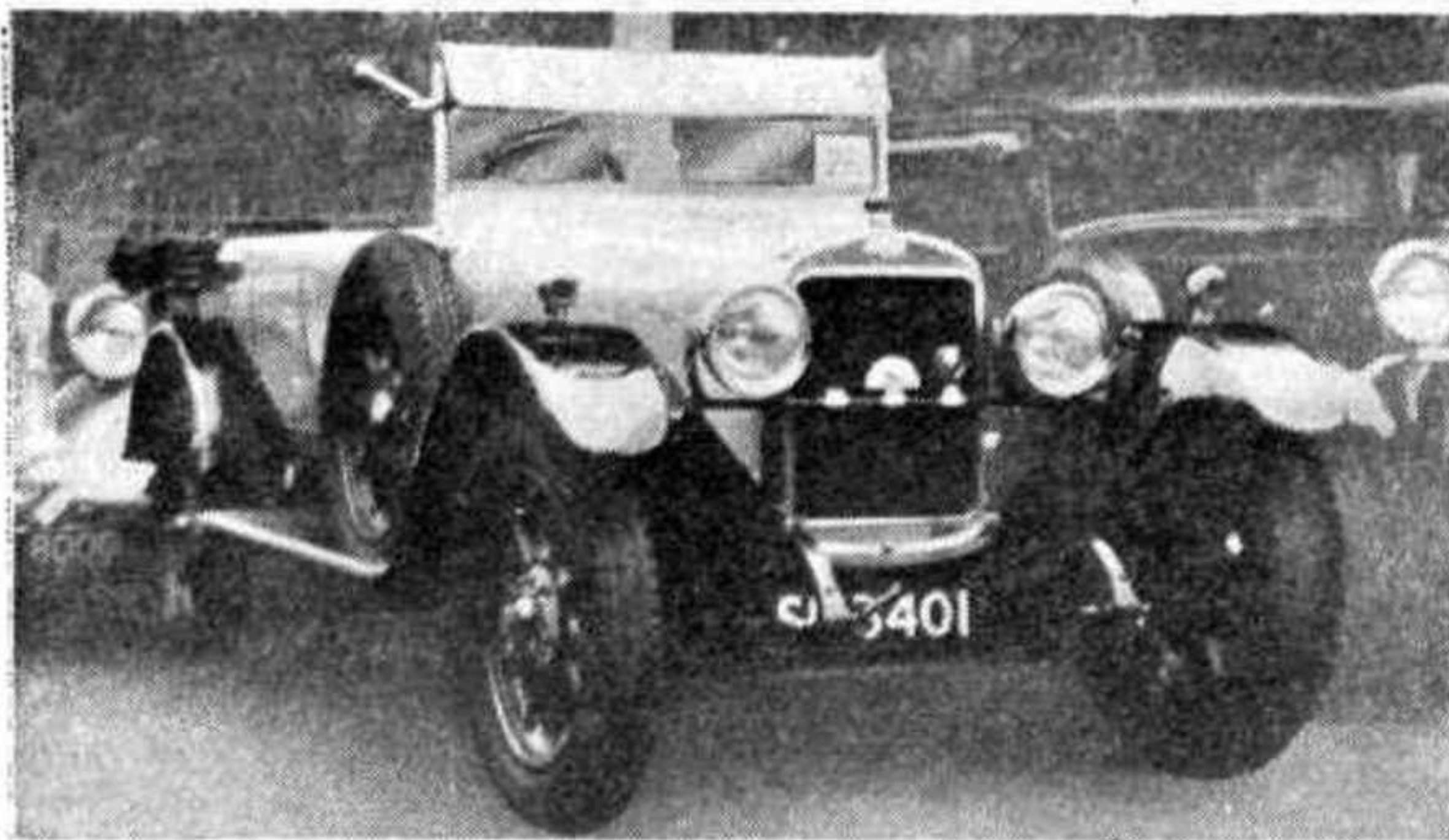
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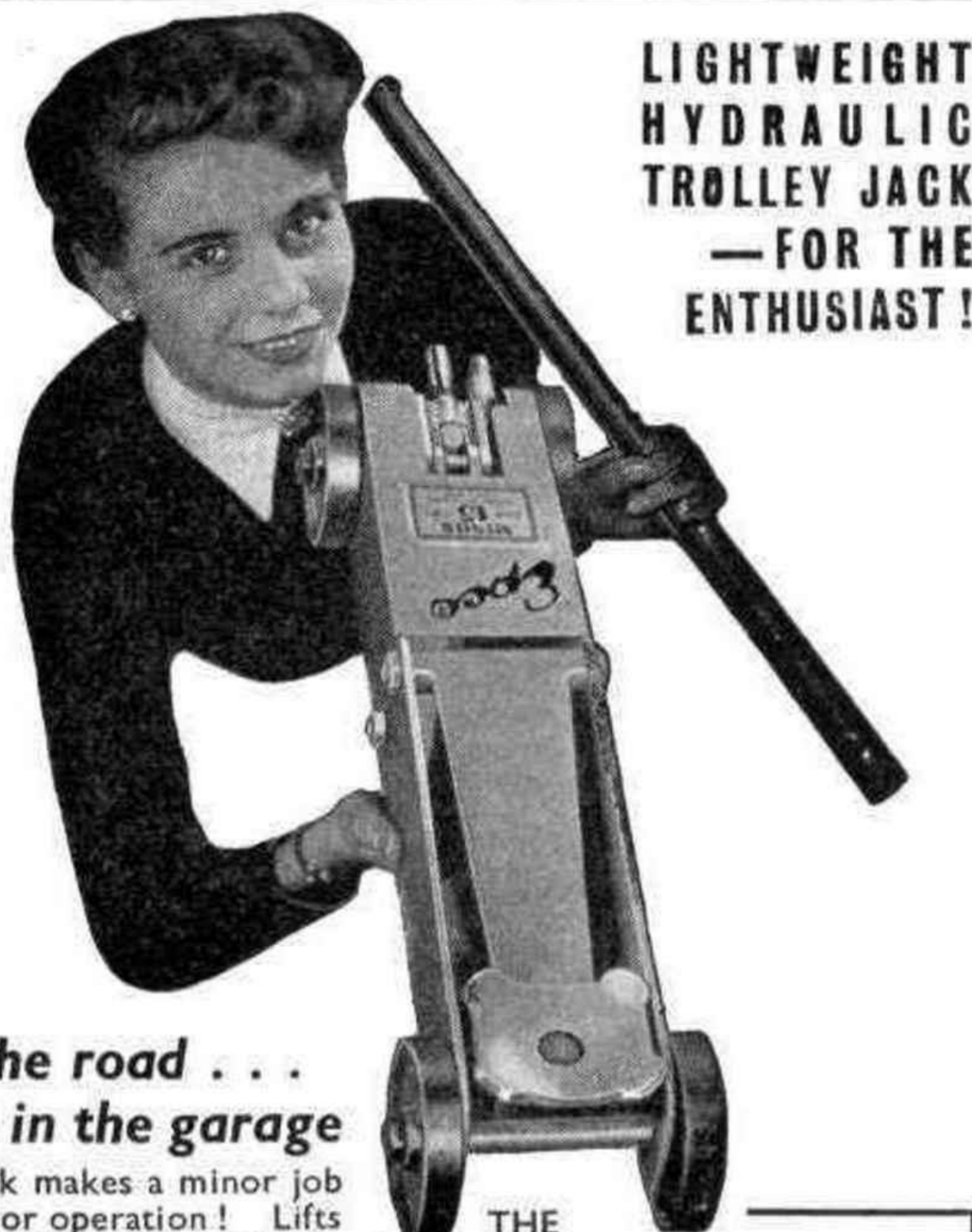
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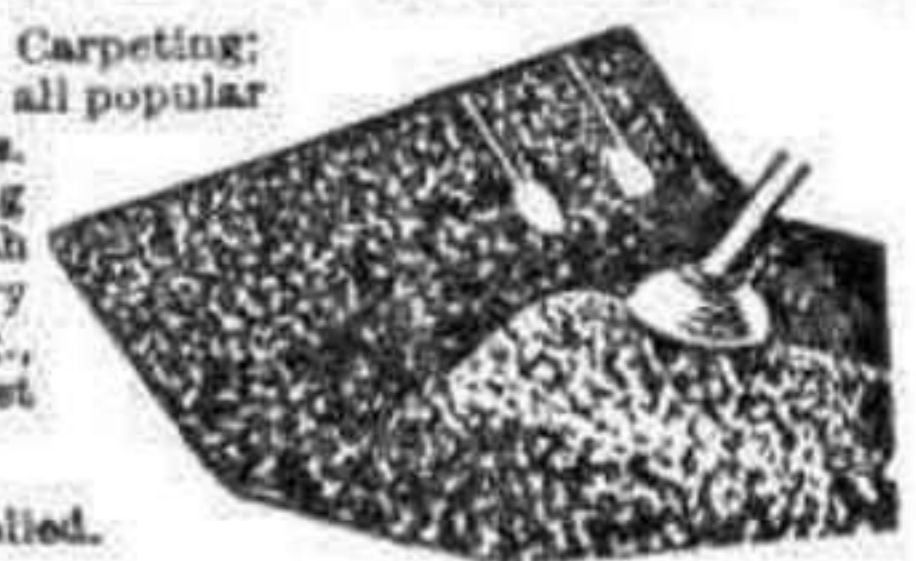
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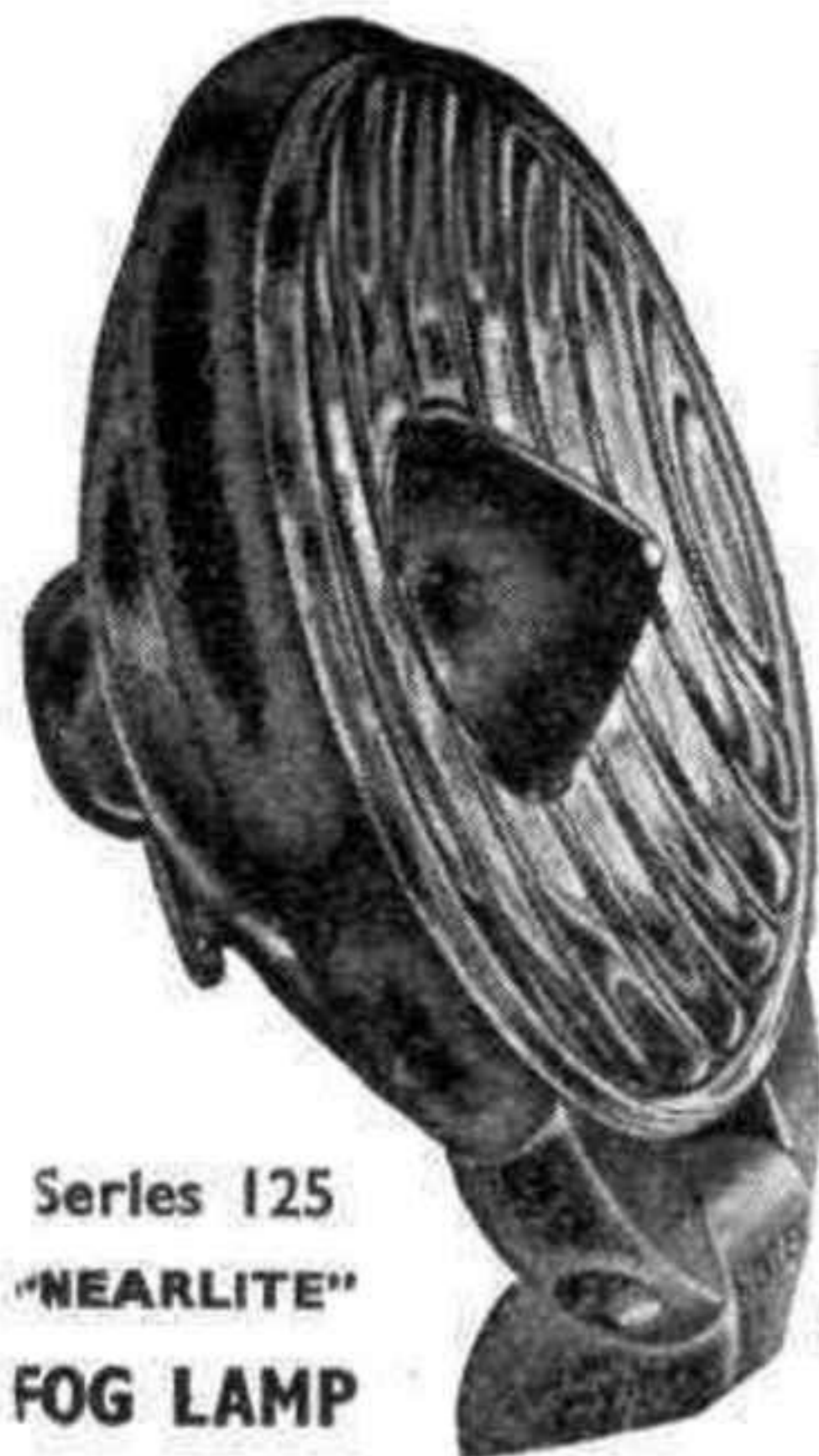
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4th—Silverstone, *Daily Express* 1,100 c.c. (W. A. Liddell).
- Mark V :** 1st—Castle Combe, April 5th, 1,200 c.c. (Geof. Tapp).
1st—Canadian Sports Car Race, 1,100 c.c. (J. Campbell).
1st—Silverstone, Sept. 11th, 1,172 c.c. (W. Marriott).
2nd—Silverstone, Sept. 11th, 1,500 c.c. (W. Marriott).
2nd—Kirkistown; Ford Eng. Class, June (J. McDonagh).
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Other specialist cars in stock include M.G. TD, Minor/Riley, 1950 Delage convertible, Austin-Healey, Hotchkiss, Alvis Speed Twenty-five saloon and tourer.

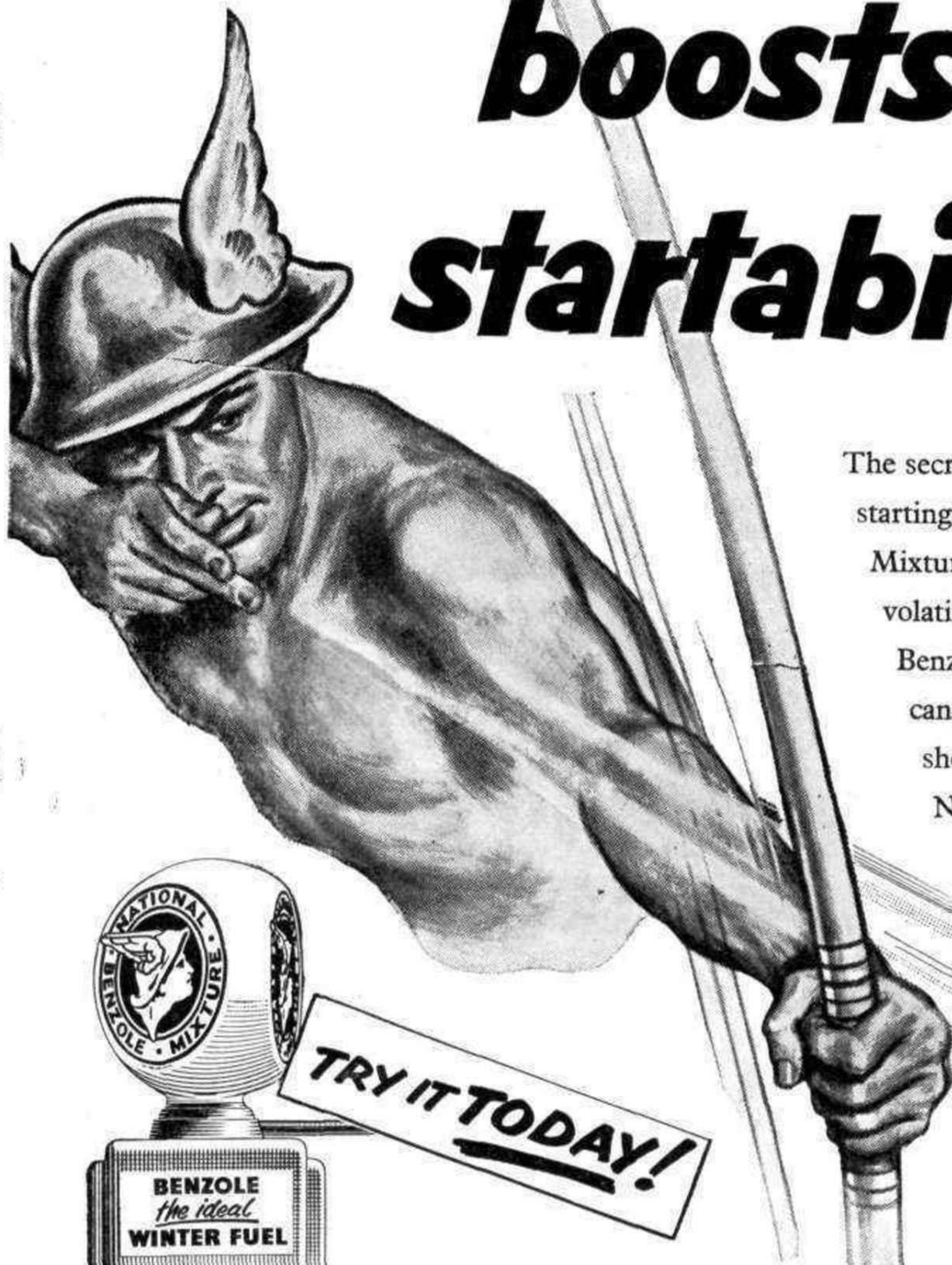
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THIRTY-FIRST YEAR OF PUBLICATION

MATTERS OF MOMENT

HAWTHORN SIGNS-ON WITH VANDERVELL

Last month we were able to announce that Moss had signed a contract with the Mercedes-Benz G.P. and sports-car teams for 1955 and to wish him every success at the wheel of the German cars.

Now comes the news that Hawthorn has signed with millionaire-industrialist G. A. Vandervell to drive a Vanwall in this season's Grands Prix.

Ferrari's loss is Britain's gain and we congratulate Hawthorn on his decision and Mr. Tony Vandervell on his determination to equip his Vanwall Specials in the best possible manner for the 1955 *grandes epreuves*.

The Vandervell stable has never sought publicity and has shown good common sense in the conduct of its racing affairs. The Thinwall Special Ferrari was developed into probably the most potent *formule libre* racing car in this country and frequently proved able to run rings round the rival B.R.M.s. Yet, when Mr. Vandervell's FI Vanwall was due to be raced, he sensibly laid aside the bigger car in order that his mechanics might concentrate 100 per cent. on the smaller but more important vehicle.

The Vandervell racing organisation displayed further good sense in not wasting time in developing an unorthodox chassis for the Vanwall, for this is one of the most difficult aspects of the modern G.P. car to plan correctly first-go. By combining Cooper and Ferrari layouts time was gained which could be devoted to designing an entirely new engine and one expects that the cornering instability which troubled the drivers last year will not prove impossible to eliminate.

To H.W.M. goes undiminished credit for first "wearing the green" in Continental post-war races, and Connaught earn warm praise for having a genuine F1 car on the stocks, but Tony Vandervell has stolen a march on the latter by already having had his Vanwall Special in several important races. Providing he appoints an experienced team manager and procures sufficient skilled mechanics to look after the two or possibly three Vanwalls he intends to field, "the green" should be borne without shame in the forthcoming Grand Prix races.

Mr. Vandervell knows exactly what he intends to do, from long experience—confirmation of this, if any is required, can be obtained by reading the appropriate chapter in the 1955 edition of "Motor Sport Racing Car Review."

In his choice of drivers Mr. Vandervell has been very sage indeed (incidentally, he himself used to race at Brooklands in Talbot and Wolseley cars), for Hawthorn will drive with Peter Collins.

Last year was not a happy one for Hawthorn, from several points of view, yet he still drove brilliantly for Ferrari. Let us wish him even greater opportunity this year for displaying his virtuosity and hope that, at the wheel of a British car, besides having our good wishes behind him, "Mike the Farnham-flyer," as the general sporting public knows him, will also have behind him the rest of the International G.P. field.

Hawthorn has also signed-on to drive for Jaguars in this season's sports-car races.

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Front cover picture: *IN THE RED*.—After driving for Ferrari last season, Hawthorn, seen in action during the Italian G.P. at Monza last year, will drive a green car this season—Mr. Vandervell's Vanwall Special.

UNHAPPY SETBACK

The general Assembly of the Federation Internationale de l'Automobile has referred back to the Commission Sportive Internationale certain proposals for the reformation of the International Sporting Calendar. It was these proposals which originated with the R.A.C., and led to the R.A.C. accepting a limitation of the number of International dates allocated to Great Britain in 1955. As further consideration of the scheme by the C.S.I. will inevitably delay its introduction for at least 12 months, the R.A.C. pressed for the removal of any limitation on dates granted to this country, and at the meeting of the C.S.I. in Monte Carlo on January 25th submitted applications for whatever dates were requested by organising clubs. These changes will delay the publication of the R.A.C. Fixture List, probably until mid-February.

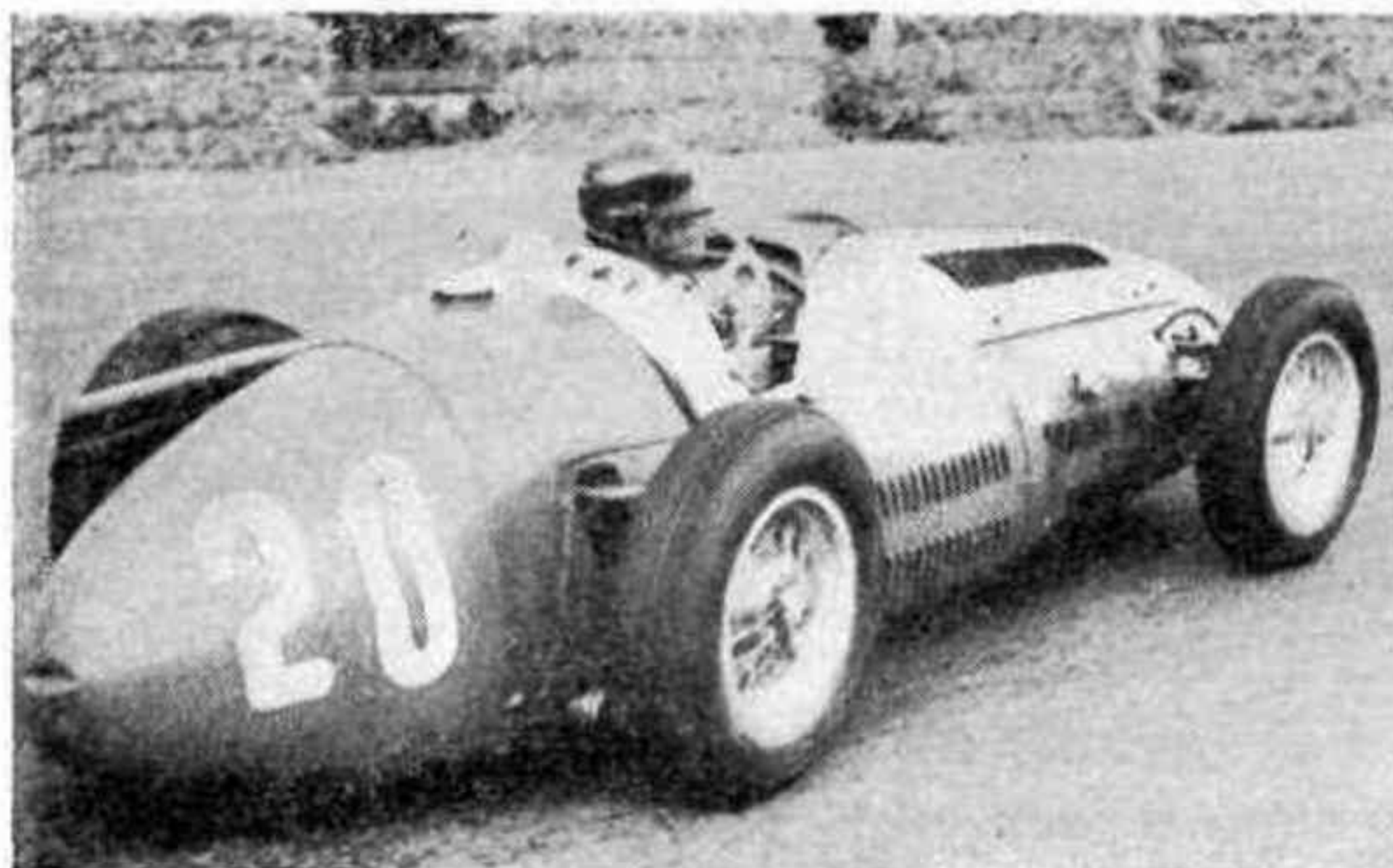
A GOOD START

Mercedes-Benz have got off to a good start of the 1955 Grand Prix season, with victory in the Argentine. Fangio, by being the only driver, besides Mieres, to go through this warm race without relief, has again served the German team well, adding hot-weather stamina to skill and intelligence.

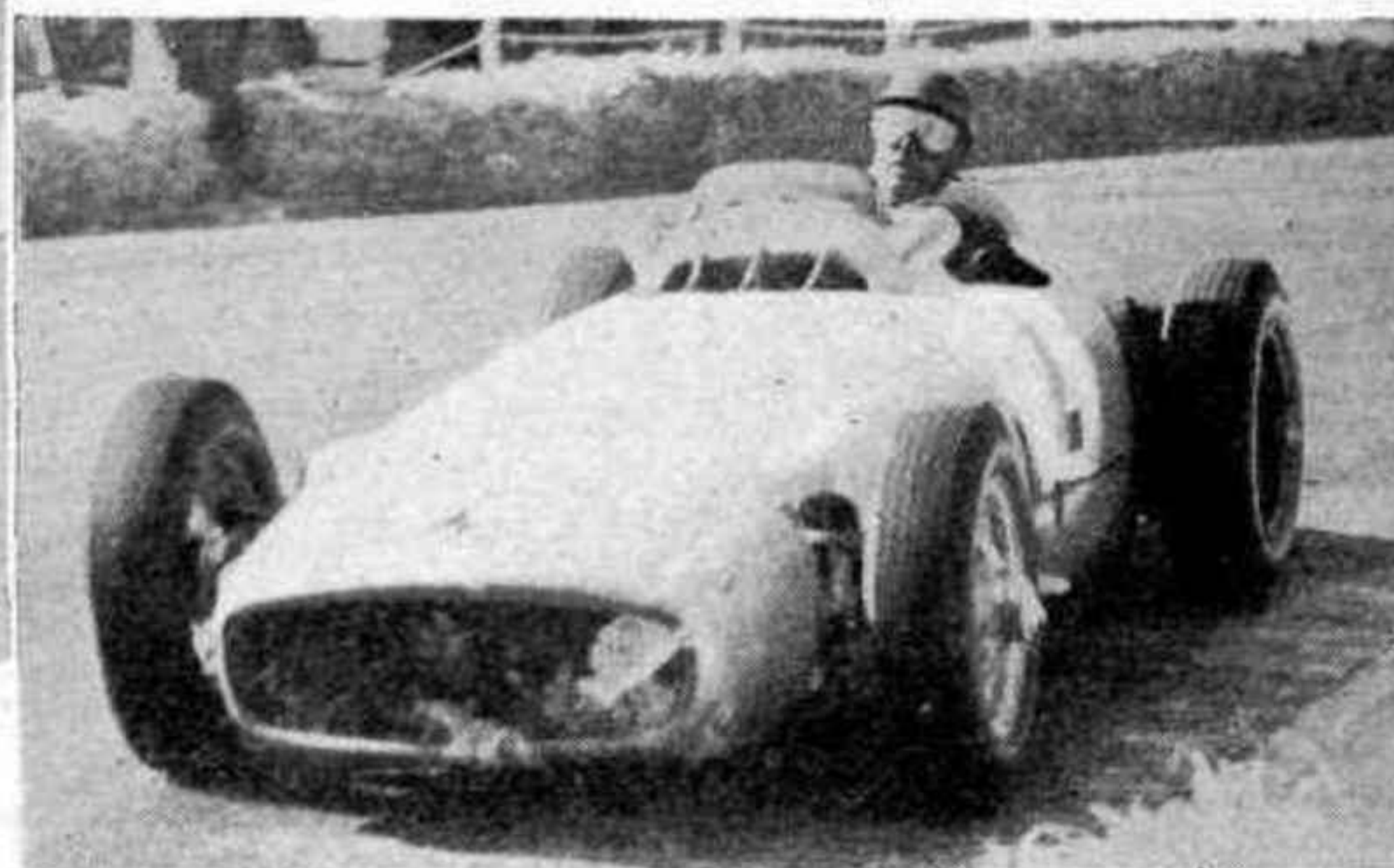
That the result was a Mercedes-Benz sandwich, with two Ferraris forming the "meat," indicates that we can look forward to a stern struggle for supremacy between Germany and Italy, unmarred by the domination of racing by any one marque, when the season opens in Europe at Syracuse on March 20th.

ANNOUNCEMENT

Owing to production difficulties, the usual Pictorial centre-spread, the next article in the series "The Racing Mechanics" and Readers' Letters have had to be omitted. These features will appear again regularly from next month's issue.



FANGIO
THE WORLD
CHAMPION



INTERNATIONAL RACE RESULTS OF 1954

GRANDE EPREUVES (For World Championship)

| Date | Race and Distance | Circuit | First | Second | Third | Winner's Speed, k.p.h. |
|---------|---------------------------|--------------|--------------------------------------|--------------------------------|--------------------------------|------------------------|
| Jan. 17 | Argentine G.P.—3 hrs. ... | Buenos Aires | Fangio (Maserati) | Farina (Ferrari) | Gonzalez (Ferrari) | 111.876 |
| May 31 | Indianapolis—805 kms. ... | Indianapolis | Vukovich (Fuel Injection Special) | Bryan (Lines Special) | McGrath (Hinkle Special) | 210.568 |
| June 20 | Belgian G.P.—509 kms. ... | Spa | Fangio (Maserati) | Trintignant (Ferrari) | Moss (Maserati) | 185.172 |
| July 4 | French G.P.—506 kms. ... | Reims | Fangio (Mercedès) | Kling (Mercedès) | Manzon (Ferrari) | 186.638 |
| " 17 | British G.P.—420 kms. ... | Silverstone | Gonzalez (Ferrari) | Hawthorn (Ferrari) | Marimon (Maserati) | 144.311 |
| Aug. 1 | German G.P.—501 kms. ... | Nurburgring | Fangio (Mercedès) | Gonzalez/Hawthorn (Ferrari) | Trintignant (Ferrari) | 133.500 |
| " 22 | Swiss G.P.—480 kms. ... | Berne | Fangio (Mercedès) | Gonzalez (Ferrari) | Herrmann (Mercedès) | 159.650 |
| Sept. 5 | Italian G.P.—504 kms. ... | Monza | Fangio (Mercedès) | Hawthorn (Ferrari) | Maglioli/Gonzalez (Ferrari) | 180.218 |
| Oct. 24 | Spanish G.P.—505 kms. ... | Barcelona | Hawthorn (Ferrari) | Musso (Maserati) | Fangio (Mercedès) | 157.734 |

Championship Placings: 1st: Fangio. 2nd: Gonzalez. 3rd: Hawthorn.

FORMULE LIBRE RACES

| | | | | | | |
|----------|---------------------------------|--------------|------------------------------|------------------------------|------------------------------|------------------------|
| Jan. 9 | New Zealand Cup—328 kms. ... | Ardmore | Jones (Maybach Special) | Wharton (B.R.M.) | Gaze (H.W.M.) | 120.612 |
| " 31 | Buenos Aires G.P.—254 kms. ... | Buenos Aires | Trintignant (Ferrari) | Mieres (Maserati) | Gonzalez/Farina (Ferrari) | 115.756 |
| Feb. 6 | Lady Wigram Trophy—160 kms. ... | New Zealand | Whitehead (Ferrari) | Gaze (H.W.M.) | Wharton (B.R.M.) | 1 hr. 9 min. 51.3 sec. |
| April 19 | Glover Trophy—80 kms. ... | Goodwood | Wharton (B.R.M.) | McAlpine (Connaught) | Marr (Connaught) | 137.520 |
| May 29 | B.A.R.C. 200—164 kms. ... | Aintree | Moss (Maserati) | Parnell (Ferrari) | Flockhart (B.R.M.) | 125.040 |
| July 10 | Leinster Trophy (Handicap) ... | Wicklow | Lacy (M.G.) | Kelly (Jaguar) | Titterington (Triumph) | 108.373 |
| Aug. 7 | Formule Libre Race—88 kms. ... | Oulton Park | Moss (Maserati) | Gerard (Cooper-Bristol) | Marr (Connaught) | 133.400 |
| " 14 | Formule Libre Race—172 kms. ... | Snetterton | Collins (Thinwall) | Nuckey (Cooper-Bristol) | Flockhart (B.R.M.) | 147.053 |
| " 28 | Wakefield Trophy—220 kms. ... | Curragh | Whitehead (Cooper-Jaguar) | Hamilton — Tie — (Jaguar) | Kelly (Jaguar) | 133.446 |
| Sept. 25 | Woodcote Cup—40 kms. ... | Goodwood | Collins (Thinwall) | Wharton (B.R.M.) | Moss (Maserati) | 148.140 |
| Oct. 2 | Formule Libre Race—82 kms. ... | Aintree | Moss (Maserati) | Mantovani (Maserati) | Flockhart (B.R.M.) | 136.163 |

FORMULA I RACES

| | | | | | | |
|----------|-----------------------------------|--------------|--------------------------|--------------------------|---------------------------|---------|
| April 11 | Syracuse G.P.—440 kms. ... | Syracuse | Farina (Ferrari) | Trintignant (Ferrari) | Mantovani (Maserati) | 153.530 |
| " 19 | Pau G.P.—3 hrs. ... | Pau | Behra (Gordini) | Trintignant (Ferrari) | Mieres (Maserati) | 100.769 |
| " 19 | Lavant Cup—23 kms. ... | Goodwood | Parnell (Ferrari) | Salvadori (Maserati) | McAlpine (Connaught) | 142.830 |
| May 9 | Bordeaux G.P.—302 kms. ... | Bordeaux | Gonzalez (Ferrari) | Manzon (Ferrari) | Trintignant (Ferrari) | 97.562 |
| " 15 | International Trophy—168 kms. ... | Silverstone | Gonzalez (Ferrari) | Behra (Gordini) | Simon (Gordini) | 149.283 |
| " 23 | Bari G.P.—330 kms. ... | Bari | Gonzalez (Ferrari) | Trintignant (Ferrari) | Behra (Gordini) | 141.309 |
| June 6 | Rome G.P.—394 kms. ... | Castelfusano | Marimon (Maserati) | Schell (Maserati) | Mantovani (Maserati) | 170.907 |
| " 6 | Frontieres G.P.—217 kms. ... | Chimay | Bira (Maserati) | Pilette (Gordini) | Beauman (Connaught) | 158.017 |
| July 11 | Rouen G.P.—484 kms. ... | Essarts | Trintignant (Ferrari) | Bira (Maserati) | Salvadori (Maserati) | 131.791 |
| " 25 | Caen G.P.—211 kms. ... | Caen | Trintignant (Ferrari) | Moss (Maserati) | Pollet/Behra (Gordini) | 142.477 |

FORMULA I RACES—continued

| Date | Race and Distance | Circuit | First | Second | Third | Winner's Speed, k.p.h. |
|----------|------------------------------------|-------------|-------------------|-------------------------|-------------------------|------------------------|
| Aug. 7 | Gold Cup Race—160 kms. | Oulton Park | Moss (Maserati) | Parnell (Ferrari) | Gerard (Cooper-Bristol) | 134.320 |
| " 14 | Formula I Race—172 kms. | Snetterton | Parnell (Ferrari) | Gerard (Cooper-Bristol) | Beauman (Connaught) | 142.222 |
| " 15 | Pescara G.P.—409 kms. | Pescara | Musso (Maserati) | Bira (Maserati) | Schell (Maserati) | 139.580 |
| Sept. 12 | Cadours G.P.—120 kms. | Cadours | Behra (Gordini) | Pilette (Gordini) | Rosier (Maserati) | 122.876 |
| " 19 | Avus G.P.—498 kms. | Berlin | Kling (Mercedès) | Fangio (Mercedès) | Herrmann (Mercedès) | 213.500 |
| " 25 | Goodwood Trophy—80 kms. | Goodwood | Moss (Maserati) | Collins (Vanwall) | Salvadori (Maserati) | 147.236 |
| Oct. 2 | " Daily Telegraph " Trophy—82 kms. | Aintree | Moss (Maserati) | Hawthorn (Vanwall) | Schell (Maserati) | 136.700 |

FORMULA III AND 750-C.C. RACES

| | | | | | | |
|----------|----------------------------------|----------------|----------------------|-------------------|--------------------------|---------|
| April 19 | Formula III Race—19 kms. | Goodwood | Leston (Cooper) | Bicknell (Revis) | Parker (Kieft) | 132.244 |
| May 9 | Elaintarhan | Finland | Brandon (Cooper) | Nuckey (Cooper) | Lincoln (Cooper) | — |
| " 15 | " Daily Express " Race—70 kms. | Silverstone | Moss (Cooper) | Leston (Cooper) | Russell (Cooper) | 135.494 |
| " 23 | Eifelrennen—114 kms. | Nurburgring | Moss (Cooper) | Helfrich (Cooper) | Lewis-Evans (Cooper) | 116.400 |
| " 23 | Hedemora—50 kms. | Sweden | Brandon (Cooper) | Nelleman (Copper) | Svensson (Effyh) | — |
| " 29 | " Daily Telegraph " Race—48 kms. | Aintree | Moss (Cooper) | Parker (Kieft) | Russell (Cooper) | 114.203 |
| " 30 | Orleans Race—21 kms. | France | Lewis-Evans (Cooper) | Leston (Cooper) | Hunt (Cooper) | 101.850 |
| June 27 | Bressuire Race—56 kms. | France | Nuckey (Cooper) | Brandon (Cooper) | Helfrich (Cooper) | 96.989 |
| July 14 | di Terano Race—112 kms. | Italy | Lewis-Evans (Cooper) | Taraschi (Giaur) | Biondi (Giaur) | 83.948 |
| " 17 | B.R.D.C. Race—82 kms. | Silverstone | Moss (Cooper) | Bicknell (Revis) | Bueb (Cooper) | 121.562 |
| " 18 | Porrentruy—54 kms. | Switzerland | Lang (Cooper) | Gilomen (Cooper) | Leston (Cooper) | 103.603 |
| Aug. 2 | Open Challenge Race—80 kms. | Brands Hatch | Russell (Cooper) | Moss (Cooper) | Taylor (Staride) | 113.450 |
| " 7 | Formula III Race—118 kms. | Oulton Park | Moss (Cooper) | Russell (Cooper) | Parker (Kieft) | 120.052 |
| " 8 | Senigallia—111 kms. | Italy | Lewis-Evans (Cooper) | Taraschi (Giaur) | Ceccarini (Stanguellini) | 137.204 |
| " 14 | Formula III Race—86 kms. | Snetterton | Russell (Cooper) | Bicknell (Revis) | Leston (Cooper) | 128.825 |
| " 19 | Chieti Race—68 kms. | Italy | Brandon (Cooper) | Nuckey (Cooper) | Taraschi (Giaur) | 88.545 |
| Sept. 5 | Skarpnack | Sweden | Bueb (Cooper) | Lang (Cooper) | Lincoln (Cooper) | — |
| " 18 | Redex Trophy—22 kms. | Crystal Palace | Bueb (Cooper) | Bicknell (Revis) | Lewis-Evans (Cooper) | 112.090 |
| " 25 | Formula III—19 kms. | Goodwood | Parker (Kieft) | Moss (Cooper) | Bicknell (Revis) | 131.062 |
| " 26 | Agen Race | France | Lang (Cooper) | Kuhnke (Cooper) | Hutchinson (Cooper) | — |
| Oct. 2 | Formula III—82 kms. | Aintree | Moss (Cooper) | Bueb (Cooper) | Leston (Cooper) | 124.847 |

SPORTS CAR RACES

| | | | | | | |
|---------|------------------------------------|----------------|---------------------------|---------------------------|----------------------------------|-------------------------|
| Jan. 3 | Circuit of Gavea—320 kms. | Rio de Janeiro | Graffenried (Maserati) | Musitelli (Ferrari) | Landi (Ferrari) | 4 hr. 14 min. 21.7 sec. |
| " 10 | San Paola | Brazil | Graffenried (Maserati) | Rodriguez (Ferrari) | Casini (Ferrari) | 106.660 |
| " 24 | Argentine—1,000 kms. | Buenos Aires | Farina/Maglioli (Ferrari) | Schell/Portago (Ferrari) | Collins/Griffiths (Aston Martin) | 150.355 |
| Feb. 28 | Agadir—121 kms. | Morocco | Farina (Ferrari) | Behra (Gordini) | Scotti (Ferrari) | 99.995 |
| Mar. 7 | Senegal—2 hrs. | Dakar | Scotti (Ferrari) | Trintignant (Ferrari) | Simone (Maserati) | 130.193 |
| " 7 | Sebring—12 hrs. | Hendricks | Moss/Lloyd (Osca) | Valenzo/Rubiroso (Lancia) | Macklin/Huntoon (Austin-Healey) | 117.230 |
| April 4 | Circuit of Sicily—1,080 kms. | Sicily | Taruffi (Lancia) | Carini (Alfa-Romeo) | Gerini (Ferrari) | 103.743 |
| " 10 | Empire Trophy (Handicap) | Oulton Park | Brown (Cooper-Bristol) | Salvadori (Maserati) | Gammon (Lotus) | 113.623 |
| " 11 | Circuit of Nimes—113 kms. | France | Jonneret (Jaguar) | Veuillet (Porsche) | Bayol (D.B.) | 100.353 |
| " 19 | Circuit of Marrakech—385 kms. | N. Africa | Picard (Ferrari) | Lucas (Ferrari) | Roboly (Maserati) | 140.586 |
| " 25 | Coupe de Paris—100 kms. | Montlhery | Hamilton (Jaguar) | Ramos (Aston Martin) | Thepenier (Gordini) | 150.151 |
| May 2 | Mille Miglia—1,597 kms. | Italy | Ascari (Lancia) | Marzotto (Ferrari) | Musso (Maserati) | 139.645 |
| " 9 | Elaintarhan—50 kms. | Finland | Nuckey (Cooper-Aston) | Carlsson (Ford Special) | Laurent (Ferrari) | 107.142 |
| " 15 | " Daily Express " Trophy—82 kms. | Silverstone | Gonzalez (Ferrari) | Abecassis (H.W.M.) | Walker (Jaguar) | 133.676 |
| " 16 | Circuit of Naples—246 kms. | Posillipo | Musso (Maserati) | Musitelli (Ferrari) | Bellucci (Maserati) | 102.928 |
| " 21 | Bari Race—3 hrs. | Italy | Biondetti (Ferrari) | Gerini (Ferrari) | Cortese (Ferrari) | 122.813 |
| " 23 | Production Race—170 kms. | Spa | Dauids (Jaguar) | Musy (Maserati) | Swaters (Cooper-Bristol) | 153.609 |
| " 23 | Eifelrennen—114 kms. | Nurburgring | Bechem (Borgward) | Hartmann (Borgward) | Giardini (Osca) | 118.000 |
| " 23 | Hedemorra—180 kms. | Sweden | Olivera (Ferrari) | Abecassis (H.W.M.) | Hamilton (Jaguar) | — |
| " 29 | " Daily Telegraph " Trophy—48 kms. | Aintree | Hamilton (Jaguar) | Shelby (Aston Martin) | Stewart (Jaguar) | 119.180 |

CASTROL WINS

**ARGENTINE
GRAND PRIX**

1st

MERCEDES-BENZ

J. M. FANGIO

ALSO 4th MERCEDES-BENZ



THE MASTERPIECE IN OILS

SPORTS-CAR RACES—continued

| Date | Race and Distance | Circuit | First | Second | Third | Winner's Speed, k.p.h. |
|------------|--------------------------------------|-----------------|--------------------------------|---------------------------------|-----------------------------|-------------------------|
| May 30 | Targa Florio—576 kms. ... | Sicily ... | Taruffi (Lancia) | Musso (Maserati) | Piodi (Lancia) | 89.930 |
| " 30 | Bol d'Or—24 hrs. ... | Montlhery ... | Sigrand/Celerier (M.D.) | Trouis/Horridge (Riley Special) | Prieur/Prieur (Simca) | 106.434 |
| June 6 | Hyerès—12 hrs. ... | S. France ... | Trintignant/Piotti (Ferrari) | Picard/Pozzi (Ferrari) | Armengard/Abbo (Osca) | 131.784 |
| " 13 | Le Mans—24 hrs. ... | Sarthe ... | Gonzalez/Trintignant (Ferrari) | Rolt/Hamilton (Jaguar) | Spear/Johnston (Cunningham) | 169.215 |
| " 20 | Autodromo G.P.—250 kms. ... | Imola ... | Maglioli (Ferrari) | Musitelli (Ferrari) | Musso (Maserati) | 140.096 |
| " 27 | Supercortemaggiore—1,000 kms. ... | Monza ... | Hawthorn/Maglioli (Ferrari) | Gonzalez/Trintignant (Ferrari) | Cornacchia/Gerini (Ferrari) | 161.937 |
| " 27 | Oporto G.P.—333 kms. ... | Portugal ... | Villoresi (Lancia) | Castellotti (Lancia) | Whitehead (Cooper-Jaguar) | 148.320 |
| July 3 | Reims—12 hrs. ... | Reims ... | Whitehead/Wharton (Jaguar) | Rolt/Hamilton (Jaguar) | Laurent/Swaters (Jaguar) | 168.235 |
| " 11 | Dolomite Gold Cup—303 kms. ... | Italy ... | Mantovani (Maserati) | Cabianca (Osca) | Gerini (Ferrari) | 91.319 |
| " 17 | B.R.D.C. 1,500 c.c. ... | Silverstone ... | Chapman (Lotus) | Gammon (Lotus) | Herrmann (Porsche) | 131.487 |
| " 17 | B.R.D.C. Unlimited ... | Silverstone ... | Collins (Aston Martin) | Salvadori (Aston Martin) | Shelby (Aston Martin) | 138.921 |
| " 25 | Portugal G.P.—326 kms. ... | Monsanto ... | Gonzalez (Ferrari) | Hawthorn (Ferrari) | Gregory (Ferrari) | 133.280 |
| " 25 | Messina—10 hrs. ... | Sicily ... | Sgorbati (Osca) | Colocci (Ferrari) | Zagato (Fiat 8V) | 109.687 |
| Aug. 1 | German Sports Race—160 kms. ... | Nurburgring ... | Herrmann (Porsche) | Frankenburg (Porsche) | Polensky (Porsche) | 122.900 |
| " 1 | Circuit of Calabria ... | Italy ... | Giardini (Osca) | Biondetti (Ferrari) | Musso (Maserati) | 89.651 |
| " 8 | Senigallia (Unlimited)—140 kms. ... | Italy ... | Maglioli (Ferrari) | Gerini (Ferrari) | Bordoni (Gordini) | 164.764 |
| " 8 | Senigallia (2-litre)—140 kms. ... | Italy ... | Musso (Maserati) | Sighinolfi (Ferrari) | Said (Ferrari) | 155.528 |
| " 15 | Dutch G.P. ... | Zandvoort ... | Brown (Cooper-Bristol) | Sanderson (Jaguar) | Laurent (Jaguar) | 1 hr. 37 min. 32.2 sec. |
| " 22 | " Trullo D'Oro " ... | Bari ... | Bordoni (Gordini) | Said (Ferrari) | Pezzoli (Ferrari) | 145.261 |
| " 26 | Stella Alpina ... | Italy ... | Crespi (Alfa-Romeo) | Ammendola (Lancia) | Sanesi (Alfa-Romeo) | — |
| Sept. 11 | R.A.C. Tourist Trophy—1,000 kms. ... | Dundrod ... | Loreau/Armagnac (D.B. Panhard) | Hawthorn/Trintignant (Ferrari) | Musso/Mantovani (Maserati) | 94.459 |
| Oct. 2 | Sports Cars—82 kms. ... | Aintree ... | Gregory (Ferrari) | Collins (Aston Martin) | Parnell (Aston Martin) | 128.264 |
| " 10 | Coupe du Salon—151 kms. ... | Montlhery ... | Behra (Gordini) | Gregory (Ferrari) | Hamilton (Jaguar) | 161.756 |
| " 10 | Gold Cup—82 kms. ... | Syracuse ... | Taruffi (Lancia) | Scotti (Ferrari) | Bordoni (Gordini) | 144.069 |
| " 23 | Penya Rhin—252 kms. ... | Barcelona ... | Picard (Ferrari) | Salvadori (Jaguar) | Sanderson (Jaguar) | 147.500 |
| Nov. 18-22 | Pan-Americana ... | Mexico ... | Maglioli (Ferrari) | Hill (Ferrari) | Herrmann (Porsche) | 173.817 |
| Dec. 11 | Nassau Race—158 kms. ... | Bahamas ... | Portago (Ferrari) | Gregory (Ferrari) | Goldschmidt (Ferrari) | — |
| " 12 | Nassau Trophy—310 kms. ... | Bahamas ... | Gregory (Ferrari) | Portago (Ferrari) | Hanstein (Porsche) | 143.475 |

Sports-Car Championship : 1st : Ferrari. 2nd : Lancia. 3rd : Jaguar.

HILL-CLIMBS AND SPEED TRIALS

| | | | | | | |
|---------|--------------------------------|----------------|----------------------|---------------------|------------------------|-------------------|
| May 16 | Planfoy ... | France ... | Pozzi (Talbot) | Blanc (Talbot) | Ducrey (Alfa-Romeo) | 3 min. 1.8 sec. |
| " 30 | Chiusa-Sella Nevea—17 kms. ... | Italy ... | Gerini (Ferrari) | Denzel (Porsche) | Fornasari (Alfa-Romeo) | 13 min. 06.0 sec. |
| June 26 | Bo'ness ... | Kinnell ... | Wharton (Cooper) | Wharton (E.R.A.) | Christie (Cooper) | 33.76 sec. |
| July 3 | Rest-and-Be-Thankful ... | Arrocher ... | Christie (Cooper) | Christie (E.R.A.) | Sleeman (Cooper) | 63.87 sec. |
| " 4 | Bolzano-Mendola ... | Italy ... | Castellotti (Lancia) | Gerini (Ferrari) | Ammendola (Ferrari) | 15 min. 44.6 sec. |
| " 22 | Bouley Bay ... | Jersey ... | Wharton (Cooper) | Christie (E.R.A.) | Leston (Cooper) | 53.6 sec. |
| " 25 | Aosta-St. Bernard—34 kms. ... | Italy ... | Castellotti (Lancia) | Amendola (Ferrari) | Bordoni (Gordini) | 22 min. 58.8 sec. |
| Sept. 4 | Brighton Speed Trials ... | Brighton ... | Wharton (E.R.A.) | Instone (Djinn) | Walker (Connaught) | 23.63 sec. |
| " 19 | Catania-Etna—33 kms. ... | Sicily ... | Taruffi (Lancia) | Bellucci (Maserati) | Grimaldi (Osca) | 19 min. 13.2 sec. |
| " 19 | Bologna-Raticosa—43 kms. ... | Italy ... | Castellotti (Lancia) | Perdisa (Maserati) | Giardini (Osca) | 25 min. 50.3 sec. |
| " 19 | Prescott Hill-Climb ... | Cheltenham ... | May (Cooper) | Bueb (Cooper) | Parker (Kieft) | 45.22 sec. |

THE 1955 RACING SEASON OPENS

NEW ZEALAND GRAND PRIX (January 8th)

- 1st : Bira (Maserati)
100 laps (210 miles) in 2 hr. 40 min. 32 sec. ... 78.75 m.p.h.
- 2nd : P. Whitehead (Ferrari), 2 hr. 40 min. 32 sec.
- 3rd : Gaze (Ferrari), 2 hr. 41 min. 31 sec.
- 4th : Brabham (Cooper-Bristol), 99 laps.
- 5th : Hunt (Maserati), 97 laps.

ARGENTINE GRAND PRIX (January 16th)

- 1st : Fangio (Mercedès-Benz)
96 laps (233 miles) in 3 hr. 0 min. 38.6 sec. ... 75.1 m.p.h.
- 2nd : Farina, Gonzales and Trintignant (Ferrari), 3 hr. 2 min. 8.2 sec.
- 3rd : Maglioli, Farina and Trintignant (Ferrari), 94 laps.
- 4th : Kling, Moss and Herrmann (Mercedès-Benz), 94 laps.
- 5th : Mieres (Maserati), 91 laps.
- 6th : Behra and Schell (Maserati), 91 laps.
- 7th : Musso, Mantovani and Behra (Maserati).

WON ON



ENERGOL



AUCKLAND GRAND PRIX

1st MASERATI — B. Bira

also using BP FUEL

Subject to Official Confirmation

If you really care for your car — always use BP ENERGOL — the SUPER oil

A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED, WHOSE SYMBOL IS THE BP SHIELD

MY YEAR'S MOTORING

The Editor Looks Back on the Cars He Drove During 1954

(Continued from the January issue)

ABOUT this time Michael Christie, in between making f.t.d. at numerous sprint venues, invited me to the charming village of Haddenham, in Buckinghamshire, to see for myself the magic he instils in formerly-staid Morris Minors by fitting them with his twin-carburettor cylinder heads and higher back-axle ratios. I duly tried two, a 1953 tourer and a 1954 Traveller's Car. They went along so nicely that I took the latter all the way up to Wolverhampton for my wife's Sunbeam Register Rally and kept it for over a week, averaging over 100 miles a day in this borrowed "utility." I have a slight bias against modifications to the lower-priced family-type cars, tempered by appreciation of the interest and individuality that such "hotting-up" embraces, but in the case of this Alexander-doctored Minor no shortcomings were evident and a particularly tiring, long-distance weekend passed effortlessly in spite of a mere 800 c.c. under the bonnet. The comfort of the Dunlopillo-upholstered bucket front seats was a contributory factor and the Morris Minor Traveller's Car has such a multitude of uses that it is a vehicle I would admit very readily to the home garage. The wood-finish to the body, its twin rear doors, and low roof line make it, in my opinion, one of the most attractive small "station-wagons" on the market and I suspect that if I had time to work out its floor-space in relation to that of its rivals I should find that B.M.C. have been as generous here as they have been sparing in engine swept-volume—which, of course, is where Alexander Engineering comes in!

Motoring in my personal car, as distinct from road-test vehicles, has been an open-air affair, for I have to date retained the alternately loved and hated Morgan Plus Four. More fresh air was forthcoming when a Singer 4AD two-carburettor roadster came along for trial. It was pre-war in conception and therefore seemed costly at over £700, but it possessed practical all-weather equipment for occasions when the fresh air was laced with rain, the gear-change was in the sports-car tradition and the steering high-g geared. In this red four-seater a friend and I had much fun rediscovering M.C.C. trials hills of the nineteen-thirties, including a stirring ascent of Fingle Bridge.

Came a summer weekend in the majesty of a Ford Zephyr Zodiac, a roomy drawing-room of a car, rather flexibly suspended and casually braked, but so effortless to drive and, for its size, economical on fuel that at a basic price of £600 this very comprehensively-equipped vehicle represents excellent "value for lolly."

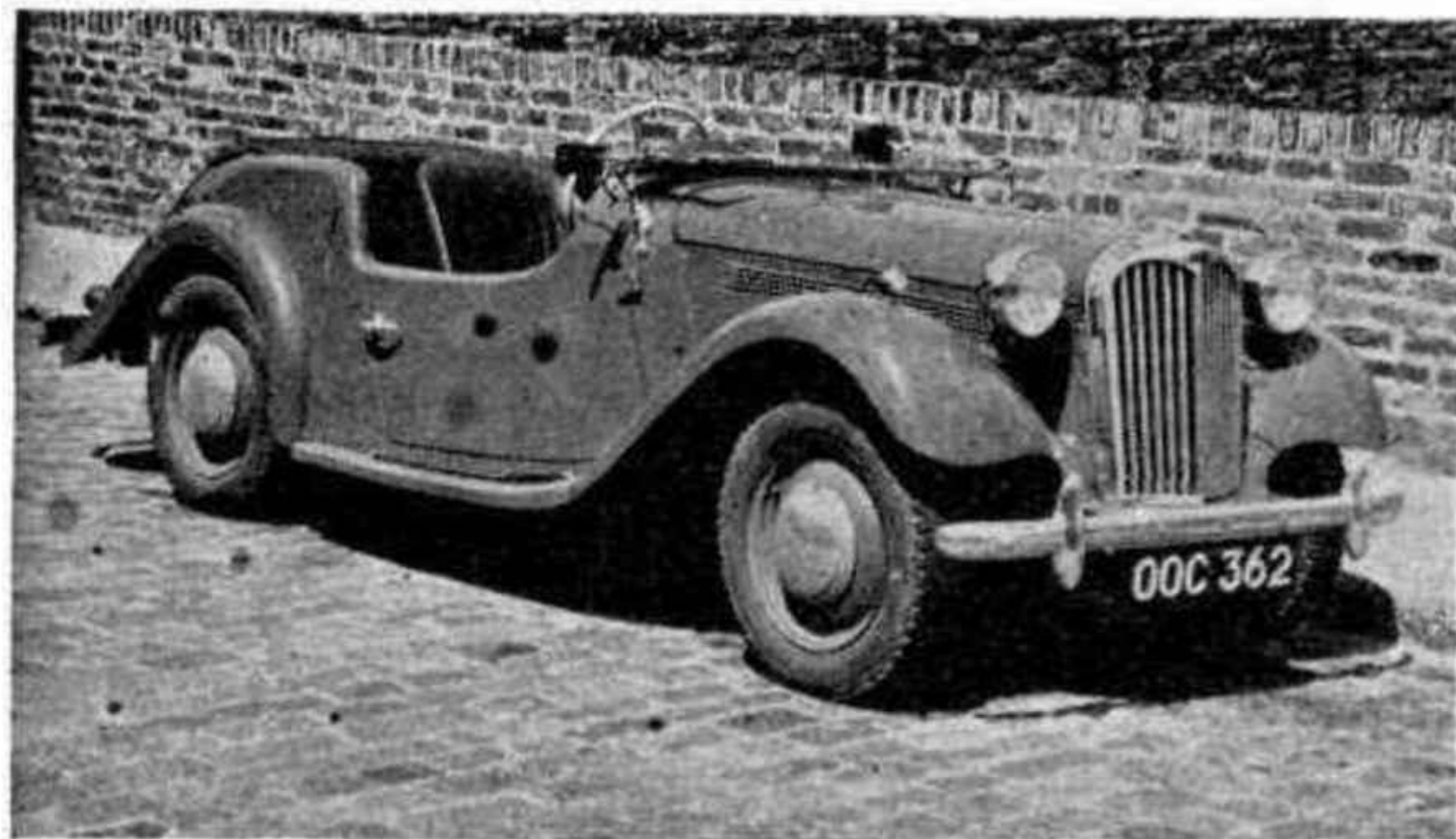
The car which followed was in complete contrast, for the little 900-c.c., front-wheel-drive, two-stroke D.K.W. Sonderklasse is compact and so stimulating to drive fast that bigger cars seem an



ZEPHYR WITH TRIMMINGS.—The Ford Zodiac provided a week-end of not-slow, completely-equipped motoring. It is seen parked in the centre of the Crystal Palace circuit, awaiting the August Bank Holiday Race Meeting, close to where Hawthorn parked his XK120 Jaguar on his rapid and triumphant return from the German G.P.

unnecessary encumbrance to garage, road-space and pocket. Here is a beautifully-appointed Continental saloon which cruises at 70 m.p.h. with its three-cylinder engine revolving like a dynamo, a gear-change so pleasant that one excuses the steering-column lever, and brakes so powerful that the freewheel is used habitually. The Sonderklasse is attracting the attention of connoisseurs and a full report of it appeared in our September issue. I liked the little car from Ingolstadt enormously, yet in other moods wondered if I wouldn't prefer poppets to pistons at the ports, wouldn't prefer not to have to add oil to the petrol, and raised my eyebrows at the price of £948 which p.t. and import duty imposes in this country. Nor could I get better than 26 m.p.g. from the D.K.W. on fast runs, no matter how carefully I tried, and, vivid though the step-off is in bottom gear, higher up the speed range it is no better than 34 b.h.p. and 17 cwt. permit.

Yet, in an age of uniformity and the mediocre, it is difficult to think of a substitute for the Sonderklasse, nor is it at all tedious on



PLENTY OF OPEN AIR!—The Singer Roadster in holiday mood, preparatory to assaying some West-Country trials hills made famous just before the last war by the Motor Cycling Club.



THREE-CYLINDER, F.W.D., TWO-STROKE.—The German D.K.W. Sonderklasse, a small saloon offering exceptional visibility and a surprising performance from its unorthodox 900-c.c. engine.



DE LUXE ROADSTER.—Two Vanguard-powered Dorettis were driven during 1954, the one shown being photographed during a rare spot of sunshine en route for Aintree's second race meeting and, subsequently, the V.S.C.C. Presteigne Rally.

long journeys, for its natural cruising speed is 70 m.p.h. and its accurate steering and slim dimensions enable the best use to be made by the competent of gaps in the traffic.

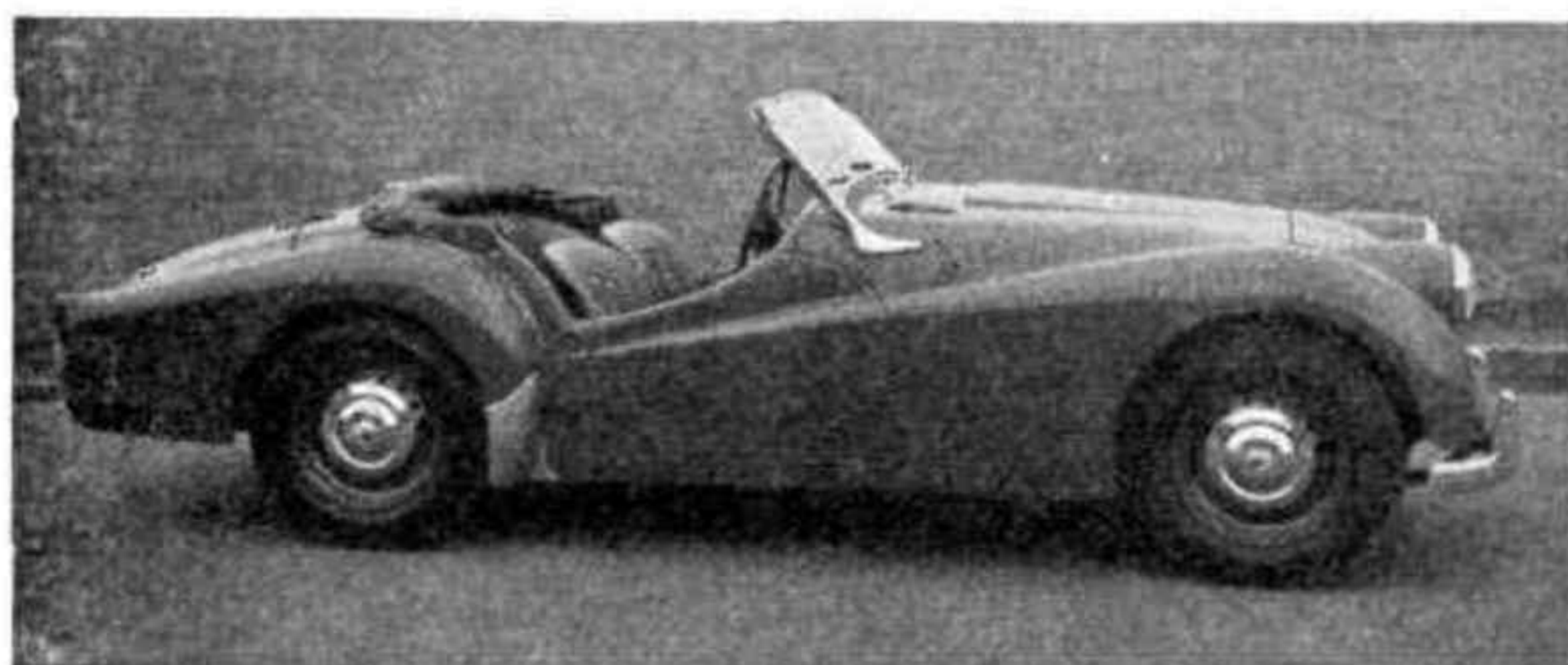
Two Dorettis I tried did not quite attain the still-elusive "century" under the give-and-take conditions prevailing on English roads. This newcomer from the industrial Midlands could be described as a TR2 in a party frock, possessed of very complete equipment, pleasing steering and a useful over-drive. Our test-report appeared so recently that there is no need to dwell on the details of the Doretti. It is a car in which one can have fun without need to dress up in helmet and goggles, so effective is the big windscreen, but the weather protection fell down in Welsh Wales, when the passenger became nearly as wet as if he had been hiking.

In mid-December, just after one of "my" 2 c.v. Citroëns had been returned to Slough, the Triumph TR2 itself at last came along for test. If it had been long delayed, Triumph's P.R.O. made amends by letting us keep it for a very generous stretch, so that it was sampled by the entire MOTOR SPORT staff and must, I imagine, have totalled something like 2,500 miles in our hands—my own spell at the wheel covered not far short of a four-figure mileage.

My impressions of this very vivid yet modestly-priced sports car appear elsewhere in this issue. Suffice it to say here that the TR2 stood up manfully to all we gave it, proved capable of over 90 m.p.h. on any and every sort of straight road, was pleasant and exhilarating to drive, yet docile and weatherproof when called upon to be so. A sports car in December may sound spartan but the very effective heater in the TR2, coupled with sensible side screens and a very ample windscreen, rendered the car a perfectly reasonable form of winter transport.

Although the Triumph represented our last road-test of 1954, the month of December produced an unexpectedly varied bout of motoring.

First, I volunteered to help drive for some of the distance the VW saloon which acted as tender-car to the VW Microbus on its R.A.C.-



FAST TWO-SEATER.—The Triumph TR2 was the last car road-tested by MOTOR SPORT last year. It proved able to reach nearly 100 m.p.h. on ordinary roads and was delightfully snug when closed up.

observed Round Britain Tour under the captaincy of Tommy Wisdom. This entailed rising at 4.30 a.m. to propel the TR2 in fog and frost from Hampshire to Hornchurch, there to let the photographer drive me fast into Kent over slippery roads to the start of the R.A.C. Trials Championship.

After a morning spent watching the boys storm the trials-gradients in their weird-looking Ford Ten-powered Specials, I was deposited in Folkestone, to be made immediately at home at Blundell's Garage, the local VW agents from where the Microbus was to commence its long journey. I was cheerfully provided with several amenities essential to a scribe with mud on his shoes and an urgent report to write, before experiencing the enormous alcoholic hospitality extended to we intrepid Pressmen who were to put the two Wolfsburg products through their paces.

In between sipping the near-Christmas cheer I was taken by Mr. Gascoigne to admire his very formidable 38/250 supercharged Mercedes-Benz which he drove so quickly round the Nurburgring on the occasion of last summer's Mercedes-Benz Club Stuttgart Rally, and to inspect his rare, impeccably-restored 1911 Hupmobile roadster.

Somewhat weary by this time, I managed to follow the fully-laden 'bus as far as Grantham before being relieved at the wheel; this 'bus, in spite of an engine capacity of under 1,200 c.c., contrived to cruise at 40 m.p.h., going up to 45 m.p.h. and over on occasion, and to take its corners without trace of roll. We had started from Folkestone some 90 minutes late, yet made up this loss by the time the Mill Hill refuelling stop was reached. After the Microbus had departed from Edinburgh with a fresh crew for John o' Groats we took an omnibus to the Forth Bridge and crossed the Tay on the ferry, before returning for dinner at the North British Hotel in time to board the night-sleeper to King's Cross.

The Microbus, now travel-stained and sans its accompanying VW (which had somehow become mislaid), I encountered again a couple of days later outside Exeter, where I had motored in the Triumph to see how the tour was faring. It gave us quite a shock as it came in sight, for at that hour it should have been leaving Bodmin, some 60 miles farther west. In other words, it was still very comfortably ahead of the proposed schedule—indeed, it was to terminate its tour with honours, as some figures published elsewhere will prove.

On sighting us in our red roadster the crew of the Microbus sportingly drew up to exchange a word or two of greeting, but before they did so we were treated to the delightful spectacle of eight grown men furiously attending to the call of nature along the grass verge of the Great West Road!

Christmas could well have been a sports-car holiday because the TR2 was still in my possession, but the dictates of family life caused me to borrow the Continental Correspondent's Lancia Aprilia which had carried him some 30,000 feverish miles about Europe during the summer in pursuit of Grand Prix "copy." I am glad that I did so, because the Aprilia is such an exceedingly pleasant car to drive and to use. Steering you can feel and an engine you can hear are a pleasant change after motoring in modern cars, and the willingness of the Lancia's engine not only to rev.-up for gear-changing but in accelerating through traffic accounts for a large part of the car's



VINTAGE INTERLUDE.—The Editorial 1922 8-h.p. Talbot-Darracq which was entered for the annual Light Car Trial of the V.S.C.C. and other appropriate events during the season.

charm. There is, too, the practicability of the minor controls, consisting of diminutive yet robust switches and push-buttons, and separate levers for actuating starter, choke and hand-throttle, depression of one such button causing a previously-inert gauge to register the contents of the petrol tank in discreet illuminated figures.

The man-sized 100-per-cent.-rigid gear-lever controls a veritable peer amongst gearboxes and, altogether, it seems to me inevitable that the Aprilia must join the Citroën as the obvious choice of V.S.C.C. members seeking post-vintage motor cars.

When we took the children for an airing in Dulwich Park after the Christmas Day festivities the Aprilia's efficient shape stood out amongst the parked tin-ware, and as the owners of these mediocre properties looked wide-eyed at the Italian invader and stooped to peer in bewilderment at its Monza Autodromo and Nurburgring badges I felt at peace with all the world . . .

Nineteen fifty-four ended with a dose of self-imposed Editorial folly, in the form of following the route of the 1922 M.C.C. London-Exeter-London Trial in my 1922 Talbot-Darracq light car, a Boxing-Night adventure which is recounted elsewhere in this issue.

At times, as we progressed westwards in the chill of a winter dawn, we—Tom Lush and I—felt somewhat foolish, but this we countered with the thought that, with motor sport becoming more and more of a commercial proposition as the years roll by, it is perhaps just as well that some of us still embark on runs such as this merely because we like motoring and motor cars . . .

During 1954 there have, too, been other cars in use, notably a Jowett Jupiter which made reporting the M.C.C. Rally almost luxurious, so snug is this car when the easily-erected hood and wind-up side windows are raised. With hood furled and windows concealed within the doors, the car's sports-car visibility is immediately restored and it is difficult, confronted by this convenience, to understand why good convertible bodies, especially on 2/3-seaters, are such a rarity. There have been dignified miles in the solid comfort of a Rover 75 and pleasant if rather characterless motoring in a Palm Beach Allard.

Then there was a memorable day at Silverstone being motored by Uhlenhaut in a 300SL Mercedes-Benz coupé, after which I was allowed to take it round myself for three laps. A distance of nine miles is too short by far in which to appraise this remarkable example of high-performance car, and I am no racing driver. But this experience was certainly an astonishing one and seemed to impress the other journalists who sampled the 300SL, one of these gentlemen confessing in print to nearly losing the silver coupé on the bend beyond the pits, while another was so impressed that he mistook this Mercedes-Benz for the sports/racing straight-eight 300SLR, perhaps the nicest compliment anyone could pay the SL!

Contrast was provided by a summer's day's sampling of a vintage 16/50 six-cylinder Humber and the stolid rarity of a 1921 Austin Twenty Sports Model identifiable by its centre-lock wire wheels.

The Guild of Motoring Writers' Test-Day at Goodwood provided chance encounters with fast cars like the Jaguar XK140, Bentley Continental, Sunbeam Mark III and other cars for some reason denied us for proper test during the year.

Because the intensity of present-day events and happenings have largely crowded out vintage items in MOTOR SPORT I have been accused of having lost interest in the earlier cars. This isn't the case at all and during last year I was able to get very wet taking my 1922



HIGHLIGHT of 1954 was a few laps of Silverstone at the wheel of a 300SL Mercedes-Benz coupe with the petrol-injection six-cylinder engine.

8-h.p. Talbot-Darracq two-seater through the Sunbeam M.C.C. Commemoration Rally and V.S.C.C. Light Car Trial, and to drive a very grand 1924 20/60 Sunbeam saloon at some 40 m.p.h. and 13 m.p.g. to the Sunbeam Register Driving Tests at Sandhurst. I rode through the Veteran Car Run to Brighton in Stanley Sears' 1901 Mors and visited "Exeter" trials-hills of the nineteen-thirties in the Singer Roadster and those of the present day in a 2 c.v. Citroën. Boxing Night saw me *en route* for the "Exeter" hills of 1922 in the aforesaid Talbot-Darracq, as already mentioned. The little car runs nearly as well today as it did in the 1935 R.A.C. Rally, about which I have had a letter from Commander Ivan Hill, R.N., son of the gentleman who so graciously presented me with this car, describing how he drove in that event, in which a route of more than 1,100 miles had to be covered at an overall average speed of 30 m.p.h. The T.-D. finished 15 minutes ahead of schedule in spite of fog and fatigue, winning "the usual plaques and also a rather fine trophy in the form of a nicely-constructed lady holding what looks like a piston ring over her head, ornamented with a winged R.A.C. emblem, the whole thing standing on a plinth of something which looks like jade."

Some time which I might have devoted to motoring was spent in brief days on the Sussex coast with my wife and family in a Car light caravan, which in its own sphere has the merit of being vintage.

Well then, that is it. 20,102 miles covered in road-test vehicles, plus, I suppose, about the same mileage in staff vehicles, *sans* accident, breakdown or clash with the police; indeed, without so much as a puncture or even a dead dog. And only one case of a mysteriously shattered toughened-glass windscreen. Not too bad, perhaps, although tame, probably, in the eyes of motor trader and delivery drivers. Five, I maintain, is my lucky number, so this year perhaps I shall do even better.—W. B.

Prefect Postscript

FOR the purpose of "covering" this year's M.C.C. Exeter Trial and V.S.C.C. Measham Rally MOTOR SPORT used a Ford New Prefect saloon. In it the Editor drove 680 miles, to which must be added 165 miles driven by a colleague, a total of 845—not a bad start to the 1955 road-test season.

In this mileage the Ford gave no trouble of any sort, required about a quart of Castrol, and took the rough with the smooth, consuming National Benzole and Shell premium petrol at the rate of 31 m.p.g.

There are aspects of this small Ford which the enthusiast cannot help disliking, such as the three-speed gearbox, but the car generally is vice-free, has an excellent driving position, and due to its very reasonable roadholding qualities, 55-m.p.h. cruising speed, and notably smooth, light yet positive (if dead) steering, it covers a surprising amount of ground in a given time. We found we were averaging better than 40 m.p.h. on main-and-secondary road journeys without forcing the car, and this in ease and comfort. The suspension earns high marks from the aspect of comfort over bad surfaces. It is rather supple and the back wheels patter on bad surfaces. The back end breaks away fairly easily but the steering, geared a shade under two turns lock to lock, copes with this. The sturdy 1,172-c.c. side-valve engine seems to tolerate full-throttle incessantly, and the apparent flimsiness of bonnet, flooring and side-panels remarked upon when testing the New Anglia seems to have been cured.

The weight of the New Prefect, ready for the road, with approximately two gallons of petrol but without occupants, is 16 cwt.

We like the very commodious boot, opened by lifting one side of the handle-motif, the excellent forward visibility, the easy starting, and "real" gear-lever.

We don't like the noisy (but effective) heater, the shallow lip to the (enormous) parcels-shelf under the dashboard, the rather juddery clutch, nor the screen-wipers, which, although self-parking, are suction-operated and stop at full-throttle. Although there is the usual instrumentation, with a headlamps full-beam indicator light shining right in the driver's eyes, the dial-type temperature gauge, although uncalibrated, is appreciated.

The Prefect is the four-door de luxe version of the Anglia saloon and is priced at £395 (£569 14s. 2d. with p.t.). There is no doubt at all that the small Fords represent a high achievement from the viewpoint of value-for-money and those who do not like the Continental pattern of small economy car will be well advised to sample an Anglia or Prefect at the very earliest opportunity.—W. B.

THE 31st EXETER TRIAL

IF the Motor Cycling Club's Exeter Trial ever ceases to be held, England, by gad, sir, will not be the country she was! Fortunately there is no sign of a demise in this classic winter event, now in its 45th year. It has changed its date and place of starting, the route has been stiffened up from time to time by the inclusion of new hills, the finish has been moved from Staines to Exeter and the competing cars have become more reliable and weatherproof—but the "Exeter" is still the "Exeter."

It is essentially a trial in which ordinary cars can "have a go" and you compete, not against one another but against "Jackie" Masters. The M.C.C. Trials "specials" are definitely not "Exeter" wear, but those anxious to secure first-class awards (traditionally, they should get real gold medals!) enter Dellow in increasing numbers. Scroggs, however, still does it in his Trojan.

This year, with starting points at Virginia Water, Launceston and Kenilworth, the route converged at Honiton, and riders and drivers took an easy restart on Pin Hill before breakfast (traditionally) at Deller's, in Exeter.

Pin Hill caused no real trouble, except to a non-competing Hillman Minx Press car, which stalled its engine and did its best to block the hill.

Windout, the first hill after breakfast, was also easy, and Fingle Bridge in a decidedly lenient mood.

At Fingle we observed Badman's B.S.A. combination being towed up by the tractor, and R. R. Jones' Triumph sidecar outfit fail, but J. F. Bray's B.S.A. combination came up confidently; S. Morris' A.J.S. sidecar managed it but found it none too easy, while the girl in M. J. Clarke's Royal Enfield sidecar nearly got her coat involved with the chain as they ascended strongly.

The first car to appear was Slocombe's Doretti, which failed two bends from the top but managed to complete the climb with some assistance.

Then McDonald's H.R.G. made a splendid ascent. Nicolls' Ford Ten raised smoke from its tyres, Hay's Lotus-Ford was brilliant, making the climb look child's play, and Denyer's old Lea-Francis never faltered, almost smiting a bank, Challands in the passenger's seat bouncing manfully. Davis' Ford Ten was excellent, so was Inderwick's Batten V8, the driver quickly correcting tail slides, and the duffle-coated occupants of Mead's blown Dellow had an easy ride. Betteridge's Mk. II Dellow and Walsh's Dellow imitated Mead's for strong climbing.

Scroggs had no difficulties in his vintage Trojan, Huxham's Morgan thought it was at Prescott, Shaw's s.v. Morris Minor came up magnificently, while Kendrick's Ford Popular showed that Fingle need not demand an expensive car. F. P. Barker did it properly, screen flat, in his blown Dellow, Read's Dellow was fast, and Alderton's Ford Ten-powered P.S.M. got up well. Turner's early open Ford Prefect with a large boot just managed it, M. J. Baker's H.R.G., with girl passenger, nearly failed through wheelspin, hit the bank, but recovered. Smith's A.R.M. ascended steadily, driver's door swinging open, while Westropp's Ford Ten-powered Morris Minor tourer struggled up, passenger bouncing on the back seat.

John's o.h.v. Morris Minor took a long time to come up, the



THE OLD.—A. F. Scroggs' well-known "Exeter" mount, a vintage two-stroke Trojan, finds Fingle Bridge no trouble at all.



THE NEW.—L. G. Nicolls' Ford New Prefect is typical of the majority of the entry in today's Exeter Trials, allowing competitors to go through this winter classic in warmth and comfort. The rope is for towing the car up if it fails on a hill—it wasn't needed on Fingle.

passenger causing amusement to the spectators by violent bouncing in the back. Goddard's Triumph TR2 caused its driver some toil but got up, direction indicators winking.

Faber's little Renault 750 saloon made a very neat ascent, Rutter's TR2 was handled sensibly, driver controlling the power, and Warren's Standard Vanguard made a model ascent, easily, neatly and spin-free. Parsons' Dellow had no trouble at all, climbing fast. Tucker-Peake's mysterious Olympic 1,500, with Ford grille and Morris body, was good but hardly outstanding. The other (H. W.) Tucker-Peake made a blipping Prescott-like ascent in his 1½-litre Tucker-M.G., cornering wide, Goldthorpe's Dellow-like Pelican with dual outside exhaust pipes was quick, Cleghorn's Dellow tended to lose power but got up. Robins, in his shirt-sleeves, came steadily past the snow-clad banks on a splendid climb in his Standard Vanguard, and Caldwell's 1½-litre Riley saloon found it very easy. The occupants of Kingwell's Ford Prefect employed a grand bouncing action and climbed easily, Dr. Havard's Renault 750 stopped momentarily at the "S" when he missed the change from second to first, but restarted so quickly it may not have been observed, and Hocquard's Renault 750 looked like stopping, being in second gear, but pulled away well.

Bruce-White's early 850-c.c. M.G. Midget four-seater stopped beyond the "S" through lack of gee-gees, Bellm's Dellow made a racing ascent, Denison's Dellow wasn't so fast, while Martin's modern 2½-litre Riley saloon died away in the S-bend. In contrast, Lowrey's Hillman Husky came up well, as did Day's TR2-engined Morgan Plus Four, Norgard's Morgan, Ahern's Morgan and Leech's M.G., while A. G. Norgard's H.R.G. made just about f.t.d.!

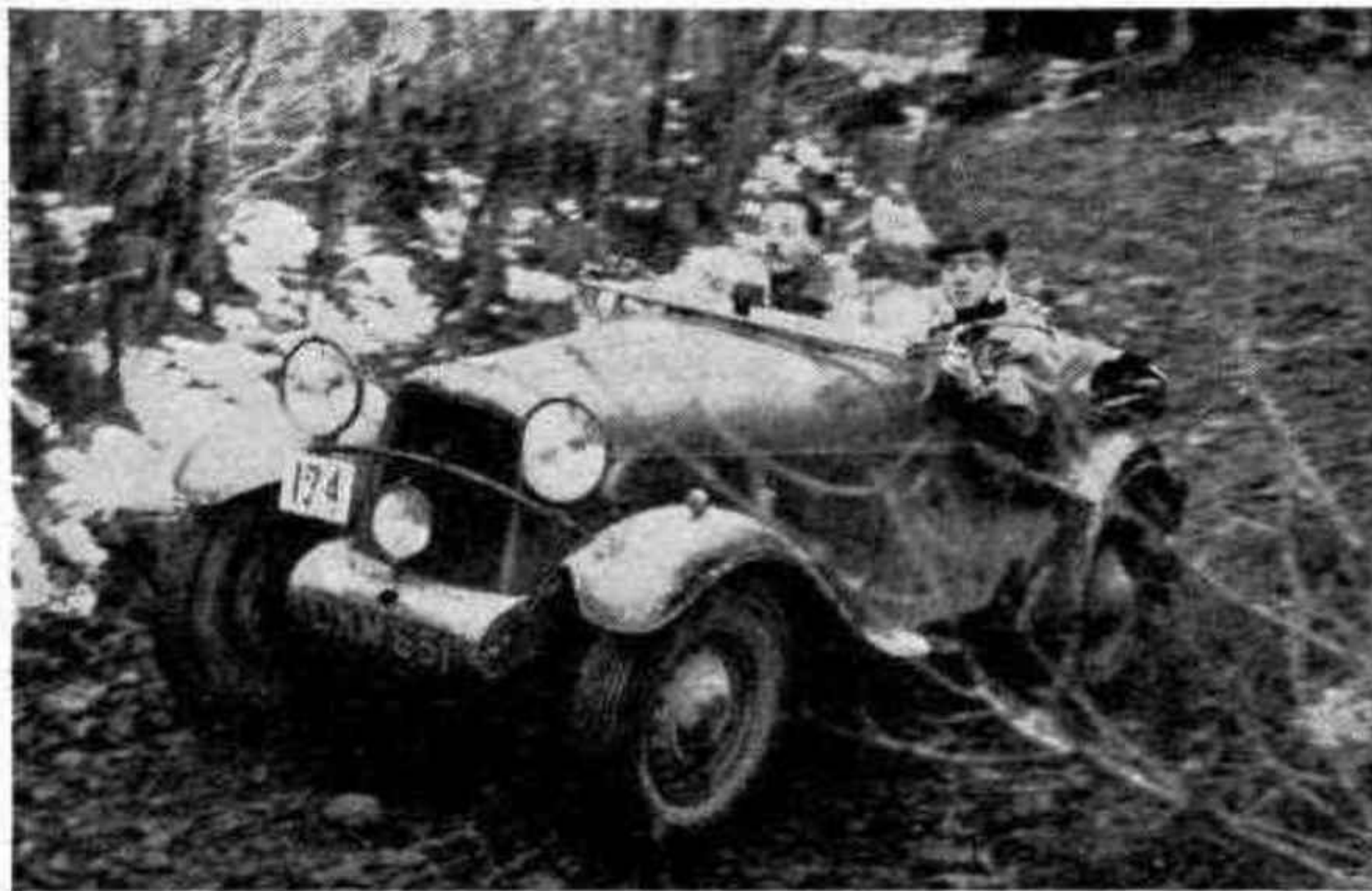
Having seen that Fingle Bridge was proving no great saver of awards, we went on to look at the notorious Simms, which is a very steep, slippery ascent rising straight up between fields after a right-hand bend at the foot.

It was in a wet, difficult condition on January 8th. Divided into sections, clean ascents, while we were present, were made by Dennis (H.R.G.), Gregory (Ford Ten Special), Oliver (Ford Ten L.R.G.), Ackland (L.R.G. Ford Ten), which was exceedingly fast, Bale (Dellow), Woolaway (Dellow), who shot up, Kirkland (Ford Ten Special), Pollard (Austin-Ford Ten Special), Roberts (Ford Ten Special), who just managed it, after a fine effort, Gould (Morgan), Lewis (Morgan), Spare (Morgan), to whom we award f.t.d.!, Parsons ("chain-gang" Frazer-Nash), Mansell (Dellow), Barford (Dellow Mk. I), Wood (G.W.8), whose Ford V8 engine just got him over the top, Goodall (Morgan), who was terrific, Blick (Dellow) in a determined attack, Scott (H.R.G.) in a pre-war Meadows-engined car, and Newey (Bold Special) a very stark motor car. This is not the total of clean ascents, of course.

Naturally, normal cars couldn't hope to do so successfully.

Ivey-Mollard's Riley Imp stopped at the start of Section 3, Rogers' Morgan, in spite of sliding the bend, also failed here, Briginshaw's Triumph Special got beyond the Section 3 notice, whereas Ali Khan's Ford New Anglia failed before this, as did G. R. Cox's Ford New Prefect, which had a badly-damaged off-side front wing. The Hillman Husky didn't get very far, Tucker's Austin A90 fluffed out in Section 3, P. G. Cox's Ford Utility stopped low down, and both Harris' Dellow and Willson's Dellow couldn't reach Section 3.

Gear did very well to get his Ford Popular into Section 3, especially as Bekaert's noisy Aston Martin DB1, with Firestone "Town and



THE SPORTS CAR.—H. W. Inderwick's Batten V8, typical of an "Exeter" of the late nineteen-thirties, successfully ascending Fingle Bridge.

Country" rear tyres, failed at the same point. Cruickshank's VW didn't get quite so far, but Stevens' Ford Ten Special stopped near the summit. Crossley-Meates' 328 B.M.W. just died quietly away after an impressive start, Willitts' early Vauxhall tourer, which looked like a Morris and had discs with imitation knock-off hub caps on three of its wheels, died away low down, as did Herbert's TD M.G. Midget. A. C. Hobbs did splendidly to get his Renault 750 well into Section 3, and K. W. Hobbs got a shade higher in his Renault 750, whereas Ford's Austin A30, with 55 more c.c., stopped before Section 3, as did Hewin's 2½-litre Vauxhall.

Good bouncing took Hough's TC M.G. well into Section 3, and the Morgan Plus Four coupés of Moore and Hall got almost to the top but couldn't emulate the sensational, clean ascents of nearly all the open Plus Fours. Leigh's H.R.G. also failed right at the top. Thompson's bedecked Alvis Silver Eagle tourer got nearly to Section 3, Butterell's much later TC M.G. Midget just into that section, but Swallow's Ford Prefect failed early. Morley's blown Austin Seven Grasshopper—how nice to see it again!—almost managed the entire hill, Allen's Triumph Mayflower got almost into Section 3, Woldridge's Buckler got well into this section, but Casstles' Ford Old Anglia stopped round the bend and Shephard's o.h.v. Morris Minor tourer hardly saw the hill.

Failures were ably dealt with by the tractor, and a very good tractor it must be for it pulled the 3-ton Army lorry to the top after this vehicle, which was accompanying the Army motor-cycle entry, had developed trouble which even Sellotape couldn't cure!—Not the best of advertisements for the transport section of the British Army in a publicly-supported event.

So the long line of competing motor-cycles and cars wound their way over the route, tackling Stretes, Waterloo, Meerhay, Knowle Lane, Cockknowle and Lutton Gwyle, finally to check in at Bournemouth.

[A week after the Trial concluded no results had been announced.—Ed.]



THE SPECIAL.—The modern "Exeter" is easy-meat to specials such as A. E. Hay's Ford Ten-engined Lotus. With screen-flat and no hood his type of car recaptures something of the "toughness" of the famous M.C.C. Trial in earlier days.

THE TREND OF RACING-CAR DESIGN

—continued from page 70

Gordini, Vanwall, Ferrari, Mercedes-Benz and Maserati are content to have large tanks forming the tail of the car, supplemented by tanks in the cockpit. Ferrari 553, Lancia, and Connaught all use a small tail tank, with the main bulk of the fuel in pannier tanks within the wheelbase. Ferrari uses a bulbous body line to cover the tanks, Connaught cover everything with a fully-enveloping body and Lancia have made the daring experiment, for a racing car, of hanging the tanks on outrigger struts. With dry-sump lubrication universal the positioning of the oil tank, which may contain anything up to 10 gallons of lubricant, calls for much planning. After abortive attempts to carry the oil alongside the engine Maserati use a tank in the extreme tail of the car, hung on the rear of the fuel tank. This position is also used by Mercedes-Benz, Lancia and 625 Ferrari. Gordini has a system of tanks under the driving seat, the Ferrari 553 mounts the tank above the rear suspension, Connaught use one side of the cockpit and Vanwall is alone in having the oil reservoir under the engine cowling.

In this review of design trends one could continue to dissect the modern Grand Prix car down to the smallest nut and bolt and find individual thought, but we must content ourselves with the major components, though in closing we might have a brief look at some lesser components.

The worm-and-sector type of steering gear is almost universal, being used by Ferrari, Gordini, Maserati, Vanwall, Mercedes-Benz and Lancia, only Connaught and B.R.M. using rack-and-pinion gear. The positioning of the steering box is usually decided by available space, but it is worth recording that Mercedes-Benz and Ferrari 625 mount the box in front of the engine, on the left of the chassis frame, Vanwall on a similar position on the right, all three using universally-jointed shafts between box and steering wheel. The Ferrari 553 mounts the box in the centre of the front cross-member. Maserati and Gordini mount the box at the rear of the engine with a long drag-link, the former on the right and the latter on the left of the engine, while Lancia go one better and mount the box on the rear of the instrument panel with a drag-link passing down the vee of the engine.

Piston-type shock absorbers are becoming increasingly popular, being used by Connaught, Mercedes-Benz and Lancia, while Ferrari, Gordini, Vanwall and Maserati continue to use vane-type units. In no case is the shock-absorber used as part of the suspension, though Gordini attaches his front ones direct to a suspension-arm spindle, and Connaught mount their front ones inside the vertical coil-springs.

Two outstanding design trends are illustrated by Mercedes-Benz and Lancia, in the disposition of that major component, the power unit. Lancia carries on the practice of setting the engine at an angle to the chassis centre-line, in order to run the propeller shaft to one side of the car at the rear. This has been done in the past to allow the driver to sit lower, but in the case of the Italian car it is to mate up the drive with the transverse gearbox mounting. Mercedes-Benz have started an entirely new idea in engine mountings, for their unit is lying on its side, in an almost fully-horizontal position. This gives a low bonnet height and the great width occasioned by this move can be accommodated by a fully-enveloping body. Apart from structural problems that this type of mounting involves, a major one, that Stuttgart would seem to have overcome, is that of lubrication in an engine so placed; but just as the aeroplane designers overcame the problems of the inverted engine, so the car designers can overcome the problems of a flat engine. Whether this move by Mercedes-Benz will lead to further new thoughts about engine mounting is not known, but apart from the successful Auto-Unions with their engines at the rear there has been a rather depressing uniformity of opinion about placing the engine vertically in front of the driver.

This review of design trends applies to the position, as known, at the close of the first season of the new Formula, but already further details are appearing of 1955 models and by the time these words are in print the first of the major Grand Prix races of 1955 will have taken place. If the amount of interest in design work continues through the coming season as it has during the past season, then the beginning of 1956 will call for a further review of the situation, instead of waiting until 1957, which the normal policy of MOTOR SPORT would call for.

With the possibility of ten different makes of Grand Prix cars participating during 1955, designers are going to have a very busy time and the larger and more organised firms will probably produce new cars before the season is finished, so that one day we may arrive at the ideal situation of having a different design of car for each type of Grand Prix circuit.—D. S. J.

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CLUB NEWS

MID-THAMES C.C.

The annual dinner/dance and presentation of awards of this club takes place at the Casino Hotel, Hampton Court, on February 12th. Tickets are available at one guinea from D. O. Ingram, Anglers' Hotel, Teddington. Winter Rally: Sunday, February 6th, 9 a.m., Twickenham Baths Car Park. Invited: Brent Vale C.C., Malden & Dist. C.C., Northern Heights C.C. and "Speedbird" (B.O.A.C.) C.C. All-manned controls. Colour film of entire event.

THE OLD MERCHANT TAYLORS' M.C.

A Film Show will be held at "Durrants," Croxley Green, near Watford, on March 4th, with free admission to members of all neighbouring clubs and with refreshments available. The March Hares Rally is scheduled for March 6th, commencing and finishing from the same place. Hon. Secretary: G. Connelly, 98, St. Martin's Lane, London, W.C.2.

* * *

The Mulette Register requests former members who are interested in the continuation of this Register to write and say so, to H. J. Sales, 35, South Park Grove, New Malden, Surrey.

CLUB AFFAIRS

Owing to pressure of domestic affairs, Mrs. Pauline Jesty has resigned her position as Hon. Secretary of the W. Hants and Dorset C.C. The new Hon. Secretary is Mrs. B. Lanz, Westbrook Hotel, Boscombe, Hampshire.

* * *

The Swansea M.C. has been accepted for affiliation to the R.A.C. Hon. Secretary: W. J. Cload, 131, High Street, Swansea, Glam.

* * *

The new Secretary of the Gosport A.C. is P. E. Heke, 44, Burnley Road, Gosport.

* * *

The United Hospitals and University of London M.C. will hold its Rosette Rally on February 19th/20th. The Combined Universities M.C., Hants & Berks M.C. and 750 M.C. are invited to compete. The event will be held in the area covered by O.D. 1-in. map No.168 and will avoid rough going. It is hoped that it will be decided without recourse to a special test. After a "telegraphic start" a route of under 300 miles will be used. Regulations from: R. D. Gotts, Upton Lodge, Reading Road, Henley-on-Thames.

1955 GRAND PRIX DATES

The following are the dates of the 1955 Grands Prix: Monaco, May 22nd; Dutch G.P., June 19th; G.P. of the A.C.F., Reims, July 1st; British G.P., July 16th; Swiss G.P., August 21st; Italian G.P., September 11th; Spanish G.P., October 23rd. The Argentine G.P. has already taken place and the Indianapolis 500, counting towards the World Championship, takes place in America on May 30th.

FIXTURES FOR FEBRUARY

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

- 5th.—Ulster A.C. Trial. C.
 5th/6th.—Leeds University M.C. Rally. R.
 Cumberland Sports C.C. Rally. R.
 Thames Estuary A.C. Cats' Eyes Rally. N.
 6th.—Vintage Sports C.C. Slough Rally. C.
 Brighton & Hove M.C. Rally. C.
 Hagley & Dist. L.C.C. Clee Hills Trophy Trial. R.
 Loughborough College M.C. Day Rally. C.
 A.C. O.C. Novices' Point-to-Point. C.
 Fairey Aviation C.C. Gymkhana, Heston. C.
 750 M.C. Mudlark. C.
 11th.—Oxford M.C. Evening Rally. C.
 11th/12th.—Yorkshire S.C.C. Rally. R.
 12th.—Ferne M.C. Night Navigation Trial. C.
 12th/13th.—Hants & Berks M.C. Riverside Rally, Mid-South. R.
 Rhyl & Dist. M.C. Rally. C.
 Mid-Cheshire M.C. Rally, Cheshire and N. Wales. R.
 13th.—Maidstone & Mid-Kent M.C. Sporting Trial, Kent. R.
 Sheffield & Hallamshire M.C. Trial. C.
 Margate & Dist. C.C. Clifford Cup Rally. C.
 Herefordshire M.C. February Trial. C.
 Dumfries & Dist. C.C. Sign-post Rally. C.
 North Devon M.C. Houlford Memorial Trial. R.
 Charnwood C.C. Rally. C.
 Morgan 4/4 C.C. Photographic Rally. C.
 Coventry & Warwicks M.C. Rally. C.
 Southsea M.C. Inter-Team Trial. R.
 Peterborough M.C. Afternoon Run. C.
 Bedford Automobile Enthusiasts' Club. Rally. C.
 Bolton le Moors C.C. Treasure Hunt. C.
 15th.—Vintage S.C.C. Hammersmith Film Show.
 16th.—Lothian C.C. Gymkhana. C.
 19th.—Great Yarmouth & Lowestoft M.C. Rally. C.
 Scottish S.C.C. Moonbeam Rally. C.
 Newry & Dist. C.C. Sporting Trial. C.
 Bristol M.C. & L.C.C. Poole Trophy Trial. C.
 19th/20th.—United Hosps. and Univ. L.M.C. Rosette Rally,
 Som., Devon. R.
 Blackpool & Fylde M.C. Welsh Rally. R.
 Manchester Univ. M.C. Rally of the Roses. C.
 20th.—North London Enthous. C.C. Jacobean Trophy Trial. R.
 M.G. C.C. (N.E.). Touring Trial. R.
 Birmingham Univ. M.C. Rally, Wales. R.
 Eastern Counties M.C. Touring Trial. C.
 Warrington & Dist. M.C. Rally. R.
 English Electric Co. M.C. & C.C. Brown Trophy Rally. C.
 Middlesbrough & Dist. M.C. Winter Rally. C.
 Windsor C.C. Touring Rally. C.
 Morecambe C.C. Rally. C.
 North Midland M.C. Kitching Trophy Trial. R.
 Newcastle & Dist. M.C. Trial. C.
 Bridgnorth & Dist. M.C. Trial. C.
 Leicestershire C.C. Trial. C.
 Northampton & Dist. C.C. Trial. C.
 Nottingham S.C.C. Trial. C.
 Swanage M.C. Trial. C.
 A.E.R.E. M.C. Day Navigation Trial. C.
 750 M.C. (S. Centre). All-Comers' Trial.
 23rd.—Worcestershire M.C. Winter Rally. C.
 24th.—Singer O.C. Rally. C.
 25th.—R.R.D.E. M.C. Night Trial, Worcs. C.
 26th.—Edinburgh Univ. M.C. Driving Test meeting. R.
 Berwick & Dist. M.C. Night Navigation Rally. C.
 26th/27th.—Liverpool M.C. Jeans Gold Cup Rally. R.
 West Essex C.C. Night Navigation Rally. R.
 27th.—Cambridge '50 C.C. Sporting Trial. C.
 Maidstone & Mid-Kent M.C. Brian Lewis Trophy Trial. R.
 Oxford Univ. M.D.C. Rally. R.
 Stafford & Dist. C.C. Rally. C.
 Kilmarnock M.C. Rally. C.
 Durham A.C. Hadley Hope Trial. C.
 Fylde Motor Sports Committee. Trial. C.
 County C.C. Callow Trial. C.
 West Hants & Dorset C.C. Hartwell Cup Trial. C.
 Yorkshire S.C.C. White Rose Trial. C.
 Chiltern C.C. Committee Cup Trial. C.
 C.S.M.A. Trial. C.
 Plymouth M.C. Two Hundred Trial. R.
 Evesham M.C. Rally. C.
 27th/28th.—Peterborough M.C. Night Navigation Rally. C.

RUMBLINGS

It is becoming increasingly difficult to think up worthwhile publicity stunts in motoring, but Tommy Wisdom, well-known

A ROUND-BRITAIN TOUR

motoring journalist and racing driver, thought up a good one at the close of last year. He took a VW Microbus, in standard trim save for the addition of fog-lamps and heater, fully laden, for an R.A.C.-observed Round-Britain Tour.

The route was Folkestone-Edinburgh-John o' Groats - Glasgow-Land's End-Folkestone, a distance of 2,118 miles. Two "crews" took part, sharing the driving. Thus, Tommy Wisdom, Louis Klemantaski, Jerry Ames (of Downtons Limited, which firm arranged the tour), J. F. Moon, M. Boyd, D. Steed, L. Webb, the R.A.C. Observer, and mechanic Musson from VW Motors Ltd. took the Microbus from Folkestone to Edinburgh, attended by a VW saloon driven by W. Boddy, Editor of MOTOR SPORT, F. Page and T. Lush.

This crew then rested at the North British Hotel in Edinburgh and a fresh "crew," composed of Messrs. Cameron, Oliver, Lockhart, Lithgow and Bowman, still accompanied by M. Boyd and R.A.C. Observer Webb, carried on to John o' Groats and down to Glasgow, the VW saloon acting as tender-car, being now in the care of P. Easton of Downtons and D. Watkins.

This difficult section was covered at night and a target average speed of 28 m.p.h. was set for it, although experienced rally drivers thought this might well be impossible even with a sports car in daylight. Winds of gale force were encountered along the rough, narrow roads, yet the little air-cooled 25-b.h.p. Microbus, laden with eight men and their luggage, covered the North Scotland leg with five minutes in hand.

From Glasgow, on the third leg, the original crew took over, less M. Boyd and with the R.A.C. Observer relieved by a colleague, Mr. J. Pincock.

The Microbus duly arrived back at Folkestone well ahead of schedule after an entirely trouble-free run. For about half the distance it had run on its own, because the VW saloon had become "mis-laid."

Apart from proving that a 1,192-c.c. engine is no handicap to carrying its full load round Britain in winter, the engine of the Microbus was kept running during stops as an additional demonstration of its foolproof cooling. Indeed, it was switched off for only 14 minutes, to enable a pint of Shell X-100 oil to be added to the sump, although one driver inadvertently stalled it for a few moments at some traffic lights.



INCENTIVE TO A WIDE-OPEN THROTTLE—preferably in the lowest cog in the box! This notice draws attention to Nailsworth Ladder, a notorious hill near Stroud, which brought the Hampton car into prominence in the nineteen-twenties (made locally, it climbed with an enormous load) and was frequently used for trials, as it still is.

The VW Microbus averaged a running speed of 32.9 m.p.h., or 28.4 m.p.h. inclusive of stops, and in spite of the load carried and the headwinds encountered, the consumption of Shell premium fuel came out to 26.93 m.p.g. for the 74½-hour journey. This represents ¼d. per-passenger-per-mile, and the total of £2 4s. 5d. per passenger compares favourably with the third-class rail fare of £17 13s. 6d. or the coach fare of £12 3s. 0d. for an equivalent distance.

The VW Microbus ran on Bosch electrical equipment and Michelin "X" tyres, which are standard equipment, and costs £999 17s. 6d. inclusive of p.t. and import duty.

This R.A.C.-observed run will focus attention on its many uses, for hotel work, dance band transportation, as a tender to a racing-car team, etc.

* * *

One can but admire the courage of Mon. Rousseau, who came over to England at the end of December and, at a cocktail party arranged

THE DIEPPE RALLY

by, of all people, the C.T.C., told his audience that, speaking for the organisers, he was fully aware that last year's Dieppe Rally was a ghastly failure. He apologised to those competitors who had been affected by ambiguities in the rules governing the 1954 Rally, and promised them that the 1955 Dieppe Rally will be a very different event.

Such honesty deserves its reward, which should be a strong British entry. The Rally will take place on May 21st/22nd, and will include a regularity test, acceleration and braking manoeuvres, a hill-climb and a speed trial with a separate series of awards. There will be 14 classes as well as a general classification, with prizes for each, and ladies' prizes.

Dieppe is conveniently situated for us and should appeal to English rally drivers. Details are obtainable from Syndicat d'Initiative, Comité du Rallye de Dieppe, 1, Boulevard de la Liberation, Dieppe.

* * *

Sports-car Championship of the World for 1954 was again won by Ferrari. The Italian National Championship is shared between Farina and Musso.

END-PIECES

* * *

The B.T.D.A. Trials Gold Star for 1954 was won by R. W. Faulkner, the Rally Gold Star by J. H. Ray, the Rally Silver Star by Dr. J. T. Spare, the Ladies' Silver Garter Rally Trophy by Miss Mary Walker, the Marcel Becquart International Rally Trophy by J. W. E. Banks, the Autocross Trophy by N. H. Overton, and the Rally Navigators' Trophy by J. C. Dixon.

* * *

Last year's Trials Champion was G. J. Newman and Hill-Climb Champion was Ken Wharton.

* * *

The B.R.D.C. Gold Star was won by Moss, the Richard Seaman Trophy by Hawthorn, the Johnny Wakefield Trophy for fastest Silverstone lap jointly by Moss and Hawthorn, and the E.R.A. Club Trophy jointly by Peter Whitehead and Wharton. The Guild of Motoring Writers voted Moss the Driver of the Year.

* * *

The 1954 German Touring Car Champion is H. Meier (D.K.W.) and W. Schluter (D.K.W.) won the European Touring Championship. The Women's Touring Car Championship of Europe goes to Sheila Van Damm (Sunbeam).

* * *

Belgian National Champion of 1954 is André Pilette.

* * *

VWs are figuring in English competition successes. Four such cars won awards in a recent M.G. C.C. Irish Centre Trial and two others won first-class awards, another a second-class award, in the Tipperary L.C. & M.C.C. two-day Three Sisters Trial last year.

* * *

Peter Gammon (Lotus) takes the Performance Cars Trophy for 1954.

* * *

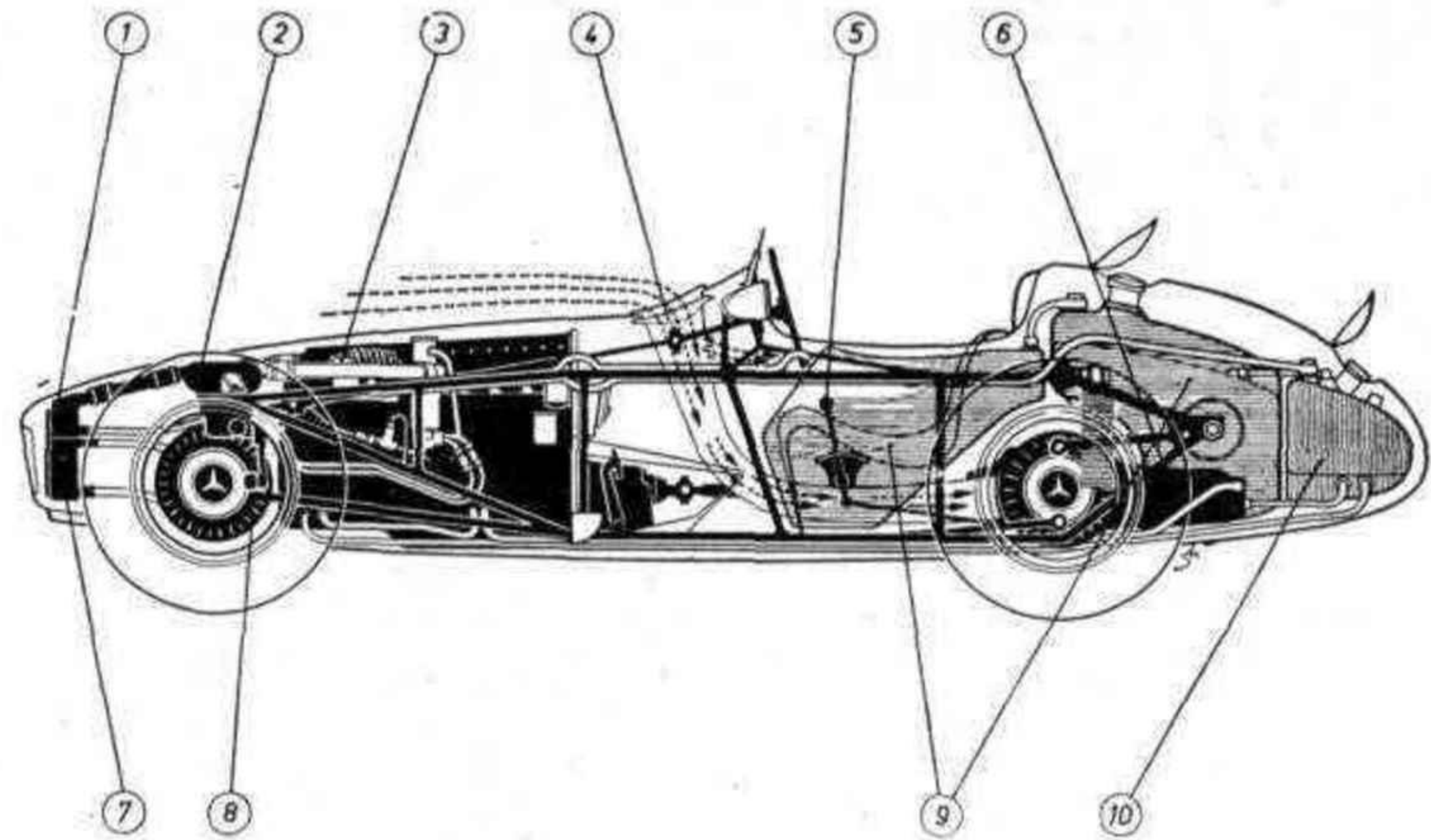
The Sexton Trophy for best overall performance in Irish speed events last year was won by J. Kelly.

* * *

A French 24-hour race to which British amateur drivers might well give attention is the Bol d'Or at Montlhéry, scheduled for May 14th/15th and now organised by A.C. de l'Ile de France. There will be three classes, 750 c.c., 1,500 c.c. and 2,000 c.c., with an outright winner and 500,000 francs prize money. All starters receive a percentage of starting money depending on the distance

Continued on page 74

THE TREND OF RACING-CAR DESIGN



DISSECTED.—The 1954 Grand Prix Mercedes-Benz, showing its main component parts.

- | | |
|--|-----------------------|
| 1. Radiator. | 6. Gear-lever. |
| 2. Water pressure compensator. | 7. Oil cooler. |
| 3. Fuel injection pump. | 8. Air-cooled brakes. |
| 4. Cool air ducted to cockpit and rear brakes. | 9. Fuel tanks. |
| 5. Gear-change. | 10. Oil tank. |

IT is probably true to say that the past year has seen more pure design in motor-racing taking place than ever before, and if one counts sports-car racing in with Grand Prix racing, then this is certainly so. With Grand Prix racing being run under a new F.I.A. Formula, planned without recourse to available material, for the first time since 1938, the designers of racing cars have had a completely free hand. Since 1946 racing has been under Formulae that were laid down after looking to see what types of cars were available, instead of the more normal way of building cars to a Formula.

Admittedly there were many new designs during the years 1946-53, but mostly the competing cars were developments of the immediate pre-war racing. Now, however, we have started on a completely new era and with the Formula for Grand Prix cars that took effect from the beginning of 1954, designers and their factories have been able to start with clean sheets of paper and produce cars that bear little or no connection with previous models. Already, in the first year of the new Formula, we have seen two cars that have been built specifically for the existing rules, having no traces of parenthood of designs of past eras. Of these two, the Lancia is surely the best example of a completely new design, mainly for the simple reason that the Turin firm have never before built a Grand Prix car, so there was no background to draw knowledge from. The other car is the Mercedes-Benz, also a completely new design, but one that benefits in many ways from the years of racing experience that Daimler-Benz have had.

Of the other competitors in today's Formula I racing, both Ferrari and Maserati utilise many parts of the designs of their racing cars of the past five years. Gordini is using virtually the same car as in the past, so that design in connection with the French cars is more a matter of detail work than basic racing-car design. As with the two firms at Modena, so Connaught and Vanwall have built new cars to the Formula, using knowledge and component designs developed with cars of the old Formula, but it is to the credit of the Vandervell team that they have an entirely new engine, though again this was originally laid down for the old Formula.

Today the field of Grand Prix racing is one of immense urgency, for the year's racing has a very bare three months in which no events are held, so that the building of a new Grand Prix car calls for as much speed as is required when the cars are actually racing, and this naturally forces most designers, especially those with limited facilities, to compromise over many things and to use well-tried components, either of their own design or those of specialist firms, rather than producing something new. The fact that the 1955 season opens with seven makes of Grand Prix car as highly probable entries, plus three more likely to appear before the season is over, shows a remarkably healthy state of affairs in which the multiplicity of design is such that has never been seen before. Of these makes there are already four that can produce the same average speed or any given circuit, without the skill of the driver being of para-

mount importance, and it would be difficult to visualise four more different approaches to achieving the same end. These cars are Ferrari (four-cylinder), Maserati (six-cylinder), Mercedes-Benz (eight-cylinder) and Lancia (eight-cylinder vee). If you take almost any component part of any of these four cars you will find a remarkable lack of similarity in the design, while adding the other makes, Vanwall, Gordini and Connaught, the variants of any given theme make up a total that is stimulating in the extreme, and one that shows that originality of thought in the Grand Prix world is as high as it has ever been.

If we take these seven Grand Prix contenders and dissect them, comparing one designer's ideas with the others, plus what little we know about the as yet unseen designs of B.R.M., Bugatti and Alfa-Romeo, we shall get a very clear picture of the state of Grand Prix racing today. At the same time we shall be able to draw numerous conclusions and, though we may find that there are ten different ways of doing the same thing, we shall be able to trace certain trends along which Grand Prix racing-car designers are thinking.

Taking the major components first, and of these the power unit, we find a great difference of opinion. The F.I.A. Formula allows engines of a maximum capacity of 2,500 c.c. if unsupercharged, and 750 c.c. if supercharged, and so far all of the seven current contenders have decided on the larger unsupercharged engine, naturally using the limit of capacity; both B.R.M. and Alfa-Romeo have been experimenting with the smaller supercharged type of unit, but so far without producing any conclusive results. The B.R.M. concern having developed their supercharged 1,500-c.c. engine, of the old Formula, to a very high pitch, it was natural for them to halve the design and try an eight-cylinder 750 c.c. Somewhat similarly, Alfa-Romeo have experimented with an eight-cylinder 750-c.c. and also a 12-cylinder one, it is rumoured, for they too learnt a great deal about small supercharged engines while racing under the old Formula, and they would naturally wish to make use of that knowledge. However, it seems unlikely that a 750-c.c. supercharged engine can produce 300 b.h.p. per litre, while the unsupercharged engines are already approaching a total power output in the region of 300 b.h.p., and as the difference in size and weight of the two types of Formula car would be almost negligible, the small supercharged engine would need to produce at least 270 b.h.p. from its seven hundred and fifty cubic centimetres. One thing we can almost be certain of, as a result of the new Formula, is that the supercharged engine will die out completely and this is a sad fact, for the supercharger is necessarily a fundamental part of motor engineering, but just as the normal gearbox is fast fading from passenger-car design, so the supercharger must be dropped from racing-car design. If something is discontinued, then naturally

it has to be replaced by something better, and there is no doubt that the science of extracting horse-power from an unsupercharged engine has become so complex that the supercharger and all its problems are simple in comparison, and consequently the loss of the forced induction method of power-producing is being replaced by a technique with even greater possibilities. This is viewing the subject from pure basic engine research principles, but if we look at the possibilities of the two types of engine from the point of view of the future passenger car, then the lessons to be learnt from further development of the unsupercharged unit are many.

While most of the designers are agreed that 2,500 c.c.s of unsupercharged engine are the most likely to give the highest power output, with reliability, the way to utilise those 2,500 c.c.s shows virtually no agreement of thought. Mercedes-Benz and Lancia are the only firms who have built 2,500-c.c. engines from scratch and, while they agree on the use of eight cylinders, they are in direct opposition about the disposition of the cylinders. The German firm have all eight in line, while the Italians have theirs in two banks of four in vee formation, the one arrangement producing a long thin engine and the other a short fat one, as far as structural volume is concerned. Of the other cars, Ferrari retains the in-line four-cylinder arrangement he developed so successfully in the old 2-litre Formula, and likewise Maserati and Gordini use six-cylinder engines, having learnt much from similar layouts under their 2-litre cars. Connaught and Vanwall both use four-cylinder engines, the former mainly due to the Alta engine being the only reasonable one available and Geoffrey Taylor continues with a four-cylinder layout for the same reason as the Italians, namely the fund of knowledge gained with past engines of the same type. The Vanwall engine is an entirely new conception, from the brains of Messrs. Fox and Richter, and even though the engine was designed for the old 2-litre Formula, they are obviously thinking along the same lines as Lampredi when he designed the Ferrari engine. Whether the four-cylinder line is the right line is still not known, for it is rumoured, and quite strongly, that Lampredi has a two-cylinder 2,500-c.c. engine on the test bed. This is said to be in vertical twin form, similar in aspect to the almost universal 500-c.c. motor-cycle engine of today. We see that on the first principle of engine design, that of the size of cylinder to use to produce the most power, together with the most usable torque, there is no agreement; some believe in the very small cylinder, others in the large cylinder, while the careful ones strike a happy mean. In addition to the engines in use at the present time, Colombo has designed an eight-cylinder for the Bugatti firm, while B.R.M. have a four-cylinder design.

In spite of many attempts with experimental engines to produce something to replace the well-tried poppet valve, this form of valve motion is still universal, no matter what arrangement of cylinders is used. Equally, the operation of the valves by separate camshafts for inlet and exhaust is also universal, twin o.h.c. in the case of in-line engines and four o.h.c. on the Lancia V8.

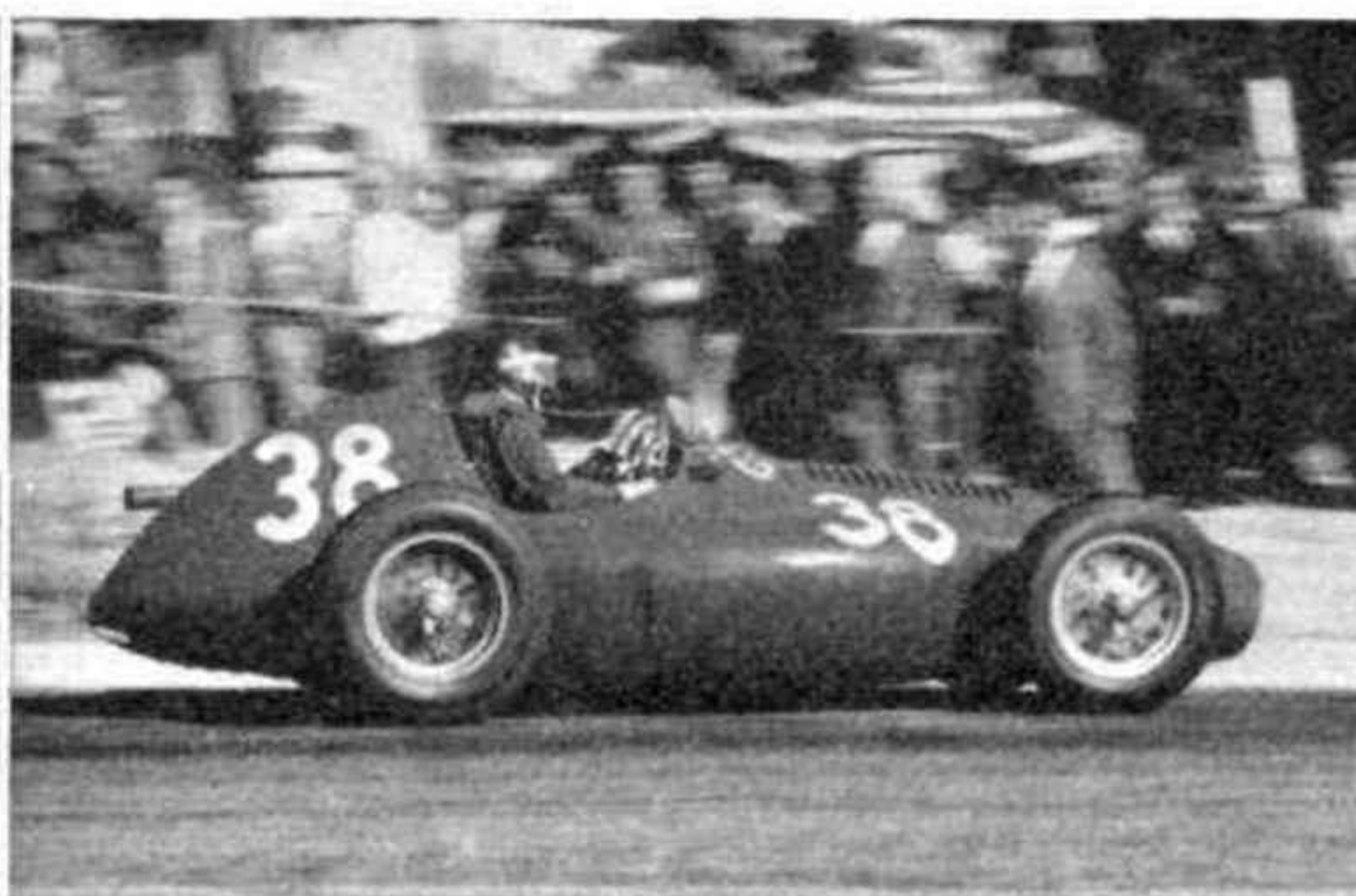
Though the valves and the camshaft arrangements show agreement between the designers, the detail design in the actual operation of the valve, together with the driving mechanism for the camshafts, produces much originality of thought. That the valve is lifted off its seat by a cam is generally agreed upon, but how the valve is returned to its seat shows wide variation. Most outstanding in this matter is the Mercedes-Benz design of mechanically-operated valves, where there are two cams for each valve, operating *via* short rockers, one to lift the valve and the other to return it. This is a mechanism known for many years, but never before used so successfully as it is now by the Stuttgart firm; in this design detail they stand entirely alone. Of the others, the Vanwall engine uses two hairpin springs to each valve for returning it to its seat, the springs being so arranged that they remain fully exposed at all times, while Lancia use hairpin springs enclosed in the camshaft boxes. The rest of the engine designers use the traditional coil spring, in multiples of two or three to each valve.

The use of light alloys for cylinder heads, blocks and crankcases

is almost universal, Mercedes-Benz retaining the welded sheet steel construction for the cylinder block that they have believed in for so long. It is interesting to note that on their new sports/racing engine, which is of identical general pattern to the Grand Prix design, they have discontinued this welded form of construction and are using a cast alloy block. Ferrari stands alone in having a one-piece casting for his cylinder head and block, while Vanwall breaks new ground in the car world by clamping his cylinder block between the head and crankcase by long single-piece studs that do not bear on the cylinder block at all.

In the matter of inducing fuel and air into the cylinders there are two schools of thought, one being the use of a multiplicity of carburetters, and the other the use of fuel-injection, though in this there are two separate views. Taking first the carburetter, it is generally agreed that some arrangement that provides one carburetter to each cylinder is desirable and this can be effected by using a single instrument to each cylinder, as is done by Vanwall, or the more popular arrangement of the paired instrument as produced by Weber or Solex in which each carburetter has two chokes, with separate jets and throttles, but with a common float chamber. This arrangement gives the effect of two carburetters in a more compact space and, depending on the type of engine, two or more of these are used. Ferrari uses two double-choke instruments, Maserati uses three, as does Gordini, while Lancia uses four. The in-line engines use horizontal chokes, the carburetters being Italian Weber instruments, while Lancia uses downdraught Solex carburetters. Fuel-injection is employed by Mercedes-Benz and Connaught, the German firm developing its own system, in conjunction with Robert Bosch Ltd., while the English firm use a system developed by S.U. Ltd., though incorporating many Connaught modifications. The main difference between the two systems is that the German system injects fuel direct into the cylinders and the English one directs fuel into the inlet tract. Daimler-Benz use an in-line eight-plunger pump to deliver the fuel to each of the injector nozzles situated fairly low down the cylinder wall, the nozzle being masked by the piston at the point of combustion. The S.U. pump, as used by Connaughts on their Alta engine, has a wobble-plate operating a ring of plungers, the fuel being fed to the nozzles mounted in the four inlet pipes. As originally supplied the four inlet pipes were fitted with butterfly throttles, these being coupled to a common spindle, but a Connaught modification was the fitting of a large-diameter collector pipe coupled to the four inlet pipes, with a single large-diameter butterfly throttle at the front of the system, an arrangement identical with that used by the German concern. On the English fuel-injection layout the pump is mounted on the rear of the engine, driven by the inlet camshaft, while the Bosch pump is mounted on the side of the Mercedes-Benz engine and in consequence it suffers from a certain amount of overheating, which causes the fuel to vapourise when the engine is hot but not running. To overcome this the driver is supplied with a hand pump which circulates fresh fuel round the injector pump, thus cooling the fuel gallery from which the pump has to draw when making a high-temperature restart. Although only two makes of Grand Prix cars are using fuel-injection satisfactorily at the moment, it can be expected that many more will follow this trend, for it has many points in its favour, though equally it has as many difficulties. Both Maserati and Ferrari have experimented with fuel-injection, but as yet have not used this system of carburation under actual racing conditions. With fuel-injection it is possible to obtain much greater accuracy of fuel/air ratio and in consequence higher power outputs can be realised. In addition a fuel consumption no greater than with normal carburetters can be achieved for a greater power output, and 1954 saw the Mercedes-Benz cars running through a full-length 300-mile Grand Prix race without the need for refuelling, while some of their rivals using carburetters were getting very near the limit of their fuel capacity.

It is worth mentioning here the so-called fuel-injection system as developed at Indianapolis by Hilborne, and used for some time



by Connaught. This was a rather crude arrangement which supplied a constant stream of fuel into the air intake for each cylinder, the quantity being varied with engine speed but no attempt being made to time the feed of fuel with the piston movement. This arrangement was really only an improvisation to overcome the lack of sufficiently large-choke carburettors and was extremely wasteful on fuel. Alongside the Bosch or S.U. systems the Hilborne cannot be truthfully considered fuel-injection, though doubtless Connaughts learnt a lot of useful information from their experiments with the American system.

The question of carburation has two very definite trends. First, the provision of one choke-tube to each cylinder for high power output, and, secondly, the inevitable, but rather slow, abolition of the normal carburettor, it being replaced by some form of injection. One detail that has become universally adopted is the provision of two sparking plugs per cylinder, this layout being used in the tiny cylinders of the Mercedes-Benz and Lancia engines, as well as in the large space of the Ferrari engine. Ignition by magneto is almost universal, though Connaught are using coil ignition, but this is dictated by the lack of a suitable magneto rather than as a principle of design.

Exhaust systems still provide designers with much choice of thought, for there are few real conclusions yet proved. Gordini and Maserati, as exponents of six-cylinder engines, are in agreement over the use of two long tail-pipes, one from the front three cylinders and the other from the rear three. The use of stub pipes has been abandoned completely and for four-cylinder engines there are many variations. Ferrari couples cylinders 1 and 4, and 2 and 3, with the two pipes joining a considerable way down the tail-pipe, which itself runs out beyond the tail of the car. On this layout a large-diameter pipe has been used for a long time, but recently Lampredi has been trying pipes of smaller diameter. Vanwall uses four separate pipes joining in a bunch quite close to the engine, with a long thin tail-pipe. Connaught uses a Ferrari layout, but joins the two pipes close to the engine and has no tail-pipe, while the eight pipes of the Mercedes-Benz form two lots of four with short tail-pipes. The two groups of four on the Lancia V8 are somewhat similar to that used by Vanwall, with very long large-diameter tail-pipes.

Having dealt with the power unit we should now consider the gearbox and one thing that is becoming popular is to design the gearbox and rear-axle assembly as one unit. With the advent of i.r.s. or de Dion rear suspension, the gearbox somewhat naturally was built as part of the rear assembly, but a further move, as exemplified by Maserati, Ferrari and Lancia, is to design the complete assembly as one unit, rather than two parts bolted together. Both Maserati and Lancia have gone one step farther in mounting the gearbox part of the assembly to one side of the centre line, with the gear-shafts running across the car, Lancia going so far as to incorporate the clutch in this assembly. Ferrari, Vanwall and Connaught have the gearbox in front of the differential assembly, while Mercedes-Benz have it behind. In all cases there is complete agreement over the use of a train of gears to raise the propeller-shaft line up to the wheel centre-line height; even Gordini is in agreement on this point, having a step-up gear train on the front of the differential assembly, though in his case the gearbox is attached to the engine, due to the car having a rigid one-piece normally-sprung rear axle. As far as the number of ratios incorporated in the gearbox is concerned, the general trend is for five speeds, and the reasons are numerous. Engine revolutions are continually increasing, Mercedes-Benz using over 9,500 r.p.m., Maserati and Lancia 8,200, Ferrari 7,400, Gordini 7,000, Vanwall 6,500 and Connaught 6,200, and in consequence the bottom useful rev.-limit rises, so that the use of five speeds to keep the engine working within its best rev.-range is becoming essential. In addition the maximum speed of today's Grand Prix cars is not far short of 170 m.p.h. and with a four-speed gearbox, such as on the Ferrari or Maserati, getting away from a

standing start was a matter of extremely fine judgment, to find that crucial point between stalling the engine and spinning the wheels.

Mercedes-Benz designed their cars with five-speed gearboxes, so that when pulling a very high axle ratio, as at Reims, they had an enormous advantage over their rivals both at the start and getting away from slow corners. Gordini also built a five-speed gearbox for his cars, again with the object in view of making the initial start a great deal easier.

On production cars in this country the use of an overdrive to supply a fifth gear is becoming increasingly popular, but this must not be confused with the design of a five-speed gearbox. The overdrive merely supplements a rear-axle ratio that is too low and its use allows for lower engine revolutions at a given speed. The racing five-speed gearbox is a very different thing and is an approach towards the ideal, which is a constant-speed engine and an infinitely-variable gear train to transmit the power to the road wheels. Alone in this gearbox question stand Connaught, who stick to a preselector gearbox of proprietary manufacture, whereas all the other firms build their own units.

The control for the gearbox shows no particular trend, the designer paying no thought to whether a driver can operate a lever better with his right hand or his left hand. Mercedes-Benz, Lancia and Maserati use right-hand levers, Ferrari and Vanwall left-hand, Gordini central, and Connaught have their selector-quadrant mounted on the steering column, albeit moved by the right hand.

Having discussed the major mechanical components we should now think about the frame into which to place them; here there are two very clear schools of thought, either to use a multiplicity of small-diameter tubes, or a minimum of large-diameter tubes. Mercedes-Benz, Lancia, Vanwall, Ferrari and Maserati all favour the use of a framework built of small-diameter tubing, this frame forming a rigid box-like structure, while Connaught and Gordini adhere to the old idea of a main frame made from two large-diameter tubes, lying parallel with one another. Both Mercedes-Benz and Lancia have taken the "space-frame," or multi-tube layout, to its absolute limit, using tubing of barely one inch diameter, and stressing every tube to do only the minimum work required, while Lancia have gone even farther by eliminating the tubes from the front part of their "box" and replacing them by the engine, the cylinder heads having lugs cast in, to which the chassis frame is bolted. Ferrari, Vanwall and Maserati are a little more conservative and use tubing of nearer 1½ inches diameter for their space-frames, using some of the inherent bending strength of the tubes to give the frame stiffness, instead of relying purely on tubes in tension or compression. While the multi-tube type of construction provides a simple way of producing an immensely strong basic frame, it can bring its difficulties, and among these are the problem of getting the various components into the "space" formed by the frame, while Mercedes-Benz were cramped for room when they discarded their streamlined bodywork, the "space-frame" design forbidding any redistribution of the various components. Vanwall found the problem of having a "space-frame" that was far too rigid, his suspension calling for slight flexibility in the frame, and this problem was stumbled on by Maserati with their first "space-frame" though it was later overcome. Bearing in mind that Gordini is limited in his design by the need to modify existing cars, it means that in reality Connaught are alone in not using some form of "space-frame" and designer Rodney Clarke remains unconvinced that the multi-tube type of construction offers more advantages than disadvantages, his main objection being the fact that a car must be designed as a whole with this type of frame, allowing no possibility of modification to major components.

Suspension systems show some very decided trends, though the details are still full of original thought. One trend that has now become universal is the use of independent front-wheel suspension by means of double wishbones, providing constant wheelbase but varying track. Even B.R.M., who have stuck to trailing-link



suspension at the front for so long, have now decided to use double wishbones on their new car, while Alfa-Romeo, another advocate in the past of trailing-link suspension, have gone over to double wishbones on all their production cars and their experimental sports/racing cars, so that it would seem reasonable to assume that their Grand Prix car will have this type of front suspension.

As to the method of arranging the wishbones, or constructing them, there is still much divergence of opinion. These range from wishbones of very wide base, as on the Connaught, to very narrow base, as on the Ferrari 553, and from unequal-length wishbones of equal length, both Lancia and Gordini using the latter system.

On the question of the springing medium designers show great individuality, Ferrari changing from transverse leaf-springs, used by him since his first Grand Prix car, to coil springs, Maserati retaining the coil-springs as used on their 2-litre cars, Mercédès-Benz and Gordini using torsion-bars, the former running forward of the front axle line, and the latter running to the rear. B.R.M. will continue to use their interesting and effective air-strut, while Connaught use a coil-spring with damper combined. Vanwall and Lancia continue the use of a transverse leaf-spring, the Italian firm setting a new standard of spring-size with leaves barely one inch in width. At the rear the de Dion system continues to hold pride of place, being used by Ferrari, Maserati, Lancia, Vanwall, Connaught and B.R.M., while Gordini continues to use a one-piece non-independent rear-end. Mercédès-Benz stand alone in defying the Comte de Dion, for they use a swing-axle system, where the two half-axles pivot about a point well below the differential assembly and, in spite of technical misgivings and unorthodox wheel movements on corners, there is no denying the fact that Fangio was able to win four major Grands Prix with these cars. Although the German firm seem to be able to control their cars with this apparently bad type of rear suspension, there is no sign of anyone else following their example, all the other designers being content to scheme-up variations on the de Dion theme.

The provision of double radius arms from each wheel hub to the chassis frame, in order to provide a constant angle parallelogram movement of the wheels, is unanimously agreed upon, but side location of the wheels varies. Ferrari use a simple block and guide location, as do Maserati, the block being located on the centre of the de Dion tube, but Lancia use a location mounted on a downward projection of the de Dion tube, while Connaught use a link mechanism that gives the effect of a Panhard rod. As to the position of the de Dion tube, there are again variations, Lancia, Vanwall and B.R.M. having it behind the differential assembly, Ferrari and Maserati having it in front, and Connaught almost over the top.

For rear-springing mediums the most popular is a transverse leaf-spring, this being used by Ferrari, Maserati, Lancia and Vanwall; Gordini, Connaught and Mercédès-Benz all using longitudinal torsion bars.

Brakes show two distinct trends, drum-type *versus* disc-type, and a feature of this controversy is that those makes with drum brakes have designed and built them themselves, while the advocates of disc-brakes utilise proprietary articles. Vanwall have developed Goodyear disc brakes to a state of complete reliability, together with very effective braking, while Connaught are fitting Dunlop disc brakes that have proved themselves in sports-car racing; Gordini has made a few tries with French Messier disc brakes, but with no great success. B.R.M. are expected to have Dunlop disc brakes this year, having tried them on their Owen Maserati. The Maserati firm are also experimenting with disc brakes. Meanwhile, Ferrari, Lancia and Mercédès-Benz adhere to drum brakes of their own respective designs, in all cases great attention being paid to drum rigidity and to cooling. Ferrari uses normal drum finning, Maserati uses transverse radial spikes, with a deflector shield to direct air through these spikes, Lancia use a combination of the two systems, and Mercédès-Benz use ducted turbo finning. In practice the results from these four systems would appear to be very evenly matched, with perhaps just a very small advantage to the Ferrari brakes, though the Lancia is really still an unknown quantity, having only been raced twice so far. It goes without saying that operation of all brakes, whether disc or drum, is by hydraulic means. A trend that looked as though it was going to prosper was the fitting of inboard-mounted brakes, in the interests of reduced unsprung weight, but with the exception of Mercédès-Benz, who use this mounting on all four wheels, the principle has been rejected. The problems of cooling the rear brakes and transmitting the drive of the front wheels inboard, plus the added weight involved, has caused even Lancia to abandon the idea after experimenting on their sports cars with this layout. To date designers are remaining faithful to drum brakes in the majority, but the disc-type are quite likely to supersede the more orthodox method, though as yet a Grand Prix has not been won with disc brakes.

In spite of the fact that all cars can go through a 300-mile Grand Prix, even at average speeds of over 110 m.p.h., without the need to change tyres, such is the progress made by Dunlop, Pirelli, Continental and Englebert, there is still a strict adherence to the wire-type of wheel on a Rudge-Whitworth splined hub. Only Connaught have made the fitting of bolt-on alloy wheels a standard item, though B.R.M. have used such wheels with a Rudge hub, on their experimental Maserati. Cast alloy wheels have already superseded the wire-type at Indianapolis and it is quite likely that they will do the same in Grand Prix racing, while the absence of tyre trouble must surely lead to a return to bolt-on wheels, which can be made considerably lighter than the knock-off type. In the interests of unsprung weight wheel diameters have stabilised at the 16-inch mark, though Gordini has experimented with 15-inch rims. It is unlikely that any further reduction in diameter will be realised, for as power outputs increase tyre sections will have to be raised to transmit the power, and the limiting ratio of rubber mass to wheel mass has already been reached.

The bodywork for a Grand Prix car is by no means a cut-and-dried subject and both Mercédès-Benz and Connaught have produced all-enveloping fully-streamlined bodies, and while the German concern have proved the advantage on some circuits, and big disadvantages on others, the English car has yet to compete in a race with this type of body. One of the disadvantages is said to be the reduced visibility, especially on the Mercédès-Benz, where the driver sits far back and in a reclining position. Connaught sits the driver well forward and rather high, so that a good view of the road is obtained. By arranging the bulges over the front wheels to be directly above the hubs it should be possible for a driver to sight his car on a bend as efficiently as the driver who can see his front wheels. On the Mercédès-Benz the trouble would appear to be due to the nose of the car projecting a long way forward and remaining the full width of the car, so that when the driver has sighted his front wheel on a corner, by using the indicating bulge, he must also make an allowance for the extra forward projection, especially when sighting the car in a four-wheel-drift.

If a car is viewed in plan view on a 100-m.p.h. bend and the driver is sufficiently skilled to have the car at a high attitude angle, with the inside front wheel a few inches from the edge of the corner, then the inside corner of a rectangle containing the car will be well over the verge, even though the wheels remain on the track. This explains fully the trouble Mercédès-Benz experienced at Silverstone when the front of the car kept striking marker bins placed just inside of the white line representing the line of the corner. It is unlikely that the fully streamlined bodywork will become popular for the general run of Grand Prix cars, for it brings with it far too many problems which outweigh the extra speed gained. Among the problems are the increased weight, the problem of providing sufficient air-flow to cool the brakes, without spoiling the drag, the inaccessibility of the mechanical parts should a pit-stop be occasioned, to say nothing of the task of finding mechanics capable of working on the cars without causing damage to large areas of thin panelling. Connaught have overcome some of these difficulties by making the whole of the streamlined body above the wheel centre line lift off in one piece. This is a practical proposition for servicing but quite impossible for a pit-stop. Among the more orthodox single-seater bodywork there is a good tendency to provide a clean exterior and improve the air-flow, Maserati in particular producing a very smooth contour. Both Ferrari and Vanwall have cars with straightforward body panelling, though the 553 Ferrari introduces a new line with its pannier fuel tanks demanding very bulbous body sides. Gordini has a neat simple bodywork, and high cockpit sides feature on all Grand Prix cars these days, providing that the body is very wide at the cockpit to allow the driver plenty of elbow room. The headrest on the tail is still popular, being used by Ferrari, Mercédès-Benz, Connaught and Lancia, but none of them are high enough to provide a clean line from behind the driver's helmet, the average driver sitting well clear of the headrest. Such shapes are a convenient way of covering up the fuel filler or providing extra tankage. The Connaught is alone in having a large tail fin incorporated in the headrest and this is a trend which is likely to increase with modern handling and bodywork with good air-flow. With Grand Prix cars cornering at anything up to 150 m.p.h. in controlled drifts necessitating quite large attitude angles, the effect of air pressure on the side of the car will become a serious problem and the use of tail fins to adjust the centre of pressure and control the cornering characteristics is a certainty. Already much ground work has been done on this subject by Jaguar and Bristol with aerodynamic sports cars.

Fuel tanks and their positioning occasion much thought, for 45 gallons of fuel represents a large proportion of the starting-line weight and can affect the handling characteristics of a car enormously.

Continued on page 63

SHELL present a new multigrade oil in the Shell X-100 range

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Shell X-100 is available in all the following five grades, S.A.E. 20/20W, 30, 40, 50 and now S.A.E. 10W/30 (Multigrade).



for longer engine life

it fights acid action—main cause of engine wear

IMPRESSIONS OF THE TRIUMPH TR2

A British Sports Car that is Practical, Economical and Represents Excellent Value-for-Money

TO review our road experiences with a Triumph TR2 for the benefit of the large number of potential buyers of these cars is not as easy as it might seem.

The TR2 is by now a well-established sports model, and to describe it as a very good one is to state the obvious, after the splendid showing in competition motoring by this Coventry-product which, after all, is a skilful development of standard components and not a specialised sports car designed for such tasks. Further, so many satisfied owners of these cars meet and discuss their virtues and shortcomings that a full test-report of the TR2 would be repetitive ground.

However, although this car has come to us for review rather late, we are convinced, from the many inquiries we receive as to its character and manner-of-going, that some impressions will be acceptable to the majority of our readers.

Before embarking on this task, let us get the sports Triumph in proper perspective. Design of the TR2 was commenced in about March, 1952, and the first production example was exhibited at the Earls Court Motor Show of that year.

The idea was to meet the growing demand for a compact, fast and not-too-expensive two-seater of modern lines and this the Triumph design-team did with some skill, by using a Standard Eight chassis, with Triumph Mayflower axle and suspension units, powered by the trusty Standard Vanguard engine lined-down from 2,088 c.c. to under 2 litres and endowed with a new cylinder-head to take two carburettors. The Vanguard four-cylinder long-stroke wet-liner engine was a "safe bet" for the job, for it had already proved its reliability and freedom from servicing snags in tractors and the versatile Vanguard saloon, besides being employed by the Morgan Motor Company in single-carburettor 68-b.h.p. form to power their Plus Four sports car.

The developed engine gave 75 b.h.p., was mated to a modified Vanguard gearbox providing four forward speeds, and gave the 1952 TR2 a maximum speed of 90 m.p.h.

The immense and immediate interest which this new Triumph aroused caused the Company to swiftly iron out the initial bugs. They improved the shape of the tail, stiffened the frame, fitted an overdrive gear and increased the power output to 90 b.h.p. It is to Standard's everlasting credit that, having come thus far, instead of sitting back to admire, they sent their test-driver, K. Richardson, to Lindley, where he was set to lap the M.I.R.A. track for hour after hour at over 100 m.p.h. The chassis proved satisfactorily stable, but the hard-ried engine flung big-ends and broke its exhaust valves. Valuable lessons were learnt and the production TR2 was soon able to present itself as a 100 m.p.h. two-seater of modest first-cost, surprising economy and freed of earlier weaknesses.

Since then we need hardly remind our readers that a special

version has reached 125 m.p.h. at Jabbeke, and others have finished in the Mille Miglia and Le Mans races and performed outstandingly in their class in the T.T., while the rally successes of the TR2 are legion.

It is now our happy task to present our personal, detailed impressions of a normal 1954 wire-wheeled TR2 which came along for test just before Christmas and which, at this hardly ideal time of year, covered a four-figure mileage in the hands of various members of the staff, to their general complete satisfaction.

The makers had requested us not to submit the car to a full road-test ritual and consequently no performance figures were recorded. The abilities of the TR2 are by now well known, so it suffices to say that the engine ran up to a limit of 5,000 r.p.m., with only slight vibration towards peak speed to reveal it as a four-cylinder power unit. In top 100 m.p.h. (5,000 r.p.m.) calls for favourable conditions. A very easy indicated 95 m.p.h. is obtainable, with a few more m.p.h. coming up along normal clear stretches of highway. On good roads, at this pace the Triumph has a commendably straight path—it is perfectly happy when cruised at upwards of 90 on the speedometer. The car we tested had wire wheels shod with ordinary Dunlop tyres.

Acceleration is vivid, to express oneself mildly, and third gear sufficiently close to top to be useful, although the other ratios are somewhat low. The exhaust note is rather prominent, while speed is thus rapidly increased, but in top gear the car is unobtrusive. If completely quiet negotiation of a town or village is called for, overdrive top is the gear to employ.

Overdrive, with its convenient control-button, endows the TR2 with the effect of having, with its tractor-like torque-curve, a five-speed gearbox. As the engine is willing to pull the high (3.03 to 1) o/d ratio from 1,500 r.p.m. upwards, this is normally employed, a rapid change being possible into normal top (or fourth speed) by operation of the aforesaid button, so useful for overtaking fast-cruising traffic, as 500 r.p.m. is gained on the power curve. The highest speed achieved was an indicated 112 m.p.h. (3,900 r.p.m.) equal to a calculated 97 m.p.h., whereas in fourth gear the highest indicated speed was 100 m.p.h.

For a car with a basic price of only £625, the speed and acceleration are beyond criticism and of high merit. Besides the performance of the TR2 (which, as we proved, enables a jaunt from London to Exeter and back again to be fitted in comfortably between morning coffee and a late dinner, taking lunch *en route* and never fully extending the car) its other qualities are astonishing for so modest a purchase price.

The body is comfortable, and snug when the hood and screens are erect, the ride is comfortable, and the controls pleasant to handle. If the outward appearance of the TR2 still leaves a good deal to be desired, the interior appointments are for the most part practical, pleasing and of good quality.

The instruments are sensibly grouped, with the 5-in. Jaeger speedometer and rev.-counter in front of the driver and only very mildly masked by the three-spoke, spring steering wheel. On the centre panel are separate dials showing oil pressure (normally a healthy 60 lb./sq. in.), water temperature (mostly 185 deg. F.), petrol contents and dynamo charge. These dials have black faces with white lettering and as unobtrusive recorders in good taste, convenient to read, could hardly be bettered. The rev.-counter needle is remarkably steady; the speedometer reads to 120 m.p.h. and incorporates trip and total mileage recorders. The panel lighting is over-bright, but the dynamo warning light is tolerable. That for the direction-indicators, however, is not only too bright but flashes in unison! The speedometer has a full-headlamps-beam indicator-light which, it so happens, enables the welcome outline of the speedometer needle to be seen at night, when the panel lights have been extinguished. There is no clock.

The minor control-buttons are likewise black with white lettering, of good quality, especially the push-in starter-button, but so grouped that those controlling lamps, wipers and panel lighting are set one above the other, leading to confusion of the gloved hand at night. Moreover, we do not love the pull-out combined head and side-lamps switch. The overdrive-button is very conveniently set for operation by the right hand and beside it is the heater-knob, its on-off action a thought indecisive.



FOR REVIEW.— The Triumph TR2 driven for a four-figure mileage by MOTOR SPORT. It possessed wire wheels, heater and overdrive, and the old-style doors.

Full marks for the heater fitted to the TR2, which sends a fine volume of warm air over one's feet and lower-half, so useful in an open car, and which can be easily regulated from the single knob, the heat released on one or both sides of the cockpit by the use of flaps, or the flow of water turned off by an under-bonnet valve for ventilation in summer.

The screen is large, inclined and solidly mounted, providing excellent protection without promoting dazzle, and, most commendably, is of laminated glass. The screen-wipers function well, working in unison, but would benefit from water-squirts, and neither they, nor the heater, can be used unless the ignition is switched on. There are heater outlets behind the screen, and the back of the bonnet-top is slotted to direct hot air onto the screen face.

Before the passenger there is a generous, lidded cubby-hole, but a key is required to open it and this can only be withdrawn after the lid has been shut, which is unnecessarily complicated.

The entire body gives the impression of being well made and it is virtually free from noises, except for a prominent rattle from the passenger's door. The doors shut well and possess usefully commodious rigid pockets. On the car tested they fouled high knobs when opened and there are no outside handles, which is somewhat inconvenient when the sidescreens are erect. The inside handles are worked by "pulls," the attachment screws of which take a considerable load, and to reach these with the sidescreens up zip fasteners are provided in the screens.

The separate, adjustable bucket seats provide a big range of adjustment, easily effected, and are quite comfortable, although considerably more support of back and shoulders would be a decided improvement and the cushions are just a little on the hard side.

The pedals are badly placed for a heel-and-toe gear-change, and set to the offside of the steering column; those for clutch and brake are rather loosely hung, but convenient to the feet. The interior of the cockpit is carpeted and there is a rubber pad where the passenger's left toe might rub. The seats and dash are Vynide-covered and the body-sides nicely padded. The gearbox and transmission tunnel is not so big that the clutch-foot cannot find anywhere to rest; there is ample room, although a stronger spring for the foot headlamps-dimmer would prevent inadvertent alteration of the lamps' beam.

The hand-brake lever is set between the tunnel and the driver's left leg, which is not at all a bad place for it. It is necessary to reach only slightly for the grip. The lever has a fly-off action, being locked by a button. It holds the car securely.

The remote gear-lever is one of the charms of the TR2. Very conveniently placed, it is truly short and rigid, enabling rapid gear changes to be made. The action is somewhat harsh, but this is largely masked by the short travel of the lever, which is spring-loaded to safeguard selection of reverse. There is useful synchromesh, but so readily does the engine respond to the throttle that double-declutching will be the usual method of swapping ratios. Some idea of the step-up of the gearbox is afforded by remembering that 2,000 r.p.m. is equal to a speedometer 10 m.p.h. in first gear, 20 m.p.h. in second gear, 30 m.p.h. in third gear, 40 m.p.h. in top gear and 46 m.p.h. in overdrive top. In normal top gear the needles of speedometer and rev.-counter move upwards in roughly the same plane. The speedometer has about the usual degree of optimism, so that the magic 100 m.p.h. is indicated at an actual speed of about 94 m.p.h.

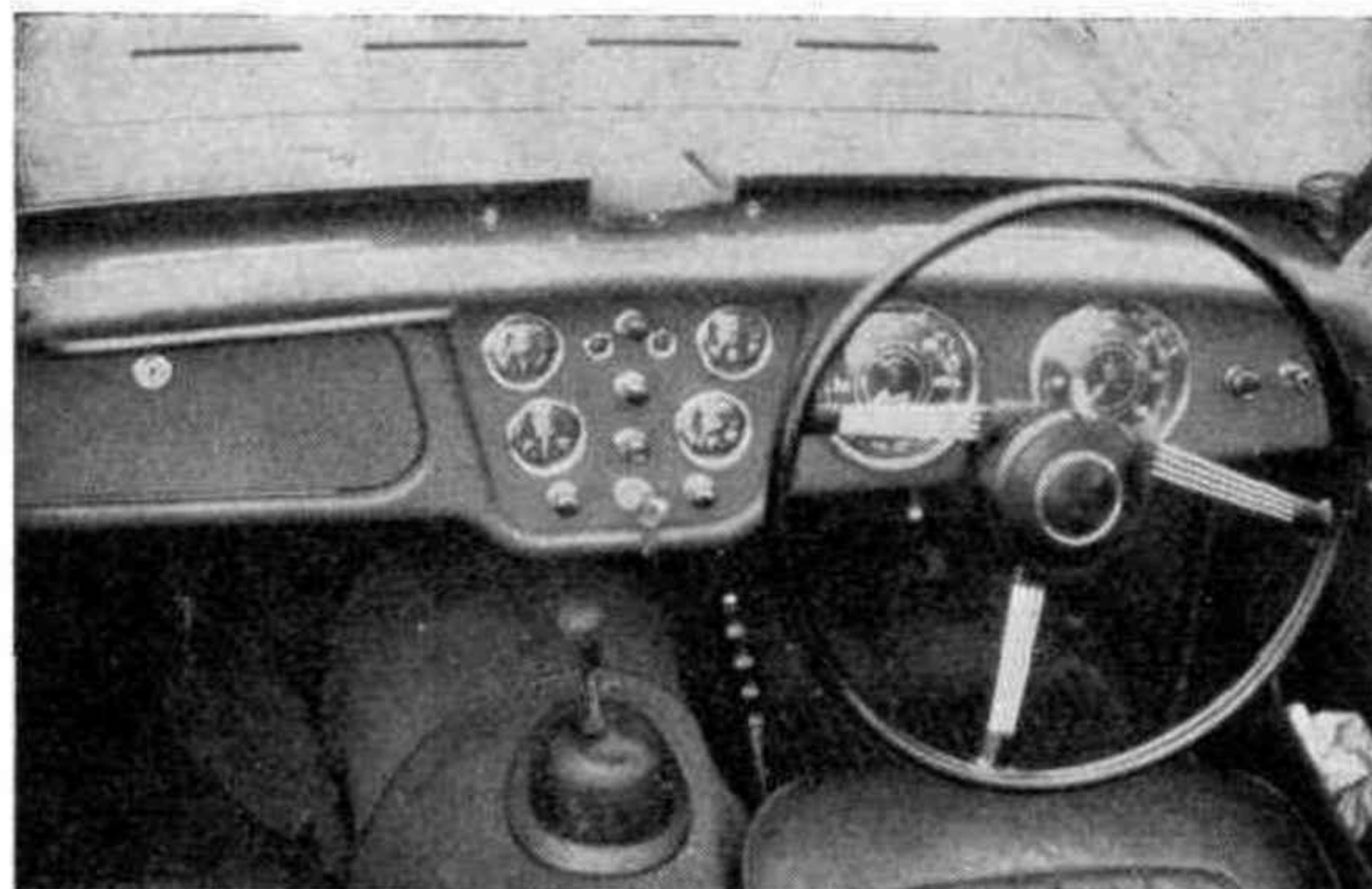
The clutch is smooth, light and slip-free but the pedal has to be pressed down fully to ensure easy engagement of bottom cog.

That about completes the "cockpit-drill," except to mention that the horn button, in the wheel centre, operates a rather mediocre, blatant horn, that the central rear-view mirror is a trifle shallow and that there are normally no fog or spot-lamps. The flashing-type direction-indicators are self-cancelling, brought into action by an excellent flick-switch on the steering-wheel hub.

On the road the Triumph TR2 gets along as its performance on paper suggests it will—which is certainly not hanging about! The engine only begins to sound and feel as if it is working at beyond 4,000 r.p.m. and is quite happy up to its maximum, although normally not much above 4,000/4,500 r.p.m. is necessary to obtain full acceleration. Over 50 m.p.h. is obtainable in second speed and nearly 80 in third (indicated speeds).

The TR2 is reasonably hard-sprung, so that it does not wallow when cornering or dip its nose excessively under braking. This gives rise to some up and down motion of a rather lively kind, but generally the ride is exceptionally comfortable, even during negotiation of unmade roads.

The steering is light and smooth at speed, is geared $2\frac{1}{2}$ turns lock



SENSIBLE.—This photograph of the TR2's dashboard shows how speedometer and tachometer are set before the driver, the other instruments grouped centrally, the short remote gear lever, position of the hand-brake and the overdrive-button on the extreme right of the dashboard.

to lock, provides a reasonable turning circle and transmits practically no kick-back. There is mild castor action, a minimum of free play at the wheel, and column vibration is evident only when bad surfaces set up scuttle-shake, which becomes considerable under adverse conditions, and is particularly evident to the passenger.

Although the occupants sit rather low, both front lamps and wings can be seen, in spite of the wide bonnet.

The Triumph holds the road very well under conditions known to enthusiasts as 6/10ths.* In cornering there is an oversteer tendency, leading to sudden rear-end breakaway. The steering feels "light" and would probably be improved by increased castor action, and could be rather higher geared for speed work. The rear wheels hold down well when accelerating, wheelspin, however, being easily promoted in the wet on the lower gears. There is a faint suspicion that the rear axle is not quite positively located, but in general the TR2 is a safe, charming motor car in which to travel.

The Lockheed hydraulic brakes are reasonably powerful but fierce under a light pedal depression, whereas more progressive braking would be preferable. Under the conditions of our test they proved vice-free and had the merest trace of a squeal. Tyre squeal, too, was at a minimum.

It is also a useful car from the touring viewpoint, in spite of its sports-car characteristics, for the luggage boot is of sensible capacity. Its broad lid requires a carriage-key to open the two locks, which isn't exactly convenient, and there is no handle by which to raise the lid, but we can forgive this due to the amount of luggage which can be carried, with the spare wheel located in a compartment of its own, beneath and entirely separate.

Powerful rear lamps, three in number, are reassuring and the headlamps, which, being neither completely built-in nor "old-school," are ugly, give ample light in the full-beam position but require adjustment.

Normally the TR2 will be enjoyed as an open car, when the cut-away sides to the doors and absence of folded hood provide excellent all-round visibility. Erection of the sidescreens renders the car very comfortable even in winter and the hood is likely to be used only in heavy rain or at the request of a member of the fair sex. It is separate from its frame, which is substantial. The material is good, with good-quality press-buttons requiring strong manipulation; once in place there is ample head-room and good visibility, while a large rear window offers useful vision for reversing unless obscured by rain or condensation. We had no opportunity of

* This refers to the Birkett Dicing Analysis, which, expressed briefly, can be quoted as follows:—

- 1/10ths: Elderly Dodderer taking it easy.
- 2/10ths: Elderly Dodderer going somewhere.
- 3/10ths: Commercial Traveller concerned mainly with Mileage between Overhauls.
- 4/10ths: Most leisurely progression practised by One of Us.
- 5/10ths: Slowest form of Rally-driving, when right on time.
- 6/10ths: Everyday motoring when a trifle late or getting time-in-hand on a rally.
- 7/10ths: No risks taken and could maintain all day, but glad Elderly Dodderer is not on back seat.
- 8/10ths: Keen type taking Editor of a Motoring Journal for a demonstration run. (This constitutes the main risk in this profession.)
- 9/10ths: Racing driver doing his desperate best under a "faster" signal from his pit.
- 10/10ths: Dangerous motor-bandit hotly pursued by entire C.I.D. in Ferraris. Inevitably results in an accident.



PROVING ITSELF.—The Triumph TR2 seen in action, on the left in the Alpine Rally and, on right, at Le Mans where, although out-classed in respect of sheer speed, No. 62 finished intact, with a very modest fuel consumption.



testing the waterproof qualities in torrential rain and a few gaps where such rain might penetrate were noticeable, but under ordinary wet conditions the protection is 100 per cent. Simple yet sensible, the sidescreens fit snugly into metal sockets on the doors, with clamp screws, and press-slots to hold them to the doors.

The interior of the car provides plenty of room and does not become contaminated by fumes or heat. There is space behind the bucket seats for stowage of soft objects, but the curve of the boot-wall and cover over the back axle prevent provision of a flat floor. No tonneau cover came with the test car but one is normally provided. There is an unobtrusive grab-handle for the use of nervous or gymnastic passengers.

Under-bonnet accessibility is good; the top panel is openable after pulling a knob beneath the dash on the off side and releasing a simple safety-catch. The Vanguard engine in sports form is vice-free, not pinking and only running-on after being switched off towards the later part of the test. Oil consumption worked out at 2,800 m.p.g., and fuel consumption, driving hard, at 27/28 m.p.g. It starts easily in cold weather, given sufficient choke; the choke-knob has to be held out by hand, not appearing to lock, although it constitutes also a hand-throttle.

Apart from its very fine performance, the Triumph TR2 is surprisingly economical. The splendid fuel economy of the TR2 was a feature of last year's sports-car races and owners can congratulate themselves on this very useful aspect of this highly-attractive car.

In conclusion, the Triumph TR2 may not possess "character" to any appreciable degree, but as a vice-free sports car of modest price and fuel-thirst, no one with £887 to spend can afford to ignore it. It is a desirable addition to the British market and that such a car can be successfully constructed from standard components is a tribute to the more sober cars for which such components were intended.

The Triumph Motor Company, moreover, will obviously develop

its excellent TR2 still further, and as it operates a TR2 Owners' Club, with mods.-log-book, badge and promulgation of competition success by amateur drivers and offers a useful list of optional extras for improved comfort and performance, this already firmly-established sports model clearly has a rosy future ahead of it.—W. B.

THE 2-LITRE TRIUMPH TR2 TWO-SEATER

Engine: Four cylinders, 83 by 92 mm. (1,991 c.c.). Push-rod o.h.v. 8.5 to 1 compression ratio. 90 b.h.p. at 4,800 r.p.m.

Gear ratios: First, 12.5 to 1; second, 7.4 to 1; third, 4.9 to 1; top, 3.7 to 1; overdrive, 3.03 to 1.

Tyres: 5.50-15 Dunlops on centre-lock wire wheels.

Weight: 18 cwt. 2 qtr., without occupants, but ready for the road with approximately one gallon of fuel.

Steering ratio: 2½ turns, lock to lock.

Fuel capacity: 12½ gallons.

Wheelbase: 7 ft. 4 in.

Track: Front, 3 ft. 9 in.; rear, 3 ft. 9½ in.

Dimensions: 12 ft. 7 in. by 4 ft. 7½ in. by 4 ft. 2 in. (high).

Price: £625 (£886 10s. 10d. with p.t.).

Makers: The Triumph Motor Company, Ltd., Coventry.

N.B.—On the car tested the heater, overdrive and wire wheels were extras. Other extras include cast-alloy sump, stiffer front springs, larger back shock-absorbers, aero-screens, undershield, rear spats, leather upholstery, metal cockpit cover, radio, tool-roll with tools, telescopic steering column, Road Speed tyres, two-speed screen-wipers, fitted suitcase, and dished steering wheel. The test car was red; white, green or black also available.

RUMBLINGS—continued from page 66

covered. This time the race will be held over the long Montlhéry road circuit. It would be nice to see a 750 M.C. team in the smallest class, perhaps led by the Austin Simplicity! Details from the A.S. de l'Automobile Club de l'Île de France, Place Verdome, Paris.

* * *

The R.A.C. British International Rally looms up—it is scheduled for March 8th-13th, starting from Hastings and Blackpool and concluding at Hastings. Entries close on February 1st, or on February 14th at higher fees. The route will cover about 2,000 miles and will embrace timed tests at Oulton Park, Cadwell Park, Prescott and Silverstone, other tests in the Lake District, Hastings and Blackpool, and night runs over difficult road stages. Details from the R.A.C. Competitions Dept., Pall Mall, London, S.W.1.

* * *

The National 500-c.c. Championship Trophy for last year was won by Les Leston.

The Champion Driver of France for 1954 is Maurice Trintignant.

* * *

The Editor received, through the thoughtfulness of a reader, another miniature at Christmas—a 300SL Mercedes-Benz, in chocolate.

* * *

On December 10th, at Montlhéry, P. Chancel broke six International Class H (750 c.c.) records with a s/c. two-cylinder, air-cooled Dyna-Panhard, the new figures being 50 km. at 124.41 m.p.h., 50 miles at 124.98 m.p.h., 100 km. at 125.21 m.p.h., 100 miles at 125.53 m.p.h., 200 km. at 125.47 m.p.h., and one hour at 125.45 m.p.h.

* * *

The Editor and Staff of MOTOR SPORT wish to take this, the first, opportunity to thank the great numbers of readers who sent Christmas cards, calendars and diaries to the office; the Editor also wishes to acknowledge much-appreciated gifts from the Avon, Connaught and David Brown companies.



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REPLICA



"EXETER"

Yuletide Fun with a Vintage Light Car

[Warning! This article is intended only for vintage-car enthusiasts and sentimentalists.—ED.]

ON the evening of Boxing Day last year your Editor hit upon an excellent piece of "escapism" from Christmas excesses, by driving over the route of an early London-Exeter-London Trial in a car built at a time when radio was in its infancy and private television virtually unheard of.

The car in question was a 1922 8-h.p. Talbot-Darracq and the plot originated during 1953. That Christmas an attempt to emulate the trials' enthusiasts of the early nineteen-twenties was made, but failed because of an obscure internal defect in the original Delco ignition-coil. Since then the little car has been provided with a modern Delco-Remy oil-coil (but retaining the original Delco distributor) and a hurriedly-applied coat of blue Valspar, and has had its valves ground-in.

The obvious trial to emulate was the classic M.C.C. "Exeter" and the event of 1922 was chosen as representing the first in which the T-D could have been driven. "Jackie" Masters, famous secretary of this famous club, kindly had the correct route-card dug out from the M.C.C. archives and from it my inevitable accomplice, Tom Lush, had copies made. We planned to follow the correct route in its entirety, but not to keep strictly to the 1922 schedule of 20 m.p.h., because to do so seems needlessly tedious now that no such speed limit exists. We started on Boxing Night because that was the traditional night on which the earlier M.C.C. "Exeters" commenced, although, in fact, when Boxing Day fell on a Sunday the trial was run on the Monday. If, however, we cheated by leaving on the Sunday night, the weather did its best to follow tradition, for, as in 1922, a fine night was followed by rain in the West Country.

Starting time from Staines, the correct starting point, although the Bridge House Hotel of those days is now the Regal Cinema, was to have been 9.47 p.m., for the very good reason that this was the hour at which T. P. Manifold's 8-h.p. Talbot was signalled to start in the London-Exeter-London thirty-two years earlier.* (W. D. Hawkes, of Brooklands fame, failed to start with his 8-h.p. Talbot.)

Actually, we did not leave until 10 p.m., because a spare can of "petrol" in fact contained turpentine or a similar substance, which grossly insulted our little Coatalen-designed o.h.v. engine and necessitated draining the tank before we could restart on our journey from the Allard premises in London, where the car had been garaged over Christmas, to Staines. Even then, for some miles we progressed in clouds of smoke, but the K.L.G. plugs remained placidly uncomplaining.

We had hoped to find other adventure-loving vintage "light-carists" waiting at Staines to accompany us, but although, in 1922, 108 cars and 14 three-wheelers, not to mention 185 motor-cycles, ran in the "Exeter," our self-imposed replica had drawn but one other enthusiast away from family and fireside—Gerald Crozier with his immaculate 1928 mid-engined two-stroke Trojan tourer.

Conscious that our tank was still all-but-empty, a pause was made at the Unity Motor Company's garage at Egham for a tankful of National Benzole. This fuel is used in all the Editor's cars, but seemed especially appropriate in the little Talbot-Darracq, because the value of benzole was well appreciated by vintage-day motorists, and a convincing 10,000-mile R.A.C. test of benzole fuel was carried out in 1919 in a Sunbeam car, ancestor of our 1922 light car.

For tradition's sake we drove through Egham and Bagshot instead of using the modern by-passes and naturally we followed the correct "Exeter" route through Basingstoke and Witchurch, to Andover and on to Salisbury. The crossing of the dreaded Plain provided nothing more eventful than a police car apprehending a lightless cyclist. We felt some sympathy for the luckless one, engendered only because our dynamo was charging intermittently and we were driving by the light of the sidelamps, which fortunately are of the generously-proportioned vintage variety.

* Mr. Manifold drove an 8 h.p. Talbot in most of the contemporary trials and duly gained his "gold" in the 1922 "Exeter." He and his passenger seem to have pioneered the wearing of woolly hats for competition motoring. If this catches his eye I would very much like to hear from him.—ED.

Salisbury, on this Boxing Night of 1954, was like a City of the Dead and its complicated one-way streets in inky darkness. Not until we had gone beyond the station did lamps appear and we were able to call a lightless halt to conserve our battery and await the less-swift Trojan.

Soon we were on our way again and just beyond Yeovil an Austin A40 of Mr. Paget led us to the Haselbury Garage in Haselbury. When I remark that the hour was around 3 a.m., I need add little in praise and appreciation of such enthusiasm. The entire garage staff appeared to be up to greet us and Mrs. Staddons dispensed coffee, sandwiches and cakes, for which payment was sternly refused. We learnt that Mr. Staddons is rebuilding a vintage Maxwell tourer and stayed chatting for some time, for we had made up on the late start and were well ahead of the 1922 schedule.

After trying to convey our thanks to our hosts we proceeded *via* Chard and Yarcombe to Honiton. Both these hills were observed in pre-1922 Exeter Trials and a large touring car failed to ascend the former about that time, but we hardly noticed Chard, the sudden appearance of two stray horses in the dim light of our sidelamps proving far more interesting! Yarcombe, however, is a long pull, with many interesting bends and the T-D was reduced to bottom gear, although it never felt like stopping. At Honiton we turned left and climbed into the mist and out of it again to descend into Sidmouth. Here Peak Hill constituted the first "observed section." No one, save perhaps the ghosts of early M.C.C. competitors, observed us tackle the long 1 in 6 or 1 in 7 gradient in the dark, but both cars got up successfully, although the T-D didn't find it exactly easy. Had it been light, we should have appreciated the view of the coast far below us.

On the outskirts of Exeter another Austin A40 appeared as if by magic and Mr. Farrow escorted us to the Rougemont Hotel, well known to present-day M.C.C. trials competitors, for breakfast. Such hospitality and enthusiasm was as overwhelming as it was welcome, this concern for our well-being constituting a splendid gesture, for certainly we were no "Genevieve"!

Waiting for breakfast put us well behind the 1922 schedule but fitted in well with arrangements made for luncheon. And so we dallied, discussing cars, petrol and people with Mr. Farrow.

Our route, now in daylight, took us back to Sidmouth for the ascent of Salcombe Hill, the "terror" of the 1922 Trial. In those days this mile-long gradient of 1 in 6, rising out of the town, with awkwardly-cambered bends near the summit, where the hill rises at 1 in 4½, was slimy with leaf mould. Some competitors resorted to Parson's chains, T. P. Manifold using one such aid on his differential-less Talbot.

Failures in that contemporary "Exeter" included Col. G. M. Giles' Brescia Bugatti, an A.B.C., a Hillman, the friction-driven Units, both of which boiled and one of which required pushing, while one Rover Eight paused momentarily low down the hill, the Cluley came to a standstill, and a Belsize-Bradshaw was obliged to shed two of its four passengers.

For our "Exeter" the hill was tarmac-surfaced but it proved a sporting and difficult ascent. Indeed, we failed repeatedly with fuel starvation at the initial attempt, thereby losing conclusively our mythical gold medal. While this was going on Crozier came up strongly in the Trojan, which was able to stop so that he could assist us and then restart without much difficulty. Our trouble being traced to a partially-shut petrol tap, we had another try and climbed non-stop, but in bottom gear with the cooling water on the boil.

Both cars had lost some water but we were elated by the fun of tackling Salcombe, and in a village outside Beaminster, prior to tackling the long, straight 1 in 5 White Sheet Hill, were able to replenish from a convenient stream and add a little Castrol to the engine while our cars were admired by two keen schoolboys.

Before reaching White Sheet we had to cover the undulating roads to Bridport, alternately grinding up in bottom gear or lowering the T-D cautiously down in the same gear, in spite of relined brakes. This applied particularly to the descent into Lyme Regis, where Lush reminded us of how the Carden in which he was passenger all but ran away during the V.S.C.C. Land's End Trial three years ago. However, correctly handled, vintage cars cause no trouble, and when Crozier's single brake grew tired he was able to employ the Trojan's reverse gear band. All the way we had had no particular difficulty in following the 1922 route-card, although one public-house in congested Bridport had been renamed since those times.

Before we saw White Sheet we were told that a locally-owned Morris finds it impossible, although the hill was resurfaced two years ago. It is certainly a tough proposition, but we got up without stopping and, needless to say, so did the Trojan, which, incidentally, Crozier uses as daily transport.

Stopping at the top, from which a magnificent view of the coast was seen through the increasing drizzle, our car refused to restart. Previously the engine had responded promptly to the handle (there is no starter) even when exceedingly hot, probably due to the benzole in the fuel, but this time there was a defect in the ignition wiring. It was soon rectified and just after 1 p.m. we rolled into Dorchester for the excellent lunch which Mr. Paget had arranged at the King's Arms, after refuelling at Adams' Garage.

During lunch Crozier regaled us with reminiscences of his many cars, including his twin-blower Ford V8 trials-car and the 8-litre Bentley "Whale," and told us how he had bought the Trojan a few moments after setting eyes on it when the then owner stopped to enquire his way—incidentally, a previous owner had toured Germany in the car.

The T-D is quite a reasonable vehicle for a long main-road journey for it will cruise comfortably at 40/45 m.p.h. and run at nearly 50 m.p.h. if called upon to do so. The Trojan is slower and so, remembering our failing battery, we now went ahead over that splendid road from Blandford to Salisbury, so appropriate to vintage motoring.

At Lobscombe Corner we forked left correctly (the "Exeters" of the 'twenties did not finish until the competitors had returned to Staines) but have to confess that both T-D and Trojan took the direct route to Basingstoke, missing out Whitechurch, our excuse being that Lush was asleep, Crozier's that after spectating at a motor-cycle scramble and doing this replica "Exeter" he had a motoring party to attend that evening.

In spite of this slight reduction in the route mileage it was our intention to return as far as Staines, keeping to the old road as far as possible. However, with our failing sidelamps and the heavy holiday traffic on A 30, it seemed imprudent to motor after dark and the T-D was left at Sunningdale, the journey being completed with Crozier in his completely-unruffled Trojan.

Later that evening, with another battery installed, the Talbot-Darracq was driven back to its garage in Hampshire, having covered 373 miles in all, since leaving London some twenty-four hours earlier.

As we closed the garage doors we agreed we had had fun. Better prepared, the T-D would have got its "gold" and the Trojan certainly so providing it maintained the required average speed—and assuming neither of us had been caught by secret checks!

This attempt to recapture something of the spirit and atmosphere of an M.C.C. "Exeter" Trial of the nineteen-twenties left us, not congratulating ourselves for having got round the course so easily, but marvelling that so many drivers and cars managed to succeed over the far narrower, rougher roads and up the slippery, rutted hills of those times.

Perhaps next Boxing Night other sentimentalists will decide to turn off the T.V., get out their vintage light cars, and see for themselves . . . It could be fun!—W. B.

MEASHAM RALLY RESULTS—*for report see column 2*

Measham Trophy (best vintage car): Air-Commodore N. E. Buckle (1928/9 Lancia Lambda tourer).
Silver Cup (best performance): D. H. Holland (Austin A40).
Visitors' Class: *First-class Award:* H. C. Rogers (Triumph TR2). *Second-class Award:* J. R. J. Mansbridge (Jaguar XK120). *Third-class Award:* J. J. Bott (2½-litre Riley).
Post-Vintage Thoroughbred Class: No awards.
Vintage-Car Class: *First-class Award:* C. W. Robertson (1929 Riley Nine saloon).
Best Performance in Tests: R. A. Gouldbourn (Triumph TR2).
Navigators' Awards: Navigators of Buckle's Lancia and Holland's Austin.



MEASHAM RALLY

Air-Commodore Buckle's Lancia Lambda Wins the Measham Trophy

ON January 8th/9th the Vintage Sports Car Club's Midland Section held the 6th Annual Measham Rally, which, under the direction of J. W. Rowley and J. E. Lloyd, was run off under difficult conditions, ice and snow being encountered on the 200-mile road section, particularly in Wales. From here stories emanated of vintage cars climbing hills which stopped the moderns. In spite of the wintry conditions accidents were happily few, although one crew managed to invert an Austin Seven, luckily without injury, and the shape of R. A. White's M.G. TC's dumb-iron apron altered noticeably during the night.

The final tests were held on the Sunday morning, in an Arctic temperature, at the premises of the Measham Motor Sales Organisation, by courtesy of Mr. G. A. Hill, who also donates the handsome Measham Challenge Trophy for the best performance by a vintage car.

A glance at the entry list would suggest that vintage is on the wane, for it divided into 58 non-vintage, 7 post-vintage thoroughbred and 23 vintage vehicles. In fact, the Measham Rally, which opens the V.S.C.C. competition season, is eligible to seven invited clubs, which explains the preponderance of non-vintage competitors.

After an admirable breakfast we observed two of the final tests, one test being deleted in deference to the rigours of the route.

A slow/fast test saw an Austin A30 run unbelievably slowly (an unkind onlooker remarked that this is just how they seem to be driven along our main roads!) and only White's M.G. stalled, after two tries.

More amusing was a dice round the square punctuated by a pit stop to replenish the car's radiator with imaginary water, the whole jaunt electrically timed. It was as well that the water was imaginary, because the two VWs had to replenish their petrol tanks, being *sans* radiators.

In this test modern bonnets proved difficult with which to cope, Fisher's 1936 Ford Eight/Ten "hot-rod" saloon, Holland's Austin A40 (the driver standing up through the convertible top to hold the panel up while his passenger replenished), Machin's Austin A40, Botts' 2½-litre Riley, Mansbridge's Jaguar and Goodman's Ford Zephyr suffering in this respect, while both Warner (Austin A30) and Rogers (Triumph TR2) forgot to let their passengers in by pulling their bonnet-release buttons, although the TR2 got off quickly nevertheless. Pearce's M.G., with chequered radiator grille, found it easy by reason of a "real" radiator cap, White's M.G. did the test splendidly, and Baker's Austin A30, front number sensibly *painted* on, put up a magnificent effort, even to a block of wood for propping open the bonnet. The passenger leapt into the back to maintain cornering stability after replenishing, but the car itself was making awful noises. Polack's Morgan was excellent, aided by a bayonet radiator cap, Gouldbourn's TR2 paused awhile but was driven fast, passenger jumping over the door after the pit-stop, Mansbridge's Jaguar XK120 coupé cornered in a series of uncontrollable lurches, Roberts' Austin-Healey 100 needed *real* water, engine running-on, Sinclair helped his passenger by holding open the TR2's bonnet, but Rumsey's TR2 lost time because a carriage-key was required for opening and shutting the bonnet and the "mechanic" dropped the water-can.

Ballisat's TR2 took its time but Bengry's VW, which had Firestone "Town and Country" rear tyres and had tried to shed its front number-plate, was through quickly, as was MacKintosh's VW.

Arnold-Forster found the long-threaded filler-cap of Buckle's Lancia Lambda a bit trying, Robertson's Riley Nine Monaco saloon lacked speed and was steaming, Hill's nice O.M., with passenger in the back, went quite well but possessed a slow filler-cap, and the "mechanic" to Larkins' 2½-litre Riley saloon coped well with a tricky under-bonnet filler-cap.

Fisher's 30/98 Vauxhall was dispatched very swiftly, as was an old Rapier Special masquerading as a Bugatti, aided by a press-action quick filler-cap, but perhaps best of all was Dr. Harris' 1934 Frazer-Nash, which tail-slid round the sheds and possessed a real racing-style quick-action external radiator cap!

Cecil Clutton, the V.S.C.C. President, who had arrived in a Citroën (six-cylinder), as had T. W. Carson, the V.S.C.C. Secretary (four-cylinder), thanked Mr. Hill for the loan of Measham and for his handsome Trophy, and this was duly presented to the winner, who brought with him to the presentation his navigator, Nigel Arnold-Forster, and a charming, duffle-coated young lady whom Nigel had somehow not allowed to distract him from his nocturnal navigating chores.—W.B.

BOXING DAY AT BRANDS HATCH

ON December 27th the British Racing and Sports Car Club took a chance on the winter weather and held a mixed race meeting on the popular Kentish circuit. An excellent entry, ranging from 500-c.c. cars, through assorted sports cars to out-and-out racing cars, gathered in the paddock for the first Christmas meeting in the British Isles, the weather mercifully being anything but wintry, with a pale sun and intermittent blue skies above. In fact, as good as most of the summer meetings had been during 1954. As a "cadet-drivers' " circuit, Brands Hatch fills an excellent position, providing just the right sort of meeting for those who eventually aspire to stardom at Goodwood, Oulton Park and, later, the Continental circuits, and while the Boxing Day entry was almost wholly of an amateur status, some close and hard-fought racing resulted, the efficiency of the running of the meeting being of a very high standard.

Two Heats and a Final formed an event reserved for 500-c.c. drivers who had not finished first or second in any previous scratch race, and Heat 1 was a convincing win for the motor-cycle scramble rider C. M. Lund, driving his Cooper-J.A.P. The second Heat began with a scrap between Iszatt and Heyward, but the former soon got into his stride and drew away to win, driving a very polished race in a very polished dark blue Cooper-J.A.P. In the Final Iszatt made a bad start and was left behind on the opening lap, so that Lund was left to battle with Creamer, who was driving a car of his own make, powered by a Norton engine. Just when Lund looked to have the situation in his grasp his J.A.P. engine died on him and Creamer was left to win, followed by Elliott and Iszatt, the latter having driven hard throughout the 10 laps and made up for his bad start.

The sports cars were divided into two races, the first for those up to 1,500 c.c., and in this Lotus cars dominated the scene, they being 1-2-3 at one point in the race. Coombs showed greatly improved driving skill and kept his Connaught-engined streamlined Lotus in front to the end, though he was hard pressed by Naylor driving a similar car powered by an M.G. engine, the third car of this type being driven by Allen. Among the cars that followed was Blakeley's new one, called Emperor, using his twin-cam Singer/H.R.G. engine in a tubular chassis with trailing link VW i.f.s. and a de Dion rear-axle layout, the whole enshrouded by a bulbous body that looked rather like a Mondial Ferrari that had been pressurised. On this, its maiden voyage, it ran extremely well and eventually beat Allen's Lotus-M.G. and finished second after Naylor's Abingdon motor went sick. Hard on the tails of these cars came the pretty little R.W.G.-Ford, driven by Lund, who was showing as much skill and polish as he had in the 500-c.c. event. Though he could not pass the bigger cars he lost no ground to them at all, and his consistency of line on some of the bends was very good. At the back of the field there was a pleasant standard-car battle going on between Aley (H.R.G.) and Shove (M.G. TF), their roadholding showing just how outstanding that of the leading cars was. At the end of this 15-laps event one felt that either the Coombs/Lotus combination had been going extremely well or else the others had been going very slowly, but in the unlimited sports-car event Coombs ran again, being an addition to the programme, and he proved that C./L. had been going very well indeed.

For the whole of the 15 laps of the big sports-car race he clung on to the tail of Crook's Cooper-Bristol, and their free-for-all battle was the highlight of the meeting. Crook was out to win and his Bristol engine was sounding superb as he howled his way along the top straight, his gear ratio for the circuit being as perfect as one could wish for, and he never gave Coombs the slightest chance to nip by, for the Lotus-Connaught was almost touching his tail at times and the two drivers gave a fine display of concentrated driving skill in a battle where one missed gear-change, or a mistake of only a yard on cut-off or braking point, would have spelt disaster. Crook was the rousing winner, with the worthy Coombs right behind him. This duel rather overshadowed some of the other efforts, notably a three-cornered dice between Margulies driving his newly acquired ex-Duncan Hamilton C-type Jaguar, the burly Rogers with his Cooper-Bristol and Rudd with his very hot A.C. Ace. These three ran in very close company, duelling for third place, and had Rudd not run out of fuel it would have lasted until the end; as it was, it was left to Rogers to tail the Jaguar until the end, there just not being enough room to squeeze past on the tiny Kentish circuit. At the back of the field an Austin-Healey and a Porsche were having an over-steer waltz in close company, until the English car got out of step and they both spun off into the infield.

The Formule Libre race produced an assorted collection of cars that only the British can accept as racing cars in 1954. While a passionate interest in new Formula I cars makes English Formule Libre cars seem bizarre in the extreme, it must be admitted that the short sprints organised by such circuits as Brands Hatch and Goodwood do give people the opportunity to have a dice in a single-seater no matter how old and worn out it may be. The entry ranged from Sir Jeremy Boles' sleek Connaught, driven by Beauman, through Cooper-J.A.P. 1,100s to Maseratis of the distant past and cars that competed in the sports-car event. With the cold winter air, by normal summer standards, the two Cooper-J.A.P.s of Marsh and Leston were at an advantage, and they shot off into the lead while the proper racing cars were still getting warm. Marsh was driving a very hard race, pushing Leston for some time and then getting past, while behind them Beauman was being kept at bay by Gould (Cooper-Bristol). Once he got past, the Connaught driver showed the sort of form that we have been used to during 1954 and streaked off after the two lethal weapons in front of him. So hard did he try to make up ground that the car got into a slide as he braked for the downhill paddock bend and spun through 360 degrees without leaving the road. The combination of Connaught stability and Beauman sangfroid made the whole pirouette look extremely safe, and finding himself pointing down the hill at a convenient moment the driver let in the clutch and motored on as though nothing had happened. He caught the two Coopers well before the end of the 15 laps and, though Leston dropped back, Marsh refused to give up and chased the Connaught to the finish.

The last race of the day was for the "Brands Hatch Boys," or the 500-c.c. drivers in the expert category, and the standard of speed was certainly much higher than the previous 500-c.c. races. Leston was driving a new Mk. IX Cooper-Norton, but he was vanquished by Bueb driving a Mk. VIII model with extreme precision and, just before the end of the race, by Lewis-Evans in a similar car. Parker would also have eventually beaten Leston had he not spun round in his Kieft-Norton. Star of the race was undoubtedly young Lewis-Evans, for he arrived at the back of the starting grid with a stalled engine, and everyone was so busy watching Stirling Moss dressed up as Father Christmas that he was not restarted until the field were out of sight. So furiously did he drive that he swept through the slower experts and gained yards every lap on the leaders. He set up a new lap record for 500-c.c. cars and eventually finished a brilliant second.

It being Christmas time rockets were sent up between races, while the public address system gave forth Christmas carols played on hand-bells that were pleasant for the first time of hearing, but not by the forty-first time. Under a corrugated iron and steel-tube air-raid shelter, that only English workmen could have constructed, an ox was being roasted throughout the racing, the smell of roasting flesh being mingled with that of roasting oil and rubber. The day was a pleasant diversion, but it is to be hoped that winter racing will not become a full-time thing, or no one will ever have time to prepare their cars properly or build new ones; the time for developing and testing new Grand Prix cars is already much too short. By way of a free advertisement for Daimler-Benz Ltd., Moss did a few laps in a borrowed 300SL Mercedes-Benz, showing what a smooth and silent sports-coupe Stuttgart has made.—D. S. J.

Results :

| | | | |
|---|--|-----|--------------|
| Yuletide Trophy—500 c.c.—Juniors : | | | |
| 1st : | S. W. Creamer (Creamer Special) | ... | 67.25 m.p.h. |
| 2nd : | A. E. Elliott (Cooper) | | |
| 3rd : | D. F. Iszatt (Cooper) | | |
| Kent Cup—Sports Cars, 1,500 c.c. : | | | |
| 1st : | J. Coombs (Lotus-Connaught) | ... | 66.62 m.p.h. |
| 2nd : | D. Blakeley (Emperor-H.R.G.) | | |
| 3rd : | N. Allen (Lotus-M.G.) | | |
| Silver City Trophy—Unlimited Racing Cars : | | | |
| 1st : | D. Beauman (Connaught 2,000 c.c.) | ... | 71.18 m.p.h. |
| 2nd : | A. E. Marsh (Cooper-J.A.P. 1,100 c.c.) | | |
| 3rd : | H. Gould (Cooper-Bristol 2,000 c.c.) | | |
| Albatross Trophy—Unlimited Sports Cars : | | | |
| 1st : | T. A. D. Crook (Cooper-Bristol) | ... | 67.94 m.p.h. |
| 2nd : | J. Coombs (Lotus-Connaught) | | |
| 3rd : | D. Margulies (Jaguar C-type) | | |
| Christmas Trophy—500 c.c.—Seniors : | | | |
| 1st : | I. Bueb (Cooper) | ... | 71.27 m.p.h. |
| 2nd : | S. Lewis-Evans (Cooper) | | |
| 3rd : | L. Leston (Cooper) | | |

New lap record : Lewis-Evans (Cooper), 73.18 m.p.h.

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FOR SALE

DUNLOPILLO Latex Cushions at bargain prices for Special builders, etc. Size 32in. x 16in., Depth 5in. raked 4in. Prices according condition, 22/6, 17/6, including postage. Twitten Orchard, Nutbourne Common, Pulborough. [4824]

1954 (AUGUST) TR 2, 3,300 miles. British Racing green leather upholstery, heater. Owner going abroad. £800 or near. Tel.: Abbey 7141 during business hours. [4828]

1936 4-STR. LE MANS, 9 h.p. Singer. £65 spent inc. recond. engine, hood requires attention. Sound car. £85. Powell, Mt. Pleasant, Elton, Nr Chester. [4829]

TWIN 1½-in. S.U.s on Dellow manifolds, pipes, linkage, with Aquaplane exhaust manifold, all for Ford 8/10. Brand New. Cost £18. Offers—A. F. Appleton, 102, Langham Road, Teddington, Middlesex. [4830]

TYRES. Good stock of 2in. tyres, both new and remould. Somer Garage, Radstock Road, Midsomer Norton, Somerset. [4831]

ALVIS FIREFLY units and spares. Reasonable prices, good condition. New cyl. liners suitable Firebird, cheap. Full details on application. Wetherell, 45, Nethervale Avenue, Glasgow, S.4. Tel.: Merrylee 5540. [4832]

T.C. M.G. silver grey. Excellent condition, 1955 respray and new hood; 9,000 miles since re-conditioned engine, clutch refined and completely overhauled. Foglamp, radio, heater. Usual reason necessitates sale. £425 o.n.o. Cooper, 84, Woodland Way, London, N.21. [4833]

ARMSTRONG 20 h.p. Preselector. Good tyres, new battery, re-ringed, mechanics good, body shabby. Offers. 20, Wytham, Oxford. [4834]

MORGAN AERO. J.A.P. 1100 c.c. W/C engine. Requires minor attention. £30. 40, Broadwater Avenue, Letchworth. [4835]

SUNBEAM TOURER, 1929. 20.9 h.p. Very good original condition. £50. Tel.: Byron 0956. [4837]

ROVER SPORTS 14 Speed, 1934. Excellent runner, well shod, three S.U. carburetters. £120 or nearest offer. Markham, 2, Cottessmore Road, Hessle, Nr. Hull, E. Yorks. Tel.: 40604 Hessle. [4838]

1939 2.3 LITRE RENAULT Drophead. New hood, resprayed, good mechanical condition, 25 m.p.g. Nearest offer to £230. Seen by appointment or details and photo from R. J. Packard, 1, Campsbourne Road, London, N.8. Tel.: Canonbury 1234, business hours. [4839]

RILEY 15/6 ADELPHI. Twin S.U. carbs, Lancia independent front suspension, 4.11 rear axle, crash box, telescopic shock absorbers, 4ft. 8in. track, fast, economical car combining soft ride with vintage stability and control. Allen, 118, Radcliffe Road, Bolton. Tel.: 2003. [4843]

CADILLAC V12. Reconditioned engine, 160 B.H.P. at 3,400 R.P.M. Ideal Special. £75. Box No. E844, MOTOR SPORT, 15, City Road, London, E.C.1. [4844]

VALE SPECIAL, 8 h.p. 35 m.p.g. at 55 m.p.h., 2,000 miles since complete refurbish. £175 or offers. Evans, Greensleeves, Shepreth, Cambridge. Tel.: Melbourn 394. [4845]

H.R.G. 1100 1939. Engine, gearbox reconditioned, new Hardys, new hood, tyres smoothish. £225. Saloon acquired, business reasons. Weston, Wellington House, Winchester. [4846]

SPEED 20 ALVIS D.H. 1934. less radiator and lamps, otherwise in running order. £75, or would sell parts. Thursby, Clive, Salop. [4847]

RILEY 12/6 ENGINE and manual gearbox. £20, or will break for spares. Also two rebuilt 500 x 19 wire wheels ex-M.G., complete with new tyres and tubes, £5 each. Box No. E848, MOTOR SPORT, 15, City Road, London, E.C.1. [4848]

FOR SALE—continued

MORRIS MINOR-FORD TEN ENGINE, 1949. 8,000 miles since conversion. Late front suspension, Special Jarvis type hood, new carpet, many extras, perfect condition, high performance with economy. £435. Spare Morris engine. Tel.: Pro 1850. Budden, 104, St. Leonard's Road, London, S.W.14. [4849]

A VINTAGE GEM. Unique 1924 11.9 Harper-Bean De Luxe Tourer. Polished aluminium body, original throughout, 100 per cent. bodily and mechanically perfect. Hood perfect, powerful 4-wheel brakes. £125 o.n.o. Smith, 31, Halesowen Road, Quinton, Birmingham. Tel.: Woodgate 4220. [4850]

1929 CHRYSLER 66 Drophead, new big, little ends and rings, engine very clean, new battery, good hood, sidescreeens, bodywork good. Photograph supplied. £65 o.n.o. Box No. E851, MOTOR SPORT, 15, City Road, London, E.C.1. [4851]

RILEY MERLIN 9 h.p. New preselector gearbox, bearings, pistons, battery and dynamo. Good condition. Seen Surrey. £150. Box No. E852, MOTOR SPORT, 15, City Road, London, E.C.1. [4852]

1939 MORRIS 8 SERIES E 2-door de luxe saloon. Exceptional condition. £225 (Surrey), Box No. E853, MOTOR SPORT, 15, City Road, London, E.C.1. [4853]

LEA-FRANCIS. Rebuilt 12/40, new channel section body frame, ali body, sprayed green, lowered rad. New hood and tonneau cover. 6 new matched instruments, new electric, battery and tyres very good. £165 o.n.o. Collins, 7, Surbiton Hill Road, Surbiton. [4854]

£140. Lagonda 1936 Saloon, 4½. New engine 1951, Daily use. 24, Thornton Way, N.W.11. Tel.: Spe 0531. [4855]

1939 AUG. LANCIA APRILIA Saloon, one owner, mileage 41,000, hide interior. £395 o.n.o. 26, Trinity Street, Ipswich. [4856]

A.C. ALUMINIUM CYLINDER HEAD, originally fitted to the Semmence Special, £10. New 1954 Austin-Healey blue canvas hood and screens, cost £25, take £10. 16, Poyle Road, Guildford. [4857]

1934 SINGER LE MANS 9 h.p. O.H.C. 2-seater, maintained regardless of cost. Selling regretfully due to increase in family. Sparrows Hall, Windsor Forest, Berkshire. Tel.: Winkfield Row 4012. [4858]

ARNOT SUPERCHARGER. Plus carb. and all fittings for S/V Morris Minor. Super condition. Nearest £45. 74a, Stoke Road, Slough, Bucks. [4859]

MERCEDES 18-h.p. Cabriolet, 1933. L/H drive. This car is in good condition, £135 o.n.o. 9, Park Hill, Richmond, Surrey. Tel.: Ric 1815. [4860]

3/4 BENTLEY, 2,000 miles since 4½ installed by Alick Pitts. First-class condition. £425 o.n.o. Details. Sedgwick, 194, Heathfield Road, Birmingham, 19. [4861]

TALBOT 14/45 1930 TOURER. One big end unhappy. £15. Seen Alan Moore's Garage, Edlesborough, Beds. [4862]

1930 T.T. MODEL LEA FRANCIS. Original condition including paintwork; 2 owners since 1934; laid up most of life, with genuine mileage 23,000. Cosette supercharger, racing and touring carburetters, Meadows engine, needs tuning and new hood. Offers. Proctor, The Haugh, Blairgowrie, Perthshire. Tel.: Blairgowrie 261. [4863]

ABSOLUTELY brand new Andre-Hartford friction shock absorbers. Large type. Suit Bentley, Mercs., Lags., etc. £2 each. Carriage extra. Box No. E864, MOTOR SPORT, 15, City Road, London, E.C.1. [4864]

LIGHT VINTAGE TOURER. Rover 10/20 (1928). Unused more than 20 years and in beautiful condition, 22,000 miles only. Economical. £80 o.n.o. Thornton, Brindlea, Cabus, Garstang, Nr. Preston. [4865]

EX-WORKS TEAM. 15/6 3 carb. Riley. Very attractive 2/3-seater in B.R.G., 80 m.p.h., 22 m.p.g., no oil. Very good condition throughout. Photos. £130. L. Green, 13, Belmont Road, Reading, Berks. [4866]

ENTHUSIAST'S 1938 FIAT 1100 being offered with much regret. This car is in superb condition, mechanically and bodily. Road holding, steering and performance surpassing most new English cars. 80 m.p.h., 37 m.p.g. Fitted A.C. heater, H.M.V. push button radio, chrome bumpers and spotlight, £300. Morris, "Summerhouse Farm," Litchborough, Northants. Tel.: Pattishall 68. [4867]

1934 N.A. M.G. SPARES. Complete radiator, side and head lamps, cushions, wings, scuttle, windscreen, bonnet and hood. Taylor, 15, Ledsham Road, Broom, Rotherham, Yorks. [4868]

FIAT 501 (1926). Many spares available. Benbow, 300 Quinton Road West, Birmingham, 32. [4869]

FOR SALE—continued

M.G. "L" MAGNA 2/4-seater, 2,000 miles since rebore, new pistons, valves, rockers, battery, windscreen and wiper, speedo, petrol pump, steering box, cushions. Bodywork excellent. Hydraulic brakes and Woodhead-Monroe dampers fitted. Tyres good. £155 o.n.o. Chamberlain, "Darenth," Swanleybar Lane, Potters Bar. Tel.: 4099. [4970]

TA M.G. body, complete with wings, bonnet, doors and all weather equipment. Offers. Thomas, 126, Ilchester Road, Yeovil, Somerset. [4921]

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P.B. M.G. Fitted with Ford 10 engine, twin carburetters, hood and sidescreeens, etc. £160 o.n.o. 16, Tynning Road, Bristol, 3. [4923]

RILEY 14/6, 1953 Aerodynamic aluminium roadster body (cream). Beautiful car. Photos available. Inspection any time. Best offer over £350. Bradley, 4, Oakfield Drive, Rednal, Worcs. [4924]

ALL SPARES FOR TRIUMPH "8" engine from Vale Special. Apply J. Birkett, The University Union, Manchester. [4925]

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1928 SINGER SENIOR Saloon. Exceptional condition, 2,000 miles since rebore and crankshaft grind. Offers to Wood, 5, Mansfield Street, Quorn, Leics. [4927]

RILEY 1934 MONACO chassis, stripped, E.N.V. box, £30. Late 1934 Crossley 9.8 h.p., 2/4 seater, good runner, spare engine, gearbox. £65. Also 1936 Ford V8, 22 h.p. saloon, mechanically sound, £52. 20, Denner Road, Chingford. Tel.: Albert Dock 4064. [4928]

1933 LAGONDA 16/80 Saloon. Good condition, manual gearbox, Newton hydraulic shock absorbers. £150 o.n.o. French, Roade Villa, Upton Park, Chester. Tel.: 22128. [4929]

FORD 10 CHASSIS, Girling brakes, late type engine complete instruments, 2 seats, rad. damaged, £45, tow away or pay rail charges. P. M.G. diff., complete new C.W. & P., £10. Front springs, wheels, Scintilla, K. crank mains and rods. Hornet axles and wheels. S.a.e. please. C. H. Foster, 16, Manor Road, Sealand, Nr. Chester. [4930]

CYCLE WINGS (domed and beaded), 5in, 6in and 7in., 10s. each fronts, 12s. 6d. rears. Carriage and packing 3s. 6d. prs., 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [4931]

A.C. BUCKLAND SPORTS TOURER, 1950. Genuine mileage 26,000. This car has just been completely renovated and overhauled. The complete engine overhaul was carried out by A.C.'s and the bodywork by Buckland Body Works includes respraying in cream, new leather upholstery and carpets in red, new Melleroid hood and frame, new Perspex winding windows, etc. The car is now virtually new and is offered at less than half its original cost. £695. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [4932]

1927 STANDARD Stratford Tourer. Engine just run in after complete overhaul, no oil. 25 m.p.g., 18 h.p., 4 new tyres, Servo brakes, paint rough, hood poor, dynamo requires attention. Two round trips Wilts to Scotland completed in last two months. £75. Box No. E933, MOTOR SPORT, 15, City Road, London, E.C.1. [4933]

2 LITRE LOW CHASSIS Lagonda, 1930 tourer. Complete engine overhaul including new liners less than hundred miles ago. Three (two unwrapped) extra tyres. £150. Todd, The Avenue, Alsager, Stoke-on-Trent. Tel.: Alsager 39. [4934]

ALVIS SPEED 20. D.H.C., late 1936. Excellent condition, original paintwork, engine overhauled, crankshaft reground, etc., 800 miles ago. 4 new tyres, new battery, 22 m.p.g. £225 o.n.o. Dagley, "Beavers," Ramsbury, Wilts. Tel.: 228. [4935]

SUNBEAM SALOON, 16.9, 1933. Excellent condition, ideal family car. Battery and carburettor almost new, Notek spot lamp, defroster. Over 20 m.p.g. £120. Balston, 30, Bridge Road, East Molesey, Surrey. Tel.: Molesey 4317. [4936]

£100. SUNBEAM 20, 1928 O.D. Saloon, Discs, no division, one owner, 76,000 miles, cruising 50, genuine 20 m.p.g. Beautiful car in concours condition. Taxed, A.A., R.A.C. inspection invited. Photo. West, Damory Lodge, Blandford, Dorset. Tel.: 554. [4937]

RILEY 9-12 CHASSIS, engines, crankshafts, crown-pinions, speedo-cables, pistons, brake cables, valves, etc. Arthur Bryden (Riley Specialist), 101, Wellington Road, Leeds. Tel.: 38310-38625. [4938]

FOR SALE—continued

1952 JOWETT JUPITER in far above average order throughout. Specially tuned Laystall engine, Michelin tyres, finished B.R.G. Exceptionally smart and fast car. £555. Part exchange welcomed, hire purchase a pleasure. Swanmore Garage Ltd., 1176, Christchurch Road, Boscombe E., Bournemouth. Tel.: Southbourne 43344. [4782]

SUNBEAM TALBOT Convertible, 1952, in very good order throughout. One owner from new. Radio, heater, etc. All nearly new tyres. Opalescent blue. £625. Part exchange welcomed, hire purchase a pleasure. Swanmore Garage Ltd., 1176 Christchurch Road, Boscombe E., Bournemouth. Tel.: Southbourne 43344. [4782A]

1954 SUNBEAM TALBOT Saloon. Black. Fitted heater. Low mileage, immaculate condition. £895. Bryce Motors, Stratford on Avon. Tel.: 2700. [4783]

ROLLS 20/25 1930 Weyman Sports Saloon with detachable boot. Attractive lightweight body, five new tyres. Offers about £175. Reeves, 5, Westbourne Road, Birmingham, 15. Tel.: Edgbaston 1933. [4784]

RILEY KESTREL Six Light, 1938, 16-h.p. Engine resleeved, reground 1,250 miles ago. No body corrosion. 90 plus m.p.h. £270 or Fiat 500 plus cash. Green Hollows Cottage, Omore-by-Sea, Glam. [4785]

1916 MORRIS COWLEY "Sociable" Saloon, in excellent condition. Fully rebuilt. This is as original, fitted continental Red Seal engine, believed oldest existing Cowley. Routledge, Scholes, Leeds. [4787]

ALVIS SPARES. New and S/H. Exchange mags, dyno's, etc. Most sizes of wheels. Complete Speed 20 engines. Routledge, Scholes, Leeds. [4787A]

2-LITRE LAGONDA Spares. Block, crank, four rods and pistons. Serviceable. £10. Wall, West Hill, Titchfield, Hants. [4788]

AUSTIN 7 SPECIAL 2-Seater. Complete aluminium body, leather bucket seats. Hood, engine recently overhauled. Excellent condition. £80. Tel.: Putney 1666. [4789]

WOLSELEY HORNET Special. 2/4 seater D/H coupé, 1935. Smart, weatherproof, reliable. £95 o.n.o. Watson, 7, Violet Street, Pellam Lane, Halifax. [4790]

1929 SUNBEAM 21-h.p. 2-Seater. Young architect offers this early perpendicular chariot, virile performance. £60. Tel.: Enfield 4043, Ext. 7, during office hours. [4791]

ROLLS-ROYCE 40/50 Phantom II, 1930 late mods. Black O/D limousine by Mulliner. Two owners, Rolls maintained throughout, current bills and history. Immaculate, new tyres. £265. Tel.: KINGSTON 5970 (Surrey) or Box No. E793, MOTOR SPORT, 15, City Road, London, E.C.1. [4793]

MERCEDES 1937, 170V Cabriolet B. Reconditioned engine, radiator, springs. Good hood, body. Economical. Enthusiast maintained. Tel.: ABBey 5941 after 6. [4794]

AUSTIN 7 TOURER, 1929. Good condition. £40. 119, Montrose Avenue, Welling, Kent. [4800]

PAIR COMPETITION TYRES and wheels ex Magnette, size 525 x 18, also straight eight Graham engine. Offers to Baker, Vale House, Portslade, Sussex. [4799]

M.G./FORD SPECIAL, 1951 J2 Replica. Professionally built body. Ford 10 with 4-speed box. Red, beige trim. Grey hood/tonneau. Fast, flexible, cheap to run. £235. St. Leonards, Bucklands, Nailsea, Somerset. [4795]

COMPLETELY REBUILT Riley 9. Brooklands type two seater body, with hood. Rebuilt 12v battery, good tyres, twin flamethrowers, B.R.G. cream wheels. T. & I. £130. 4, Withington Street, Higher Broughton, Salford. [4796]

LUCAS rotating magnet and cylinder, clockwise, vertical magneto. Reconditioned. £10 or offer. C. Berisford, Baldwins Gate, Newcastle, Staffs. [4797]

FIAT 10-15 h.p. 1924 Tourer, 4-seater. Requires 4 pistons and mag. rewind to run. Handbook and spare parts list. Atack, Welton, Spilsby, Lincs. [4802]

TALBOT. One set pistons for 3½-litre 1935-9 STD. £5. Ditto 21-h.p. 1932-7, £5. Davies, 21, Hinley Crescent, Wolverhampton. [4804]

MINX SPECIALISTS. Spares S.H. New. Tuning, special camshafts. Aero block, £10. Two T.A. wheels, 30s. each. D. & A. Services Ltd., London Road, Wokingham. [4803]

MORRIS MINOR Convertible. Black, fawn hood. 1953 model, first registered Nov. 1952. Guaranteed mileage under 20,000. House repairs force sale of one of my two Minors. This is one of the nicest s.v. models and is in perfect condition. Maintained by enthusiastic owner and not, repeat not, by can't care less garage boys. Hood never furled and good as new. £465. Rowley Hellis, Odiham, Hants. Tel.: Odiham 209. [4805]

COTAL ELECTRIC GEARBOX. Excellent condition, ex Delage. Ideal for Special. £15. Smith, 150, Bellemoor Road, Southampton. [4807]

FOR SALE—continued

1947 (SEPT.) HEALEY Mille Miglia 2/4-seater Roadster. Cream with red upholstery. Hood and sidescreeens perfect. 24 m.p.g. Fitted radio. First £425 secures. 218, Green Road, Richmond, Surrey. Tel.: Richmond 3259. [4808]

12.9 TRIUMPH SPORTS. 1934. Mechanically good, aluminium body. £19. Nelson Tavern, Hulmes Road, Failsworth, Manchester. [4809]

£200 BUYS ALLARD originally 1948 4-seater, now considerably de-tarted. Dumbo type wings replaced by cycletype, nose shortened, tail raised, uninhabitable rear seats converted extra luggage space, two spare wheels carried amidships port starboard. Reconditioned motor. Suit congenial lunatic. Page, The Cedars, Turnford, Herts. [4810]

WILLYS-OVERLAND, unique in England. 1918 model (regd. 1922), 18-h.p. 5-seater tourer. Tyres good, gearbox noisy. 20 m.p.g. Recent overhaul, brakes relined. £60. Write Grey, 27, Hill Street, W.I. [4811]

HANDBOOKS. Austin, Ford, Hillman, Morris, Rover, Standard, Vauxhall, Wolseley, 5s. 6d.; Singer, Volkswagen, 7s. 6d.; Riley, 9s. 6d.; Chrysler, M.G., 15s. 6d. Workshop Manuals: Morris, Wolseley, 16s. 3d.; Jowett, 19s. 0d.; Austin, 27s. 6d.; M.G., Riley, 31s. 3d. Catalogue, 6d. Enquiries, stamp please. Vivian Gray, Postal Booksellers, 4, Chantryhouse, Hurstpierpoint, Sussex. [4812]

MERCEDES-BENZ. 170 v. 14-h.p. 1938 Cabriolet "B." 4-wheel independent suspension. £162 10s. Scott, Creg-ny-Baa, Hartfield, Sussex. [4813]

1926 ROLLS ROYCE SPARES. The greater part of a complete chassis, mostly in good condition. £25. Devey, Keepers Cottage, Raikes Lane, Lynn, Nr. Lichfield. [4814]

1933 SINGER 9 SPORTS. 4-seater, good condition. £65 o.n.o. 95, The Main Way, Chorley Wood, Herts. [4815]

1931 AUSTIN. Ideal for 750 Special. Write for full particulars, Gunter, Billericay, Essex. [4816]

SMASHED STOCK CAR. 1938 Wolseley 14. Also 1931 Singer 8 2-seater, in running order. J. Kitching, 4, Oxford Street, Barwell, Nr. Leicester. [4817]

1939 JAGUAR 1½-LITRE D.H.C. excellent condition, silver grey, new hood and brake linings. Engine completely overhauled. Volks filters give 28 m.p.g. Must dispose of quickly, service owner posted overseas. £195 o.n.o. Write or call 81, Abbey Road, Aylesbury, Bucks. [4818]

IR-2. First registration November 1954. Mileage 1,500. Fitted with HMV radio, heater and screen washers. Original cost £950. Opportunity to acquire new car. Offers over £790. Bridgewater, 17, George Road, Edgbaston, Birmingham. Tel.: EDG 2825. [4819]

TALBOT 95 4-door Sports Saloon. Swept tail type. In beautiful condition, has been maintained in perfect mechanical order. £110 or near offer. Also Willys Jeep, neat looking brake body, rebuilt about 4,000 miles ago, including new engine and reconditioned transmission, £120. Both vehicles genuine. K. C. Clarke, 19, Market Hill, Woodbridge, Suffolk. [4820]

M.G. TD cylinder head complete with valves and springs. Only done 2,000 miles. Offers. Archer, 4, Princes Square, Harrogate. Tel.: (Day) Harrogate 6671, (Night) Bishop Monkton 319. [4821]

TD AND N TYPE SPARES. TD luggage grid, wheel. N prop shaft and universals, crown wheel and pinion, pair half shafts and hubs, pair rear hubs (worn), 2 wheels, new spokes. Reasonable offers. M. King, Stow on the Wold, Glos. [4822]

8.45 ENCLOSED Racing J.A.P. engine and carburetter. £20. Speed Nymph Mascot, 35s. Barnard, 34, St Marys Grove, Canonbury, N.1. [4870]

RILEY NINE OWNERS. Breaking my Nine. All parts good and cheap. Wright, 300, Foleshill Road, Coventry. [4871]

RILEY NINE MONACO SALOON. 1932, in almost original condition and performance. One owner 21 years. Engine lively and uses no oil. B.T.H. mag, dynamo and clutch completely renovated 1954. New battery, instantaneous starting. Tyres good, spare unused, body sound in and out, original finish black and blue with cream wheels only touched up. Reluctant vendor gone abroad. Accept £65 or near. View and test at 1, Kent Road, Gravesend. Tel.: 4415. [4872]

FORD "TEN." Fibreglass bodied Special completed October, 1954. Cromarded balanced engine, Buckler I.F.S. 4.7 axle, new chassis, hood, gearbox, woodheads 16in. rears. Resembles, D.B.3. 90 m.p.h., 40 m.p.g. Stork causes sale. Photo available. £350. 46, Kingsmead Drive, Hunts Cross, Liverpool. [4873]

AUSTIN 7 CHASSIS, engine, 4 speed gearbox, battery, radiator, new bucket seat, lowered suspension, flattened springs, etc. £20. "The Nook," Fletcher Fold, Bury. [4875]

FOR SALE—continued

1930 RILEY MONACO. Chassis, trans, engine, tyres, steering good. Body, battery, brakes, so-so. Mag. condenser gone, also new crank, complete engine plus spares. Offers? Advertiser, 6, Priory Road, Stamford, Lincs. [4874]

LAGONDA. 16/80 1934 open tourer, in first-class order mechanically and bodily. Used daily last five years, reconditioned from gearbox to wheels in 1954, some spares. First £100 secures. Glover, 208, Dodworth Road, Barnsley. Tel.: 2765. [4876]

1929 RILEY MONACO Genuine 27,000 miles, exceptional throughout. £150 o.n.o. Rushton, Riley Green, Houghton, Nr. Preston, Lancs. [4877]

1934 TRIUMPH 10. Dismantled, majority of bits, good condition. To clear, £17. Wheels (shod) and axles alone worth this sum. Buyer collects. Pearce, 652, London Road, Thornton Heath. [4878]

M.G. T.A. £200. New shocks and springs. Somervell, St. Clair, Alexandra Road, Capel-Le-Ferne, Folkestone. [4879]

A HANDSOME ROLLS 20 of unusual charm, 1927. Owner-driver. Weymann fabric saloon. Four new tyres, body refabricated 1952, upholstery excellent, recently coach painted, mechanically overhauled by R. R. Ltd. 12 months ago. At present in Rolls specialist hands for decarbonising and new roof fitting. 22 m.p.g. Taxed and insured. Sole reason for sale suddenly bought Speed Six. £225 or near offer. Box No. E880, MOTOR SPORT, 15, City Road, London, E.C.1. [4880]

1933 NIPPY. Ulster engine, 4-speed box, H.C. head, D.D. S.U. 100 per cent. rebuild 1954. Green, 2 new tyres, good performance, 48 m.p.g. £120 o.n.o. Hayden, Pinfarthings, Stroud, Glos. [4881]

1932 RILEY 9 h.p. 4-door saloon, £30. Good tyres. Also other Rileys and spares at F. Clarke, 168, Lee High Road, S.E.13. Tel.: Lee Green 8904. [4882]

ALVIS 12/50 4 seat tourer, registered 30/7/26. Engine 4812, chassis 9809, in reasonable and original condition. Price £35. Collected from Alex Richardson, Nunholm, Albany, Dumfries. [4883]

HARDSURFACED ROCKERS. M.G., Wolseley, Riley, 6s. each, exchange, bushes 6s. each, shafts from 15s. pair, valve guides 4s. each, also valves, springs, gaskets, half shafts, king-pin sets, and many other spares. Special spares for tuning XPAG engines, S.U. exchange service, brake shoes, clutch plates, etc. Valve, piston and ring stockist. Usual prompt C.O.D. Service. Thomson's, 102, Kingston Road, Wimbledon, S.W.19. Open 9 a.m. to 6.30 p.m., Sunday 10 till 1 p.m. Tel.: Liberty 8498, 9 a.m. to 9 p.m. [4884]

MODEL "T" FORD. 1923 engine and chassis, body 1917, front wings 1912. Two years in the rebuilding. Engine overhauled, two new bands in gearbox, new universal, four new tyres, wheels rebuilt. Body brand new having been in store for years. New king-pins and bushes, shackle-pins and bushes, steering-pins and bushes. Coach painted red and varnished, wheels yellow, hub caps, steering column head newly nickel plated. Electric starting. £250. Tel.: Falmouth 198, evenings. [4885]

15.7 CROSSLEY SPARES available; many suitable 16/80 Lagonda, Parmenter, Little Prospect Farm, Monxton, Andover. [4886]

ALVIS T.L. 12/60, 1932 Beetleback. Mint condition, details, history, photos. £200. Fellows, 65, Bustleholme Lane, West Bromwich, Staffs. [4887]

QUICK. 4-seater Continental saloon, 60 m.p.h., 40 m.p.g., pretty, light (11 cwt.), exceptional brakes, cheap spares, aluminium head and O.H.V. (easily tuned), heater, fantastic road holding, many extras. This 1951 Renault 4 C.V., in good condition, yours for £425 or offer. M. Allen, 104, Vallance Road, London, N.22. Tel.: Bowes Park 4482, after 6. [4889]

LOY 500 Tojeiro-Bristol. Probably the most successful 2 litre Sports racing car. Just completely rebuilt and lightened. B.S.4 Bristol engine as new. £1,375. C.N.C.A. Ltd. Tel.: Newbury 2003. [4888]

M.G. SPARES. J2 19in. wheel, 50s. Complete clutch, 50s. 2 carbs, £2. Reconditioned dynamo (unused), £8. Hammond, 173, Folkestone Road, Dover. Tel.: Dover 277. [4890]

SINGER LE MANS, 1934, 9 h.p. Completely rebuilt. £100 o.n.o. Only serious enquiries, please. Barnes, 9, Meads Close, Bishop's Cleeve, Cheltenham. [4891]

1924 BENTLEY 3 litre Sports. 4-seater tourer. Very sound mechanical condition, twin S.U.s £140. Garage Service Co., Ltd., 1013, Finchley Road, Golders Green, N.W.11. [4893]

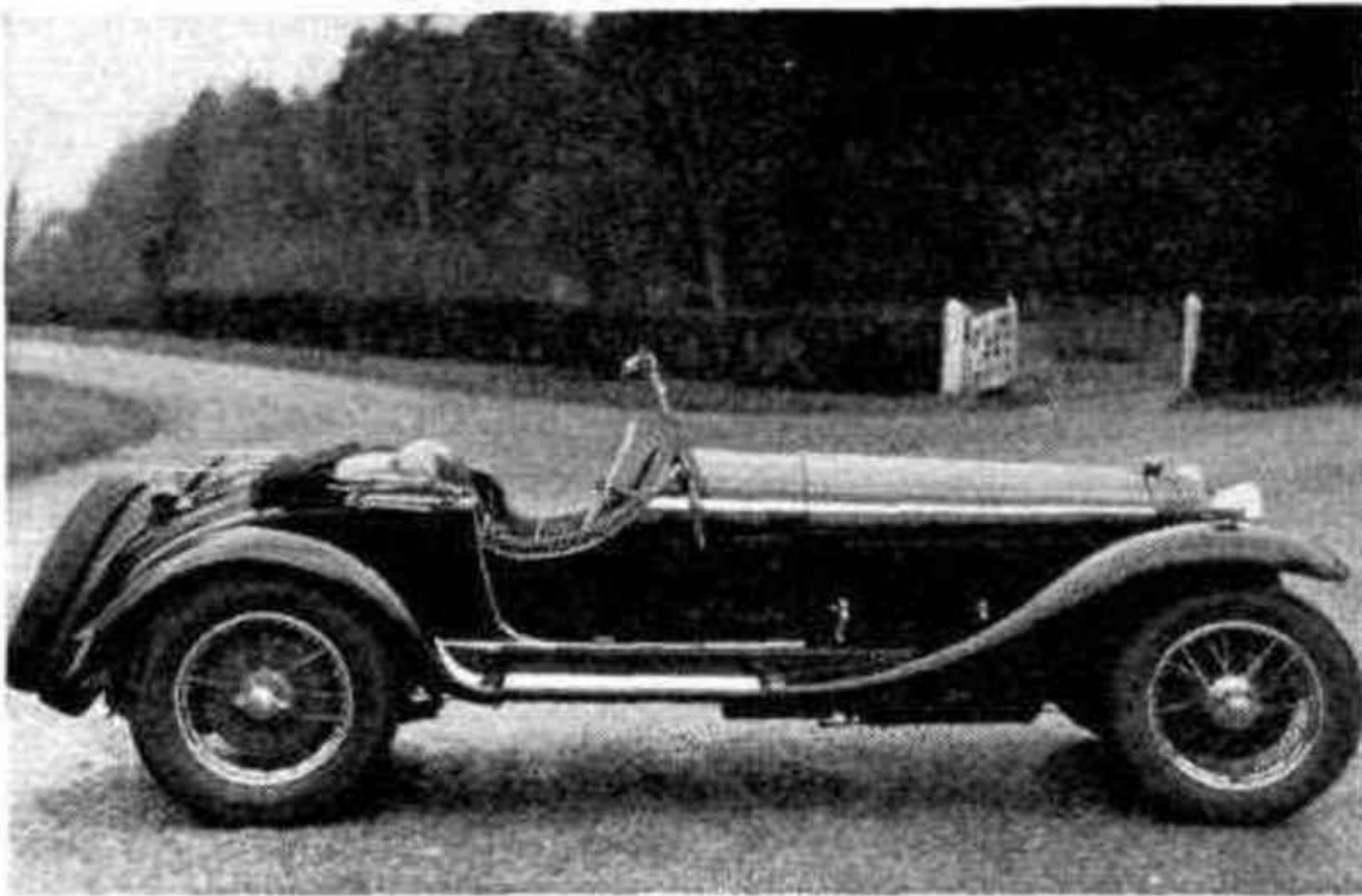
BENTLEY SPEED SIX, November, 1930. First-class condition, £350. Yacht Sans Pareil, c/o G.P.O., Weymouth. [4901]

RILEY 12. Sprite engine, goes like a bomb. Body work rough, otherwise sound. £95. D. Burnell, 9, Hudson Place, Leeds, 9. [5232]

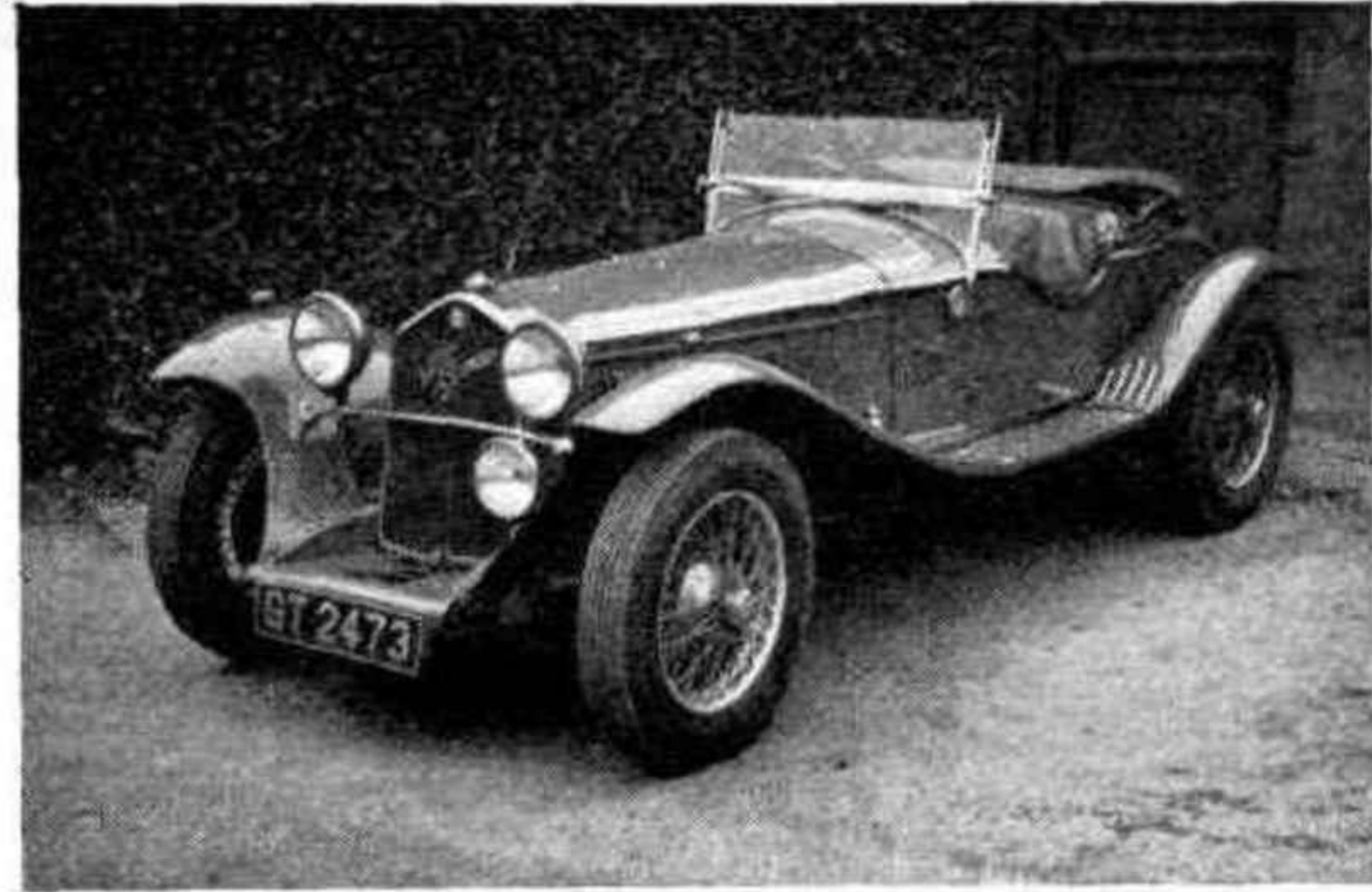
SPARES. 1935 Singer Le Mans Saloon. State wants and offers. "Goodthought", Chappel, Colchester. [5233]

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ALFA-ROMEO SUPERCHARGED 1,750-c.c. ZAGATO 2-SEATER.
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ALFA-ROMEO SUPERCHARGED 1,750-c.c. ZAGATO 2-SEATER.
A rather earlier model, but also in first-class condition, and finished in the normal shade of red. Lately owned by a well-known Alfa enthusiast, this car has an excellent mechanical history £330

ALSO IN STOCK: 1935 Alvis Firebird saloon, £155; 1936 Frazer-Nash-B.M.W. Type 319 foursome cabriolet, £145; 1938 Jensen 3½-litre sports saloon, Ford V8 engine, £355; 1950 Jupiter 1½-litre 2-seater, £455; 1937 S.S. Jaguar 100 2½-litre 2-seater, £285; 1934 M.G. J2 2-seater, £175; 1932 Lagonda 2-litre low-chassis tourer, £185; 1935 Morris Eight tourer, £95; Invicta 4½-litre low-chassis 2/4-seater, £295.

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We are interested purchasers of the better type 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.

FOR SALE—continued

- CENTRIC 160** supercharger installation for P.B. M.G., good condition, £20. New M.G. rear brake cable complete, 25/-. Scintilla Vertex, N.V.4, clockwise, unused since overhaul by makers, £8. New genuine M.G. camshaft bevels and sleeve, £6. E. Randall, 126, Leigh Road, Westbury, Wilts. [4959]
- OFFERS.** 1931 Singer 8 O.H.C. chassis, engine, gearbox, tyres good, also part built body. Drive away. 2, Salisbury Road, Leyton. [4960]
- AUSTIN SEVEN CHUMMY,** Vintage 1925. 100 per cent. reliable, in daily use. First-class and original order, good tyres, new sidescrims, good value at £65. Langton, 31, Woodberry Crescent, N.10. Tel.: Tudor 6050. [4961]
- M. TYPE M.G.** Good condition, recently overhauled and rewired. £75 o.n.o. Tel.: Tot 8468. [4962]
- M.G. "M" 1931.** Reliable and economical, now averaging 42 m.p.g. Recent engine overhaul, rewired, new battery and carburetter, excellent weather equipment. Very short history from 1939. Stork only reason for sale. £75 o.n.o. Barker, 29, Chessington Road, West Ewell, Surrey. [4963]
- FRAZER-NASH ANZANI,** 1½ litre, good tyres, modified, Donflex clutch. Enthusiast maintained. Red and grey. Many extras and quantity of spares. Hurley, 21, Northlands, Rumney, Cardiff. [4964]
- 1927 HUMBER 9/20 SALOON,** £20. 1933 Riley 14/6, £40 o.n.o. 35, Court Road, Kingswood, Bristol. [4965]
- £75.** Wolseley 1933 Hornet Special, 4-seater. Good running order, in daily use. New kingpins, front wings, tyres and tubes, sidescrims good, hood weatherproof but wants renewal. Regret too small for growing family, so must sell in favour of Speed 20. Taxed. Weekends. Rouse, "Maidan," Parsonage Lane, Bishops Stortford. [4966]
- "HENRY,"** 14.9 Ford, 1931. 25 m.p.g. Converted open tourer. T. & I., new tyres, tubes and bills for over £100. Excellent nick, two dirty duffle coats and caps thrown in, £125, and worth every penny. Call nights or weekends. 11, Cumberland Road, Edmonton, N.9, or Tel.: FDM 7552. [4968]
- 1933 RILEY 9 SALOON.** Taxed, insured to March. £90. Tel.: Brentwood 967. [4969]

FOR SALE—continued

- £1 ONLY!** If you want to learn all about Vintage Bentleys for only 20s. here's your chance! Bargain 20s. offer comprising three instruction books—3 litre (6s.); 4½ litre (10s.); and 6½ litre (5s.)—includes Free 7/6 copy of unique Bentley Recognition and Technical Data Tables (incorporating Buyers' Guide). Send £1 or write for details. Vintage Bentley Service, Box No. E967, MOTOR SPORT, 15, City Road, London, E.C.1. [4967]
- SPARES AVAILABLE** for Sunbeams 18.2 and 23.8, Jaguar 2½, Bentley 4½, Rover 14, Vauxhall 10, also Austin, Morris, Ford, A.J.S., Daimler, Standard, Hillman, etc. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [5007]
- BACK NUMBERS** MOTOR SPORT 1948/1949/1950. 1s. each. Box No. E009, MOTOR SPORT, 15, City Road, London, E.C.1. [5009]
- ALVIS 12/50,** 1927, 2-3 Seater Tourer in immaculate condition. £105 o.n.o. Lt. Garrick, Brompton Barracks, Chatham, Kent. (Owner posted overseas.) [5010]
- ROLLS ROYCE TWENTY,** 1923, with deepest regret, going abroad suddenly. Engine v.g., 22 m.p.g. Resprayed October, reupholstered January, 2 new tyres, taxed and insured. £250 o.n.o. Sub.-Lt. Lord, 32, Stapleton Avenue, Bolton. Tel.: 3255. [5011]
- 1947 J.B.M. Sports 2/4 Seater Roadster** fitted Ford V8 unit, Scintilla Vertex magneto. Chrome axle and steering. Superb performance. Excellent condition. £185 or nearest offer. Weybridge Automobiles, Queens Road, Weybridge, Surrey. Tel.: 233. [5012]
- TRIUMPH ROADSTER,** 1,800. 1948. Very good condition. £450 o.n.o. Wanted, 4-seater coupé, e.g., Morris Minor, etc. Box No. E013, MOTOR SPORT, 15, City Road, London, E.C.1. [5013]
- AUSTIN 7 SALOON,** 1930. Good bodywork. Running order. Rough interior. £25. Blackmore, 3, Ferndale House, Ferndale, Tunbridge Wells. [5014]
- ALVIS SPEED 20.** 1934 engine, crown wheel and pinion, also pre-selector box for sale. Letters or ring WAN 6425 after 8 evenings. McCausland, 49, Cleveland Road, S. Woodford, London, E.18. [5015]
- M.G. TC November 1948.** Sound engine, transmission quiet, excellent hood. Bodywork, cellulose and upholstery very good, tyres fair. A genuine Car. £365. 45, Sidegate Avenue, Ipswich. [5018]

FOR SALE—continued

- CORD 810** Saloon. Black, very good condition. Offers or exchange Ford Prefect or similar. Belmont, Hagley Road, Stourbridge. [5016]
- DELAGE D6 70** Drophead Coupé. 1938 model, black and chrome with extremely attractive undated lines, excellent condition throughout. Extras include radio, spotlight, twin windtone, twin klaxon horns, twin wing mirrors, cigarette lighter. Taxed and insured. Present owner three years going to sea. £320 offer. Captain Oldham, Eastney Barracks, Southsea. [5017]
- FOUR BRAND NEW** 7.10 x 90 Dunlop covers. £20 5s. 0d. Saunders' Motor Works Ltd., Cadnam, Southampton. [5019]
- JOHN GILMAN,** Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. 1935 Morris Eight Tourer, excellent condition, £90. Riley Imp chassis, complete with axles, wheels, steering, headlamps and radiator; just what you've been looking for, £60. Wolseley 21 shooting brake; just like a bus; ideal racing tender; offers. 1937 Austin 12 Saloon; rather tatty but tows and climbs anything! Good tyres, battery, £65. Riley 6 cyl. engines, gearboxes, spares, starters, dynamos. S.A.E. please. [5020]
- 1946 LEA FRANCIS** 14-h.p. saloon in showroom condition. £320 or exchange for Volkswagen or similar low h.p. car. Box No. E021, MOTOR SPORT, 15, City Road, London, E.C.1. [5021]
- BENTLEY SPARES.** 'A' box. 'B' speedo drive. Starter ring new. Two P100s. '6½' dynamo. Bezel switch. '3' Perrot shafts. Four Hartfords, exc. condition. '3' complete set aluminium, fixed cycle-type wings and running boards. Wanted: Four '4½' bonnet fasteners, '3' Thermostat. Heath, 1, Boxgrove Road, Sale, Cheshire. [5022]
- VAUXHALL TEN** engine, complete. First rebore, Vauxhall pistons. Crank reground, clutch, dynamo, starter, distributor, petrol pump, water pump, fan, belt, manifolds, carburetter, air cleaner, all parts reconditioned. £40. Lampitt, Cornyx Lane, Solihull. Tel.: 1320. [5023]
- PRIVATE OWNER** offers four 670 x 16 Dunlops; two B.T.H. magnetos; set 21in. Ace discs. Accept 600 x 16 or Austin 7 tyres or brake linings for 1949 Riley 2½ or w.h.y. Box No. E024, MOTOR SPORT, 15, City Road, London, E.C.1. [5024]
- 1935 TALBOT** Sports Saloon. Recent engine overhaul, body fair, battery duff. £60 o.n.o. Write Judd, 96, Bourne Road, Bexley, Kent. [5025]

FOR SALE—continued

ALFA ROMEO 1750 twin cam, unblown D.H. coupé, £165. Alvis 12/60 saloon T/L 1932, £95. Alvis 12/50, exchange relined brake shoes, £5 per set. Cyl. block, £7 10s. Most other spares. Type 40 Bugatti radiator, £5. Alvis S. Eagle manifold, £3 10s. 3 litre Invicta radiator, £5. 131, Croydon Road, Caterham. Tel.: CAT 3042. [4894]

ALVIS 12/50 TJ. 1932 Cross & Ellis wide 2-seater with well tuned engine, giving speed and economy. New hood, excellent tyres, brakes relined, fine condition. Must sell owing to personal injury at work. £95. 33, The Croft, Barnet, Herts. Tel.: Barnet 2483. [4895]

A70 ENGINES. £19 10s. each. Working order. Spares to suit. Ideal for Special. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: Brixton 2330. [4896]

1947 B.S.A. 350 Competition model, swinging arm suspension, £70. Would exchange for sports car. Cash adjustment. Tel.: BR1 2330. [4896A]

S.U. CARBURETTORS, Standard, Special, etc., service. Bargain offer. Latest dash-pot type fully reconditioned, 1in. 50s., 1½in. 55s. Others include single/double choke "Solex" sports/racing S.U.s to 2½in. Twin/multi set-ups, manifolds, adaptors, banana exhaust systems, Servais silencers single, twin flex/rigid pipes, supercharger units, installations, new condition "Marshall" 500/1600 c.c. from £12, V8, etc., types £25. Boost gauges +8/-8 lbs. with capillary 12s. 6d., 6/12v. trafficators time switch, sets 35s. Carriage paid C.W.O. Parkes Auto's, "Woodview," Buckholt, Nr. Monmouth. [4897]

FIBREGLASS BODY to fit MK. V 2-seater Buckler frame. Not streamlined but good looker. Complete with windscreen, £12. Super looker wanted to replace. J. Pritchard, 34, Creynolds Lane, Shirley, Birmingham. [4898]

ALFA ROMEO 1750 c.c. 4-seater drophead coupé. £145. 598a, Kingston Road, Raynes Park, S.W.20. Tel.: Liberty 2959, daytime. [4899]

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CORD PHAETON, Sept. '38, 31,000. Registered 2½ years only since new; £200 overhaul just completed. Decarbonised, valves reground. New Melleroid hood and tonneau. Red leather upholstery. Colour cream. Everything as original and working. All spares, incl. supercharged and unsupercharged engines, spare chassis with phaeton body, etc. £460.

GRAHAM 26-H.P. supercharged d/h. foursome by CARLTON, 53,000. Polychromatic blue and black. Over £400 spent this last year in complete overhaul of both body and mechanics (new Melleroid hood, Michelin X tyres, Marchal headlamps, Andre telescopic, etc.). Many spares incl. 21-h.p. engine. £365.

SINGER 12-H.P. d/h. foursome, Nov. '38. 100 gns.

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17 AIRLIE GARDENS,
KENSINGTON, LONDON, W.8



FOR SALE—continued

115. 11.9 1928 Morris Oxford Saloon in daily use, sound bodily. £18 recently spent on it. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [4902]

1954 JULY. TR2 TRIUMPH. B.R.G., wire wheels, competition suspension, tonneau cover, 4,900 miles, literally new, taxed, £780. 1949 T.C. M.G., red, many extras, taxed, £395. 1949 Triumph 2000 Roadster, one owner, good condition, £435. 1954 D.B. 2-4 Aston Martin, 10,848 miles, crimson, chrome wheels, Alfin drums, H.M.V., immaculate, taxed, £1,995. Terms and exchanges. Jones Garage, Syston, Leics. Tel.: Syston 86257. [4900]

ALVIS 1936 SPEED 25. 4-door Charlesworth sports saloon. Above average condition, exceptional performance, carefully maintained. Alvis test report available. Owner gone abroad. £200 or nearest offer secures. Swainson, 185, Tuffley Avenue, Gloucester. Tel.: 23226. [4903]

3 LITRE BENTLEY. Very cheaply owing to broken magneto drive gears, neither costly nor difficult job, but due to being in Army owner is unable to spend time on it. Car at present in Oxford. A-box, 4½ frame, Servo-type front brakes, rebored very recently, fitted Specialoid TT pistons, C.R. 7:1. New Dagenite battery 12 months ago, 2/4 seater tourer body, good hood, screens, Box No. E904, MOTOR SPORT, 15, City Road, London, E.C.1. [4904]

4½ BENTLEY. Most spares available. Also some from other models. State requirements. Box No. E905, MOTOR SPORT, 15, City Road, London, E.C.1. [4905]

AUSTIN SEVENS FOR SALE. 1933 Nippy, £90. 1936 Nippy, £135. 1930 two-seater sports, £45. Another at £55, and another at £60. Many Austin Seven saloons if interested, £25 to £100. The Sevens Garage, 11, Station Road, Toddington, Dunstable, Beds. Tel.: Toddington 246. [4906]

B.M.W. SPARES. Hirth gearbox, £25; 1½ litre engine, £25; 4.3 diff., £15; complete back axle, £30; brake drums, back plates, steering units, etc. Enquiries s.a.e. please. Box No. E907, MOTOR SPORT, 15, City Road, London, E.C.1. [4907]

ALLARD D.H.C. 1948. Reconditioned engine, very good condition. £300 or offer. Box No. E908, MOTOR SPORT, 15, City Road, London, E.C.1. [4908]

BENTLEY 4½ Vanden Plas Tourer, excellent mechanically and good generally. £185. No offers. Exchange considered, with callers only. Some terms available. Rudds, Central Station. Tel.: Worthing 7773/4. [4909]

JAGUAR 100 Drophead Coupé, 1939. Just Rudd-conditioned and ready for reliable service. £325. Terms, exchanges. Rudds, Adjoining Central Station. Tel.: Worthing 7773/4. [4909A]

710 x 90 Cover and Tube, good, 22/-. Two good 500 x 19, 37/6 each. Cheap Austin 7 spares, including complete engines 1925/8. Barnes, 1c, Venner Road, Sydenham. [4902A]

1934 LAGONDA 4½. All gearbox spares except mainshaft 3rd gear wheel. Lt.-Cdr. Julian, A. & A.E.E., Boscombe Down, Amesbury, Wilts. [4910]

ROLLS 20/25 radiator, £8. 22-h.p. engine/gearbox unit, £30. Baker, Highlands, Bucklebury, Berks. [4911]

LAGONDA 2-Litre high chassis Tourer. Mechanics, bodywork good. New valves, big ends. Two new tyres, 5 serviceable. Good hood, no sidescreens. Everyday use. 24 m.p.g. £125 o.n.o. Waterton, Bracken Hill, Denholme, Bradford. [4912]

FRAZER-NASH BMW Type 45 Cabriolet. Excellent condition. 5,000 miles since works engine overhaul (£169). Genuine offer, never caned, must sell. £225. Tel.: FIN 1580. [4913]

1939 FORD V.8 22-h.p. recon, dynamo, £4. C.W. & P., good condition £5 10s. Wells, Pendene, Colyford, Devon. [4914]

RILEY 9, Kestrel Saloon, 1934. Preselector box, twin carbs. Very good body, in black with red wheels. £145. The Gardens, Belvoir, Grantham. Tel.: Knipton 218. [4915]

VOLKSWAGEN, Brand new C.W. & P. Genuine spare, cost £8 3s. 6d. Accept £6. Dayson, Beacon Edge, Penrith, Cumberland. [4916]

1928 LAGONDA, 2-litre, twin O.H.C. Good tyres, battery. Everything works. 25 m.p.g. Reliable. £60. Tel.: Sunbury 2690. [4917]

ALVIS FIREFLY 2/3 Seater. Reliable, mechanically sound, 5,000 miles since S.U. reconditioned by Burgess, and new valves, springs, pistons. Bills shown. New headlamps. Well shod. 27 m.p.g. Body weatherproof but rough. Taxed 1955. £90. Cox, 5, Waterbeach Road, Slough, Bucks. [4918]

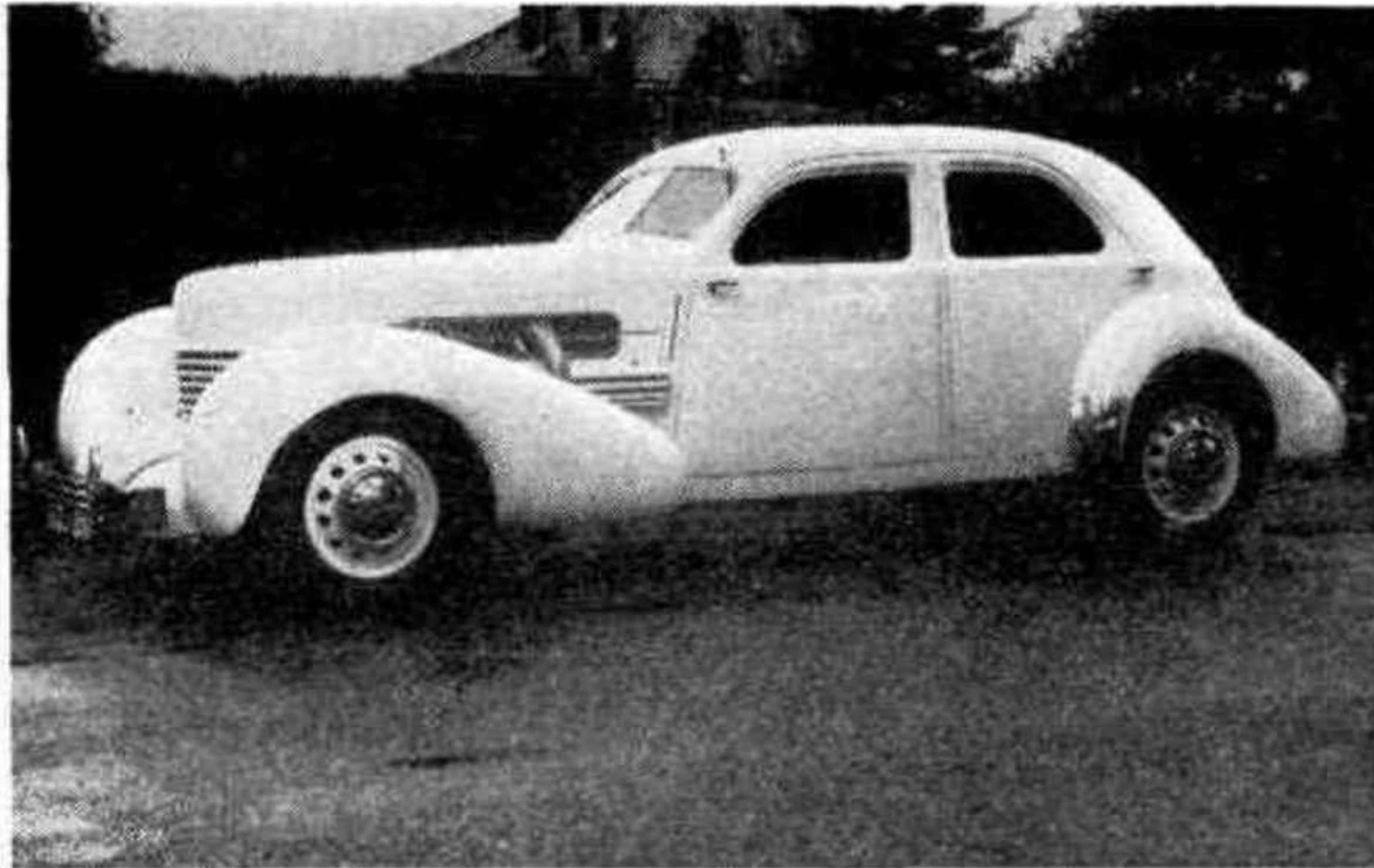
ALVIS SPEED TWENTY, 1935 Saloon in well above average condition. £175 or near offer. Beale, 39, Nottingham Road, Kegworth, Nr. Derby. Tel.: Kegworth 269 evenings. [4919]

ALVIS Silver Eagle Saloon 35 model. Fine performance, economical, taxed. £135. Tel. Miles, London Tideway 1016 or at 30, Bedford Street, Woburn, Beds. [4920]

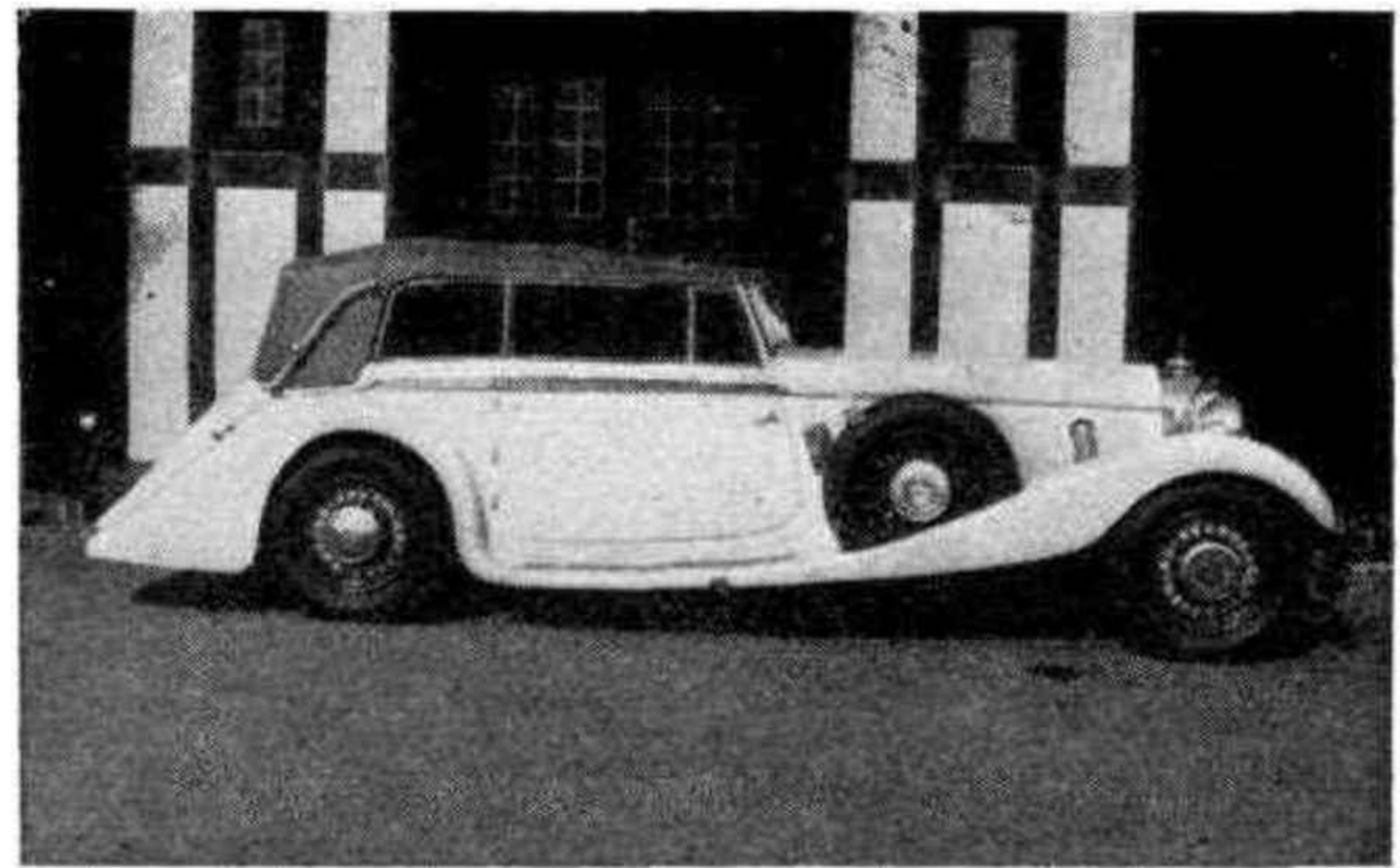
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MERCEDES 500K 1936/37 drophead coupe. This car has exceptionally attractive coachwork and is fitted with disappearing rear-passenger windscreen. It has just been beautifully recellulosed in cream and fitted new red leather type hood and head lining. Mechanically this car is 100%. It has excellent tyres and a new battery. Possibly the cheapest Mercedes ever offered £345

MERCEDES 500K, 1937, 2-seater sports roadster with dicky seat. This is one of the prettiest of the larger pre-war type of Mercedes and is one of the very rare and much-sought-after roadster models. Fitted fold-flat screen, excellent hood and side-curtains. Excellent all-round condition £385

MERCEDES, 1936, 500K cabriolet converted to 540K specification. Excellent mechanical condition £385

ROLLS Twenty 4-door drophead coupe. The engine has recently been overhauled and it has just been fitted with new leather-type hood, head lining and loose covers. It has just been beautifully resprayed in dark blue and black and is a very fine example of the small vintage Rolls £265

ROLLS Twenty, 1928, 2-seater drophead coupe. The engine has just been overhauled and is now being resprayed. Fitted new hood, new tyres; excellent condition £295

ROLLS Twenty, 1927, owner-driver saloon by Weymann. Excellent condition £165

ROLLS Twenty, 1929, Replica owner-driver saloon. Excellent condition and now being recellulosed £325

ROLLS Twenty, 1938, Replica drophead coupe. Just fitted new hood, head lining. Excellent tyres, etc. £385

ROLLS Twenty saloon by Weymann. This Rolls has always been Rolls maintained and has a Rolls history. It has had one owner and been chauffeur-kept most of its life. It is completely original in all respects, including silver-plated fittings and companion set. It has a full set of Rolls tools and instruction book and is immaculate inside and out. Six new oversize tyres. This is, without a doubt, one of the finest original vintage Rolls it has been my pleasure to drive £225

ROLLS Twenty-five, 1930, limousine. Excellent original condition. Good tyres, etc. £245

LAGONDA 4½. Just completely rebuilt and fitted new open 2-seater coachwork. Engine rebuilt, etc. Resprayed, rechromed, fitted new tyres. This car has fantastic performance and is possibly the fastest 4½ Lagonda on the road today. This Lagonda cannot be faulted mechanically. Just resprayed B.R.G. £250

LAGONDA 4½, 1937, drophead coupe. This is in immaculate condition and is a much-sought-after model. Recently extensively mechanically overhauled. Immaculate coachwork. Fitted radio and heater £425

JAGUAR 2½, 1937, Alpine sports 4-seater tourer. Excellent condition £195

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M.G. J2, 1933/34 open 2-seater. Engine just rebuilt at a cost of £90 and just fitted new crown-wheel and pinion £150

CADILLAC V8, 1937, close-coupled fixed-head coupe. Engine just been completely rebuilt and not yet run-in at a cost of £145. New battery just fitted. Radio, etc. £145

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B.S.A. 10-h.p., 1935, open 2-seater. Just rewired throughout. Quite a good little horror £110

D.K.W. 7-h.p., 1938, 4-seater drophead coupe. Just fitted new hood, carburettor, exhaust system. Excellent tyres and about 50 m.p.g. £185

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HUMBER Snipe, 1935, saloon. Excellent tyres. New front springs and king-pins just fitted. Very clean coachwork £75

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M.G. 12-h.p. VA, 1938/39 drophead coupe. This M.G. has just been resprayed, rechromed and fitted new hood and rear springs. New battery, first-class mechanical order £275

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RAILTON, 1934/35 drophead coupe. Excellent mechanical condition, good tyres £145

SALMON Fourteen, 1939, sportsman saloon—one owner until last year and engine just decarbonised in my works. Just resprayed in two attractive shades of ivory and black and is a very pretty little car £235

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| 1948 Allard 61L sports tourer. New hood ... | £285 | 1951 Lagonda 2.6-litre d/h. coupe. Silver grey. Immaculate ... | £1,095 |
| 1949 Allard 71M drophead foursome. Specimen. Dark blue ... | £425 | 1950 Lea-Francis 2½-litre sports convertible. Many extras ... | £485 |
| 1950 Allard J2 sports, Mercury, de Dion, etc. B.R.G. ... | £365 | 1948 Lea-Francis 1½-litre sports roadster. Grey ... | £355 |
| 1948 Alvis TA (14 h.p.) sports saloon. Maroon ... | £485 | 1954 Lotus Mark VI sports 2-seater. Tuned. 1,172-c.c. unit ... | £495 |
| 1954 Austin-Healey 100. Overdrive. Low mileage. Red ... | £865 | 1948 Morgan 4/4 (1,267 c.c.) sports 2-seater. Bronze ... | £345 |
| 1948 Armstrong-Siddeley Hurricane d/h. coupe. Steel blue ... | £365 | 1951 Morgan Plus Four (2,088 c.c.) sports 2-seater. Cream ... | £445 |
| 1948 Bristol 400 2-litre sports saloon. Beige/grey leather ... | £675 | 1951 Morris Minor convertible. Immaculate. Black ... | £395 |
| 1947 Citroen Light Fifteen sports saloon. Black ... | £345 | 1948 Nash Ambassador, r.h.d., sedan. Mid-blue. All extras ... | £425 |
| 1951 Dellow 1,172 sports 2-seater. Red ... | £265 | 1952 Renault 750 saloon. Carefully used. Silver blue ... | £395 |
| 1947 H.R.G. 1,500 Aerodynamic sports 2-seater. Grey ... | £275 | 1947 Riley 2½-litre sports saloon. Very special. Black ... | £475 |
| 1948 H.R.G. 1,100 standard sports 2-seater. Maroon ... | £345 | 1949 Riley 2½-litre sports roadster. Specimen. Many extras ... | £545 |
| 1948 Healey 2.4-litre Elliott sports saloon. Radio, heater ... | £475 | 1951 Singer 4AB 1,100 sports roadster. Pale green ... | £345 |
| 1950 Healey 2.4-litre Silverstone sports 2-seater. Tuned ... | £445 | 1947 Standard 8-h.p. tourer. Sound and clean. Grey ... | £245 |
| 1947 Jaguar 3½-litre sports saloon. Very clean. Grey ... | £365 | 1954 Triumph TR2 (Aug.). Pearl white. Maroon upholstery ... | £785 |
| 1950 Jaguar 2½-litre sports saloon. Mark V. Black ... | £585 | 1954 Triumph TR2 (Sept.). B.R.G. Unmarked. Only 2,500 miles ... | £765 |
| 1951 Jaguar XK120 roadster. Black. In mint condition ... | £745 | 1948 Volkswagen standard saloon. L.H.D. Black ... | £295 |
| 1952 Jaguar XK120 roadster. Red. High-speed mods. ... | £865 | 1955 Volkswagen De Luxe saloons. Early delivery ... | £689 |

PRE-WAR SELECTION

| | | | |
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| 1937 A.C. 2-litre drophead coupe. Grey/blue leather ... | £145 | 1934 Lagonda M45 4½-litre Vanden Plas tourer. B.R.G. ... | £195 |
| 1934 Alfa-Romeo 17/50 supercharged sports 2-seater. Red ... | £295 | 1935 Lagonda 10-h.p. Rapiere tourer. Very clean ... | £225 |
| 1934 Alfa-Romeo 2.3-litre s/c. Castagna d/h. coupe. Grey ... | £395 | 1936 Lagonda LG45 4½-litre pillarless sports saloon ... | £295 |
| 1938 Alfa-Romeo 2.3-litre Farina d/h. foursome. Maroon ... | £195 | 1936 Lagonda LG45 4½-litre drophead foursome. Blue ... | £265 |
| 1939 Alfa-Romeo 2.3-litre Farina sports saloon. Immaculate ... | £395 | 1938 Lagonda V12 Park Ward sedan de ville. Black ... | £445 |
| 1934 Alvis Speed Twenty V.D.P. sports tourer. B.R.G. ... | £195 | 1939 Lancia V12 drophead foursome. Sanction II. Green ... | £625 |
| 1935 Alvis Silver Eagle sports saloon. Exceptional ... | £155 | 1939 Lancia Aprilia sports saloon. Tuned. Black ... | £365 |
| 1937 Alvis Speed Twenty-five Charlesworth sports saloon. Black ... | £215 | 1939 Mercedes-Benz 170V sports saloon. R.H.D. Black ... | £225 |
| 1938 Alvis Speed Twenty-five V.D.P. sports tourer. Black ... | £285 | 1939 Morgan 4/4 2-seater drophead coupe. Red ... | £245 |
| 1938 Alvis 4.3-litre Offord drophead foursome. Blue ... | £265 | 1938 Railton 29-h.p. drophead foursome. Immaculate. Black ... | £195 |
| 1938 Alvis 12/70 sports saloon. Specimen. Black ... | £285 | 1933 Riley 9-h.p. Lynx tourer. Silver ... | £145 |
| 1934 Aston Martin 1½-litre Le Mans s/c. tourer. B.R.G. ... | £265 | 1935 Riley 9-h.p. Merlin and Monaco saloons ... | From £135 |
| 1938 Aston Martin 2-litre drophead foursome. Green ... | £285 | 1936 Riley 12/4 Falcon saloons ... | Four, at £145 |
| 1939 Aston Martin 2-litre 2-seater coupe and dickey. Red ... | £295 | 1936 Riley 12/6 Kestrel and Adelphi saloons ... | At £145 |
| 1938 B.S.A. Scout 10-h.p. tourer. Very clean. Blue ... | £145 | 1937 Riley 12/4 Lynx sports tourer. Cream. Specimen ... | £255 |
| 1939 B.S.A. Scout 10-h.p. tourer. Immaculate. Red ... | £195 | 1938 Riley 1½-litre Victor saloon. Black ... | £195 |
| 1939 Citroen Light Twelve roadster. Radio. Maroon ... | £245 | 1938 Riley 16/4 Adelphi overdrive saloon ... | £225 |
| 1934 Delage D8 sports saloon. Magnificent condition ... | £265 | 1934 Rolls-Royce Phantom II sports saloon. Grey ... | £425 |
| 1936 Frazer-Nash-B.M.W. Type 55 1½-litre cabriolet. Black ... | £175 | 1935 Rolls-Royce 20/25 Charlesworth sports saloon ... | £495 |
| 1939 Frazer-Nash-B.M.W. Type 328 2-litre sports 2-seater ... | £385 | 1935 Singer 9-h.p. Le Mans sports 2-seater. Green ... | £145 |
| 1939 Fiat 500-c.c. 4-seater convertible. Silver ... | £185 | 1939 Singer 9-h.p. roadster 4-seater. Red ... | £195 |

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| 1949 M.G. TC 1,250-c.c. sports 2-seaters. Choice 3 ... | From £385 | 1936 M.G. PB 9-h.p. open 2 and 4-seaters. Choice 2 ... | From £165 |
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TALBOT 75, 1934. In good condition, recellulosed last month, interior excellent. £15 just spent on engine, bills shown, 20 m.p.g., tyres good, taxed and insured. Any trial. £60 o.n.o. Privett, 30 O.M.Q., R.A.F. Scampton, Lincoln. [4955]

VW LATEST MODEL De Luxe Saloon Stratosilver, immaculate, 1,600 miles only. £50 under cost at £650. Brown, 7, Rothwell Dene Milner Road, Westbourne, Hants. Tel.: 63703. [4956]

1938 M.G. 2 litre D.H. coupé. Recent complete mechanical overhaul by Jacobs. Bills available. New batteries and tyres. £250. Tel.: Hillside 7857. [4957]

ROLLS 20, 1924. Maroon, black, resprayed, overhauled, excellent, £110 o.n.o. Citroen, 1934, Light 20, rare aly drophead, good engine, steering, axles, tyres, hood, spare c.w.p., perfect, £45 o.n.o. P/O. Davidson, R.A.F. Benson, Oxon. [4958]



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FOR SALE—continued

1947 ALLARD. Fitted August, 1954, with new Fibreglass saloon body. Reconditioned Mercury engine, high axle ratio, very fast. Approximately 22 m.p.g. Photographs available. Enquiries D. Daly, 32, St. George's Crescent, Wrexham. [5026]

RILEY NINE Monaco Saloon, 1933; Riley Nine Vintage Tourer. Both sound, clean motor cars. Venn Park Garage, Bridford, Nr. Exeter. Tel.: Christow 258. [5027]

1929 VINTAGE VAUXHALL 20/60. Body poor, Sound mechanically. New radiator. Needs new brakes. Real enthusiast's jalopy. £65. Reason—not enough spare time. Dickson, Officers' Mess, R.A.F. Coltishall, Norwich. [5028]

SUNBEAM 1928 3-litre—as a runner or will sell in parts. Box No. E029, MOTOR SPORT, 15, City Road, London, E.C.1. [5029]

WOLSELEY HORNET E.W. Sports 4-Seater B.R.G. Very sound condition. Maintained by enthusiast. 32 m.p.g. Taxed. £75. Jones Garage, Syston, Leicester. [5030]

HUMBER 9/28 Saloon. In excellent running order. Over £100 spent in the last 2,000 miles. Handbook. Available February 5th. £40. Baker, 16, Church Row, Chislehurst, Kent. [5031]

1954 1,467-CC. TOJEIRO, 72-mm. M.G. engine, Laystall liners, flowed head, twin H.6 S.U.s, SK1017 camshaft, four branch extractor exhaust. Professionally built aluminium aerodynamic body. Excellent finish. Fully prepared for 1955 season. E. S. Ridley, 14, Albert Crescent, Bury St. Edmund's, Tel.: 1068. [5032]

1934 RILEY 12/6 Saloon. Knock-on wheels, manual box. Body and mechanics in really excellent order. Engine resleeved. £90 or near offer. Tel.: HENDON 6648. [5034]

1937 ALVIS SPEED 25 Saloon. Offers over £160. 220, Crawley Green Road, Luton, Beds [5035]

G.P. BUGATTI, Type 37A. Completely rebuilt. Road equipped. Spares. £335. Box No. E045, MOTOR SPORT, 15, City Road, London, E.C.1. [5045]

ALVIS SPEED 25 D/H Coupé. New hood, loose covers, brakes relined, recent £50 top overhaul. Seen Wales. Box No. E037, MOTOR SPORT, 15, City Road, London, E.C.1. [5037]

DILAMBDA MULLINER Saloon. Not as new, not far off it. Rebores, resprayed maroon and black, repolished burr walnut inside. Six retreads, new exhausts and other trimmings. Original Lancia economy device. Cruise 17 m.p.g. Very fast, crisp acceleration. Quiet motor. Taxi-lock. Ideal courting vehicle, room for a run round back seats. £175 o.n.o. Macdougall, Glenfeulan, Shandon, Dumbartonshire, Tel.: RHU 361. [5038]

1,172-CC. FIAT-FORD. Tuned (Formula) engine, 30 VIG Zenith, 4 branch exhaust, 4.88 diff., I.F.S., Lockheed brakes, good tyres, 4-speed close ratio env. gearbox. Rushforth, The Cedars, Blandford. [5039]

TD M.G. PARTS: Chrome luggage carrier, £4; tonneau, £2; air cleaner and pipe, £2. New pocket stop watch, 39s. Ramsbottom, Westfield, Steeton, Keighley. [5040]

FREE TO COLLECTOR. Riley 9, home-made body, chassis. Also sell cheaply 1929 radiator, S.U. Zenith, starter, horn, screenwipers, front axle. Bottomley, Tel.: Weybridge 4320 (evenings). [5042]

ALVIS 4.3-litre 1939 4-door Convertible. Excellent condition, cellulosed duo grey, recent check by Alvis Ltd. £295. 5, St. Albans Road, Kingston-on-Thames. Tel.: KIN 0230. [5044]

HOOD FOR M.G. TC. Ready-to-fit, black double duck hooding, unused, £5. Also tonneau cover complete with centre zipp and fasteners, £4. Box No. E043, MOTOR SPORT, 15, City Road, London, E.C.1. [5043]

FOR SALE—continued

RILEY 1½ FALCON 1936. Just sleeved. Good body. Exchange Fiat, open Riley. £140. Bottomley, Tel.: Weybridge 4320. [5042A]

1919 ARROL-JOHNSTON 15.9 Tourer. Good condition, two new tyres. £85. 121, Wetherby Road, Harrogate. Tel.: 83266. [5036]

AUSTIN SPECIAL. Coachbuilt body, engine, etc., overhauled, new battery, taxed and insured. £115. 20, Stuart Road, London, S.W.19. Tel.: WIM 5400. [5046]

MORRIS MINOR Sports, 1931. New body. Hardtop. Good engine. Spare engine, chassis, axles, etc. £75 o.n.o. 61, Parkfield Road, Liverpool, 17. [5047]

IDEAL BASE for Special. Austin 10 chassis. Hardly used. £7 10s. Hardy, 24, Church Street, Yaxley. [5048]

JAGUAR, 1936-37. Mechanically sound, body dropping off. 85 m.p.h., 22 m.p.g. Insured until June. Offers. Box No. E049, MOTOR SPORT, 15, City Road, London, E.C.1. [5049]

4½ BENTLEY RADIATOR, German silver, perfect condition, £10. Two 21 x 600 tyres, suitable remoulding, 25s. each. Carriage forward. Edwards, 121, Mount Pleasant, Liverpool. Tel.: ROY 8500. [5050]

RILEY 9 SALOON wanted for under £100. 25, Mendip Road, Chelmsford. [5051]

BENTLEY GEARBOX. 'D' type, excellent condition, gears unworn. £60. Platt, 5, Denbridge Road, Bickley, Kent. [5052]

1936 BRITISH SALMON 12-h.p. D/H Coupé. Recently rebored and thoroughly overhauled. In daily use. Offers. Box No. E053, MOTOR SPORT, 15, City Road, London, E.C.1. [5053]

FIRESTONE 19 x 450 cover. Maker's rebuild, unused, £3. Three Dunlop tubes, 19 x 450, used, £1. Tonneau cover, M.G. TC, used, £1. 36 MOTOR SPORTS, 1952 to 1954. Offers. Rose, 50, Well Road, Otford, Kent. [5054]

VERY ATTRACTIVE R.W.D. Citroen 4-seater tourer. 1948 coachwork by Ranalagh. 20-h.p. 25 m.p.g. Reliable. Easy spares. Enthusiast maintained. £180. Tel.: PAL 4036. [5033]

TALBOT 105 1936 black sports saloon by Pass and Joyce Ltd. Preselect, fast, reliable. New batteries, two remoulds and two new tyres, 600 x 19, August. Marchal lamps, dyno-starter. S.A.E. for snapshot. £85. Will haggle, I'm dead broke. W. H. Colville, 57, Croft Crescent, Markinch, Fife, Scotland. [5055]

TRIAL/SPRINT SPECIAL. Original L.M.B. (Ford) 1938, 9.8 h.p. All working parts renewed. New hood, tonneau. Resprayed. Ballamy (independent) suspension. £80 spent. £350 o.n.o. Wynne-Williams, Bryn-Mafon, Caernarvon. [5056]

ALVIS SPEED TWENTY Vanden Plas Saloon, 1932. Superb in every way. Best offer over £130. Seen Scotland. Box No. E058, MOTOR SPORT, 15, City Road, London, E.C.1. [5058]

M.G. J2 2-Seater. Green, new hood, screens. Twin stops. Oil 75 lbs. hot. Taxed year. Immaculate condition. £180. Smith, Robertsbridge. Tel.: 199. [5059]

M.G., 1940, 1½-litre D.H. Coupé. 9,000 since engine reconditioned. H.C. heads, new springs and shock absorbers, partially rewired, new brake linings. Body excellent, colour black. £285. Ford, Glenbrook, Holly Road, Wilmslow, Cheshire. [5060]

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LAGONDA 2-Litre, Concours winner, unmatched Park Ward D.H.C. Well maintained (Lagonda, V.S.C.C., member). Dry, comfortable, reliable (26 m.p.g.), economical. Photo. Mason, 6, Palace Court, London, W.2. Tel.: BAY 6201 (evenings). [5063]

THE RILEY SPECIALISTS. Wesbell Motors, Balfour Road, Hounslow. Tel.: 9359. Can supply spares, both new and second-hand, for all models and years. We specialise in repairs and overhauls. [5064]

LAGONDA, 1930, 3-litre Tourer. Mechanics and body good, hood and tyres poor. Anyone offer £75 for a grand old car? Garaged at 6, Fairfield Road, St. Helens, Lancs, or ring Murray, 12, Oakfield Terrace, Leeds, 6 (54771) evenings only. [5067]

1936 MINX BASE SPECIAL, 7,000 miles since complete rebuild. Aluminium 2-seater body, imitation slab tank, hood, sidescreens, professional upholstery two months old. Will meet halfway. Nearest £100. Root, "Ava-rest," Lutterworth Road, Blaby, Leics. [5068]

1936 M.G. MAGNETTE with new 1952 Austin A40 engine fitted 25,000 miles ago. Body-work fair. In regular daily use. £190 o.n.o. Box No. E069, MOTOR SPORT, 15, City Road, London, E.C.1. [5069]

STELVIO RILEY SPARES. Prop-shaft, axles, front, back, less c.w. and p., steering, wheels, tyres, springs, radiator. Tel.: Downland 4461. [5070]

M.G. 2 LITRE Engine complete with accessories. £25 o.n.o. T. George, 25, Fabian Crescent, Shirley, Warwicks. Tel.: Shirley 2478. [5082]

FORD 8 ENGINE, gearbox, Arnott blower, £20 the lot, or will split. Dalby, Kirby Wiske, Thirsk, Yorks. [5085]

1930 M.G. 18/80 MK. II D.H. C/Dickey, 1,600 miles since complete rebuild as follows:—New—Maroon hood and lining, battery, twin S.U.s, clutch, brake cables, all lamps, carpets, etc. Re-cellulosed grey, chromed throughout, lined brakes, bored and ground, upholstered, wired, etc. Taxed and insured. This car must be seen to be appreciated. £200 required o.n.o. Genuine reason for sale. Wilson, 3, Lemsford House, Lemsford, Herts. Tel.: Welwyn Garden 4110. [5083]

AQUAPLANE CONSUL Conversion Set, comprising of twin 1½ S.U.s, filters, hot spot manifold, 7.4-1 cylinder head, valves, double Terrys springs, £22 10s. the lot. O'Neill, 38, Rugby Avenue, Greenford, Middx. [5084]

ALLARD, 1948, Roomy Shooting Brake. Detachable rear seats. Reconditioned engine, recellulosed and interior retrimmed 1954. Fast motoring in comfort for enthusiast with kids and usual family impedimenta. £325. Tel.: Maidenhead 2628. [5088]

AUSTIN SEVEN SPARES. Largest stocks in the North. Competitive prices. Free lists. Stamp. Austin Seven Services, Kirby Wiske, Thirsk. [5085A]

ALVIS 3 LITRE, 1951. Special equipment includes Telaflos all round with additional pair of Rotofofos on front end, twin S.U.s, seat covers, radio, recent two-tone grey respray. New battery, silencers 3 months ago. Family now too large, parting with greatest regret for larger car. 27,000 miles. £850. Dr. Brown, Birkly, Huddersfield. [5086]

LAGONDA 4½ litre Sportsman's Saloon, 1934/5. Maintained regardless of cost, showroom condition, perhaps finest example. Sacrifice £155. Melhuish, 75, Springfield Road, Bristol, 6. Tel.: 22982. [5087]

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SINGER LE MANS Sports Coupé. Fully balanced engine. Genuine mean 73 m.p.h. on 6.2 c.r. Body needs attention. £50. 44, Flower Lane, Mill Hill, N.W.7. [5081]

1922 ROVER EIGHT. Restored to original condition after storage 1929-1954. £70 o.n.o. 266, Kenmore Avenue, Kenton. Tel.: Wor 7764. [5089]

1937 A.C. 16/80 Drophead. 2 litre Special Series engine, excellent order throughout. £180 o.n.o. Spice, c/o Watson, Rye Lane, Otford, Kent. Tel.: Sevenoaks 5211, Ext. 143 (day). Also seen London by appointment. [5090]

RILEY 14.2 h.p. Saloon in exceptional condition, although 1934 this car was entirely rebuilt in 1951. Coachwork immaculate, 4 nearly new tyres, Dunlopillo seating. Solex carburetter giving 27/28 m.p.g. S.U. available (more urge, less m.p.g.), sports car performance with saloon comfort. Photo on request. £135 o.n.o. Kingston's Garage, Blakesley, Towcester. Tel.: Blakesley 208. [5091]

FORD WHEELS. A quantity of new, unused 17in. wheels, 1935 10 h.p. type, 30s. each. Mather, Hurley, Berks. Tel.: Hurley 341. [5092]

A.C. ACE Drophead. Superb example after engine recondition, special domed pistons just fitted, just resprayed grey metallic, plated engine parts, twin coils, horns, independent jacks, etc. £195. Harrison, 37, Abingdon Road, Finchley. [5093]

ROLLS 20 Drophead. Outstanding condition, latest radiator, chrome windtones, spot, radio, etc. French grey, red plastic hood. Exchange sports saloon, prefer FN/B.M.W. Harrison, 37, Abingdon Road, Finchley, N.3. [5093A]

1933 20 H.P. SPEED TWENTY Spares. Engine complete, £29. Without starter, dynamo, magnet, £21. Axles: front £9, back £15. K.O. wheels, tyres, tubes, £3. E.N.V. preselector, £10. Chassis, £8. Windscreen, £1 10s. Triple carburetters, £4 10s. Radiator, £4. Steering complete, £3. S.A.E. Stokes, 33, Derwent Avenue, Oxford. [5094]

2½ LITRE RILEY Overdrive Kestrel. Recent respray, brakes relined, new exhaust system, new valves, etc. Excellent order throughout. £290 o.n.o., or would consider exchange. Box No. E095, MOTOR SPORT, 15, City Road, London, E.C.1. [5095]

AUSTIN SEVEN SPARES, 1922-37. New or S.H. All parts, chassis and engine. Price, Three Shires, Bearwood, Birmingham. [5096]

JAGUAR SPARES SERVICE. All models. Export orders carefully attended. Price, Three Shires, Bearwood, Birmingham. [5096A]

TRIUMPH SPARES, 1934-40. Most parts. Vitesse body, £15. Dolomite gearbox, £10. Price, Three Shires, Bearwood, Birmingham. [5096B]

JAGUAR 3½ LITRE, 1939, MK. 5 engine, poor body, fast, £70. Price, Three Shires, Bearwood, Birmingham. [5096C]

CLEARING GARAGE. Set 4 discs for 21in. wheels, black, unused; 2 half-worn 4.50-19 tyres; 5ft. bumper; 12v. coil; Smith clock. Offers? Johnson, 15, Beechfields, Barlaston, Stoke-on-Trent. [5097]

RILEY 9 1933. Fitted with Hillman post-war utility body. This car has not been used since rebuild, which included engine rebore and crank regrind. What offers? Also stacks of pre-war Riley spares and body parts. Clarendon Garage, Clarendon Road, N.8. Tel.: Bowes Park 3043. [5099]

FOR SALE—continued

SUPERB 1940 ROVER 10 Saloon. Sell, exchange Aston, Riley or post-war M.G. 167, Tudor Way, Rickmansworth, Tel.: 3820. [5098]

1939 M.G. V.A. Drophead Coupé. Two owners only. Carefully maintained in best possible condition throughout. £285. Grace, 29, Cromwell Court, Kingston Hill. Tel.: KIN 0984 (after 7 p.m.). [5103]

BUGATTI TYPE 49 Corsica Tourer. £180. Box No. E100, MOTOR SPORT, 15, City Road, London, E.C.1. [5100]

WELFORD BROS. for Riley Spares and Service. Largest stocks of new and used spares in the country, including new valves 10s., guides 5s., single valve springs 9s., double 16s, set, gaskets 17s. set, brake cables 22s. 6d. each, speedo cables 26s. complete. Also king-pins and bushes, steering joints, timing gears, oil pumps, manifolds, crown and pinions, etc. Service exchange magnetos, dynamos, clutch plates, starter motors, brake shoes. Postage extra. Welford Bros., Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [5101]

LEA-FRANCIS 12/40 2-seater, £75. Lea-Francis 12/40 coupé, £45. New and used spares for all vintage Lea-Francis and Meadows engines. Complete 12 h.p. 4 ED engine and complete 10 h.p. 4 EB engine available. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [5102]

RILEY IMP, 1935. Reconditioned engine, Scintilla Vertex, twin S.U.s, five excellent tyres, full weather equipment, twin Aero-screens, extremely sound bodywork, superb road holding, good brakes, taxed, £255 o.n.o. Exchange considered. Prentice, 63, Snowdon Road, Eccles. Tel.: 1027. [5104]

30/98 VAUXHALL, OE 1927 Velox 4-seater. Balanced crank engine, recently sleeved, original hydraulic brakes, rewired, new hood, good tyres and battery. 18-20 plus m.p.g. £250. At Community Motors, Hulse Road, Tel.: Salisbury 4965. [5106]

ENGINEER OWNED 1933 Talbot 90 Van den Plas four-seater sports tourer. Very good throughout, new batteries, good tyres, excellent all-weather equipment, glass rear side-screens. Photographs on request, any trial. £125, many spares available. Box No. E107, MOTOR SPORT, 15, City Road, London, E.C.1. [5107]

A40 SPORTS, May, 1952. £485 o.n.o. Anglia coming earlier than expected. Whittaker, Osgodby Hall, Nr. Selby, Tel.: 346. [5108]

1935 SUNBEAM SALOON, 23.8. Black with brown hide interior. This car can without doubt be described as one of the very few pre-war cars in first-class condition, having a beautiful body of much later appearance, independent jacking system, twin spares, wheel discs, spot lamp and in first-class mechanical order. Genuine Reason for sale. £145. 191, Forest Road, E.17. Tel.: Larkswood 7240. [5109]

£125. 1939 Aero Drophead Coupé, 18 h.p., 4 cylinder, 2 stroke. L.H.D. F.W.D. £70 recently spent on engine. 83, Ferrymead Gardens, Greenford, Tel.: Wax 2699. [5111]

RILEY NINE Monaco Saloon, 1932. Maroon and black, good manual box. £45 o.n.o. Numerous spares. 56, Upper Brighton Road, Worthing, Sussex. [5112]

£55. REALLY GOOD 1934 Triumph 10 h.p. Coventry Climax 4-seater tourer. Excellent engine, hood screens, hydraulics. Tel.: Epsom 1164. [5113]

FOR SALE—continued

RILEY ALPINE ENGINE, 12/6. No gearbox, needs rebore, complete with starter, dynamo, carburetter, £20 or offers. Lagonda Rapier, 1934, F/H coupé, no engine, dismantling for spares. Bowler, 50, Ridgeview Road, N.20. [5110]

RILEY 9 crank c/w 4 rods, 1½ in., small wear, never reground, £4 10s. o.n.o. 3 1½ in. con-rods, Riley 9, £1. Ford 10 manifold c/w carb., £1 10s. G. Nicklen, "Shanghai," Dibden Purlieu, Hants. [5114]

1949 HEALEY ELLIOT Sports Saloon, "B" type chassis. Price £750 o.n.o. Full particulars, Box No. E115, MOTOR SPORT, 15, City Road, London, E.C.1. [5115]

COVENTRY CLIMAX engine, complete, all accessories Morgan 4/4. What offers, Roberts, Whitechurch, Aylesbury, Bucks. [5116]

AMILCAR GRAND SPORT, 1929. Condition fair, some snags. £40. F/O Fenning, R.A.F. Waterbeach, Cambs. Tel.: Waterbeach 334. [5117]

MERCEDES-BENZ. Various 170v. (4 cyl.) spares. V8 engine, accessories, pair 6.00 x 18 tyres, tubes. Benington, The Twitten, Crowborough, Sussex. [5118]

DELAGE D.L.S. 2/4 Open Boatdecked. Very fine example. £100. Tel.: Colnbrook 82. [5119]

1923 CROSSLEY "19.6" Touring Car. Thoroughly sound, original throughout. £60 o.n.o. to appreciative home. Stanford, 118, Portland Road, Birmingham, 16. [5120]

LAGONDA RAPIER 2-seater, completely rebuilt, many new parts, unregistered 5 out of 7 years. £275. Domestic reasons compel sale. Box No. E121, MOTOR SPORT, 15, City Road, London, E.C.1. [5121]

MORRIS 8 ex-G.P.O. Van. Converted utility, Series 2 engine, etc. First regd. Nov., 1939. 2 owners only, sound throughout. £75 o.n.o. Gearbox, sound, for 1937 Singer 9, £5 o.n.o. G. Nicklen, "Shanghai," Dibden Purlieu, Hants. Tel.: Hythe 3207. [5122]

AMILCAR SURBAISSE 1926. Good condition, two new tyres, new battery, useful quantity spares, taxed, insured. In regular use. Potty, The Hostel, Colnbrook, Slough, Bucks. [5123]

WOLSELEY HORNET SPECIAL, 2-seater, O.H.C. Twin S.U.s, new Servais, five new tyres, recent engine overhaul, exhilarating performance—handling. Bills available. £125 o.n.o. Smith, 43, Hill Road, Pinner, Middx. [5124]

RILEY 12/4 KESTREL 1935. Preselector, mechanically sound, new diff. gears, steering linkage, speedo, clock, brake linkage, shock absorbers, springs, etc. New carpet, running boards, trafficators, etc. £150. H.P. arranged. 49, Lowfield Street, Dartford. Tel.: 5944. [5125]

LONDON TALBOT 1937. Very good condition, bills for £85 last year, £120. Ford 8 chassis, complete. 1939, good clean condition, £55. J. Tunnard, Chestnuts, Algarkirk, Boston. Tel.: Kirton 221. [5126]

ALVIS FIREFLY 11.9 h.p., 1934. Chassis, engine good, body reasonable. Any offers? Mincombe Posts, Sidbury, Devon, Tel.: 231. [5127]

1950 VAUXHALL Wyvern. Green, leather upholstery, heater, rubber underseal, excellent condition throughout. One owner only. £375. Tel.: Flaxman 6551. [5128]

M.G. V.A. TOURER, 1937. Good condition, well shod, spotlight, windtones, wingmirrors. Taxed. £170, 113, Peel Road, London, E.18. [5131]

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£375. 1938 Sprite 2-seater. This is a wonderful specimen of this fabulous model, terrific performance; immaculate black cellulose, and red leather interior.

£325. 1937 Kestrel Sprite 1½-litre 5527K. series. The coachwork is absolutely sound and is very smart indeed. The performance is brilliant.

£265. 1937 Kestrel short 6/15. A beautiful car, fitted P.100s, very nice dark grey cellulose and a very wonderful motor.

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£195. 1936 Falcon 1½-litre saloon. A very sprightly example of this popular model. Finished black and red and very smart.

£165. 1936 Falcon 1½-litre saloon. Similar to above and fitted new tyres, etc.

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£165. 1934 Lynx 4-seater sports. Fitted new hood and carpets; excellent coachwork, and in splendid state throughout.

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£85. 1935 Rover 12-h.p. saloon. A very lively car in very fair condition with very smart appearance.

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LORRAINE DIETRICH. 1922 tourer. Spare engine, gearbox, back and front axle, etc. Seen London. Offers. Box No. E940, MOTOR SPORT, 15, City Road, London, E.C.1. [4940]

LAGONDA HANDBOOK, 4 1/2 litre, 1935/7, 25s. "Toad Hall," Runwell Road, Wickford, Essex. [4942]

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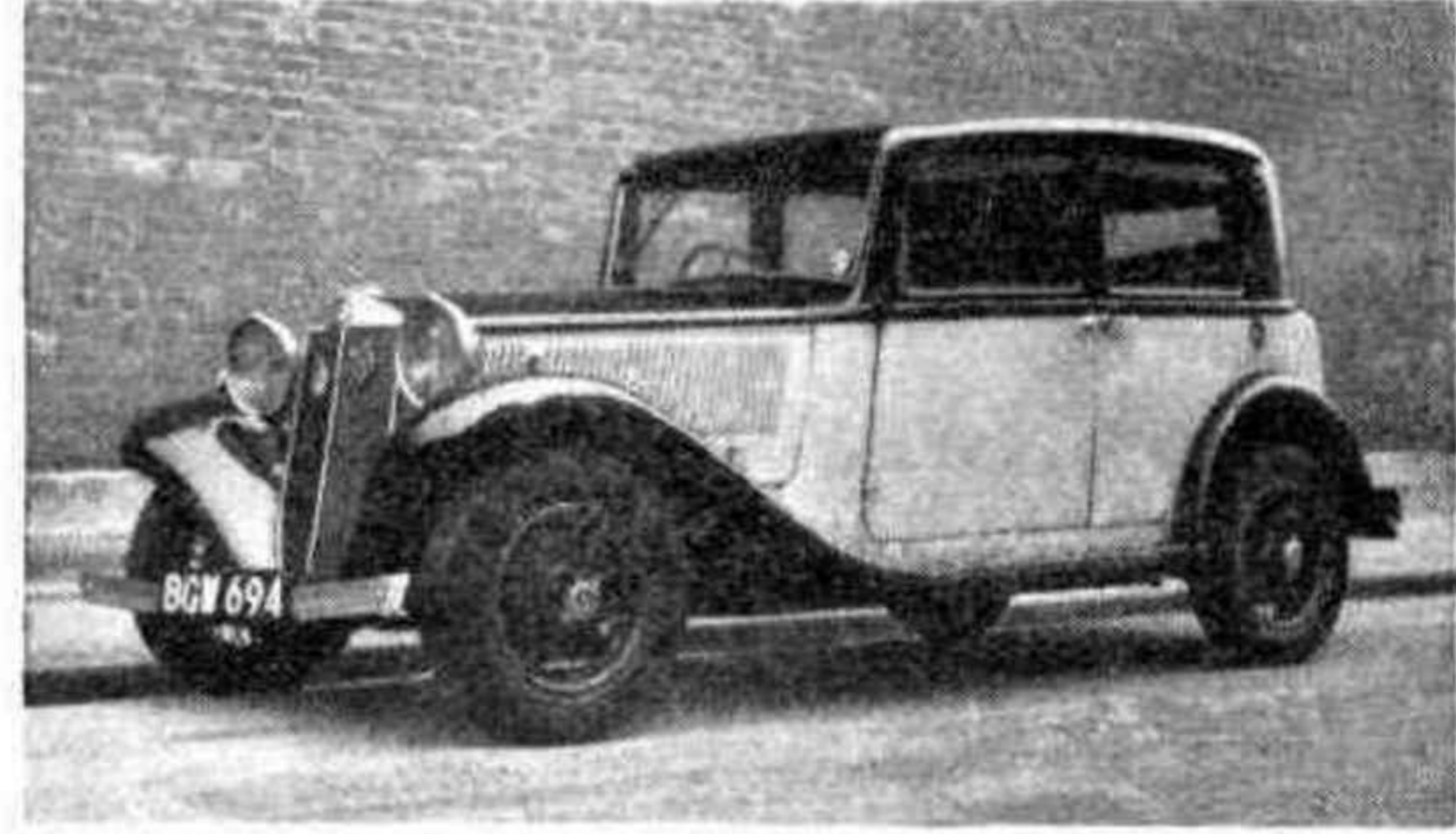
1934 M.G. PA 2-seater sports, in blue. Full weather equipment, excellent tyres, original condition. £160
1948 TRIUMPH ROADSTER 1,800, with the 1½ Jag. engine. Two owners since new. Engine overhauled, also brakes, 1954. Black, with almost new maroon hood. Very attractive car at £425
1934 ALVIS SPEED TWENTY, with Charlesworth 4-door saloon body, in black; original condition, P100s and all that. £155

1934 STANDARD TEN SPECIAL, with detachable metal top to the body, fold-flat screen, side-curtains, late-type Standard wheels; all tyres almost new; the engine completely reconditioned 1954. Shortened chassis, twin Flame-throwers, wind-tones, etc. A very sturdy car with the looks of a Dellow, it is a genuine bargain at £85

1933 TALBOT 14/65 4-door sports saloon in very nice order, just fitted new carburetter, distributor and petrol pump. Black, with red leather interior. £75



1938 S.S.100 3½-LITRE competition 2-seater, in extremely fine mechanical condition, having been completely overhauled; hood, tonneau cover, new last year. Excellent tyres and body, chromed stoneguards, etc. Full weather equipment. £395



1934 LANCIA AUGUSTA pillarless saloon, in black and grey, in fine mechanical condition, excellent performer. £165

1936 LANCHESTER EIGHTEEN ROADRIDER. A unique car; two owners only since new. The engine taken out and completely reconditioned in 1952, bills available. The interior, exterior, chrome, etc., has to be seen to be believed; the tyres are all first class. The total mileage is believed to be genuine at 46,000 by the general body and chassis condition. This, gentlemen, is a very fine car, taxed until March, at £275
1929 BENTLEY SPEED SIX, fitted replica fixed-head coupé body, by James Young. An impressive car (see previous copy of MOTOR SPORT for a picture of this car) in exceptional mechanical condition. £325, o.n.o.

1939 ROVER FOURTEEN black 4-door sportsman's saloon, brown leather interior. Very good tyres and very nice mechanical condition. £285
1936 MORRIS EIGHT 2-door saloon, just being fitted with a reconditioned engine, dynamo, starter, electric pump, etc. Black, red interior. £130
1938 TRIUMPH ROADSTER 14-H.P. drophead coupe, in beige and black. First-class tyres, brand new hood, green leather interior. In fact, a very desirable car in looks and performance. £235
1936 S.S. 2½-LITRE 4-seater tourer. Full weather equipment, excellent tyres, and in good mechanical condition. £185
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FOR SALE—continued

FORD TEN crown wheel and pinion, excellent condition, £4 10s. Tel.: Silverthorn 3456, evenings. [5129]
FORD SPECIAL. Built 1952. Ideal trials, general duty. Economical, fast, smart B.R.G. alloy body similar Dellow. £190 o.n.o. Consider exchange Morgan 4/4. D. Bettles, 225, Rochester Way, S.E.3. [5130]
1934 MORRIS 12/4. Many mechanical renovations, unused this winter, therefore untaxed and reluctant to start. Towable. £30. Tel.: Field End 7914, evenings. [5132]
ALVIS SILVER EAGLE Saloon, 1929. Original carpets, brakes relined, mag. overhauled and engine bored (first time) 1,500 miles ago. Space needed. £65 or polite discussion. Gregory, 38, Seaside, Eastbourne, Tel.: Eastbourne 6053, evenings. [5133]
M.G. "M" Fitted "J" type body 1950. £20 engine overhaul, 40 m.p.g. £70 o.n.o. Whitfield, 28, Stukeley Road, Holbeach, Lincs. Tel.: 2207. [5134]
FRONT WHEEL DRIVE, 45 m.p.g. Fast, draughtproof, sports 4-seater Lloyd 650 c.c., 1951. £175 o.n.o. Taxed, insured. Tel.: New Milton, Hants 2016. [5135]
SINGER LE MANS Sports 4-seater. Red, good runner, tyres good. £80. Rees, Mundon, Chelmsford. [5136]
BULLNOSE COWLEY SPECIAL! 14 h.p., 25 to 28 m.p.g., 2/4-seater, hood and sidescreens. Photo. £85 o.n.o. Rathbone, 514, Sutton Road, Walsall, Staffs. [5137]
1934 SSI. £45 o.n.o. Body and brakes poor, mechanics fair, new battery, super lights. Oxford area. Box No. E138, MOTOR SPORT, 15, City Road, London, E.C.1. [5138]
£85. 1937 AUSTIN TAXI. Expertly converted into full 6-seater with heater, four nearly new tyres, spotlight, extinguisher, etc. Brakes just relined. Taxed and insured. Tel.: Wimbledon 3176. [5141]
LEA-FRANCIS 1½ litre 1949 4-seater sports. Fitted new engine 1951 and has just been recond. New hood and sidescreens, heater. Absolutely immaculate and has only just been run in. All bills available. £508 o.n.o. H.P. arranged. Box No. E142, MOTOR SPORT, 15, City Road, London, E.C.1. [5142]
LAGONDA 2 litre Speed Model D.H. Coupé, 1932. Good mechanically, body overhauled, resprayed B.R.G. by coachbuilders last month. Very impressive car. £170. Tel.: Warminster 2154. [5144]

FOR SALE—continued

1935 SINGER LE MANS 9 h.p. Excellent condition, recent engine overhaul. £115. Tel.: GRE 2737. [5139]
M.G. P.A. 2-seater. Practically new in every respect, extras. Price £225 o.n.o. 51, Albany Park Avenue, Enfield Highway, Middx. [5140]
SPARES. Alvis 12/50 and Speed Twenty, all-synchromesh gearboxes. Riley 9 crankshaft and rods. B.S.A. three-wheeler chassis, springs, windscreen and steering. Bugatti type 40 brake back-plates, drums and shoes, sump and crankcase, flywheel and starter ring, vertical drive and gears. Wanted, type 40 rockers and valves. Dixon, Hipsley, Hurley, Atherstone, Warks. Tel.: Hurley 265. [5143]
PAIR LUCAS 462 flush fitting fog/head lamps, ex-MK. VII Jaguar, complete as new, £2 each. Pair Lucas L.549 rear lamps, latest type, incorporating reflector, new, £1 each. Pair Torsion bars, ex-MK. VII Jaguar, as new, £3. New Burgess electric spray gun, 50s. 3 x 6.50 x 16 Michelin Zig-Zag tyres, new, unused, £5 5s. each. Tubes 10s. each. Box No. E145, MOTOR SPORT, 15, City Road, London, E.C.1. [5145]
£67 10s. 1934 Terraplane 16 h.p. with handsome English (aluminium) 2-door Berkeley coachwork with boot. New springs, shockers, battery, dynamo, carburetter, upholstery, etc. Rewired, taxed and in daily use. Spotless throughout. Too big for garage. Lt.-Cdr. Morgan-Giles, Seven Steps, Upway (262), Weymouth. [5146]
RILEY-BASED Shooting Brake. Seats 4-6, sleeps 2 in comfort on Dunlopillo. 1936 1½ litre engine, preselctor, excellent chassis, roomy 1954 body, razor-edged, in light mahogany, laminated ash framing, Triplex throughout, Dunlopillo bench seats. Roadworthy, but interior requires completion. Enthusiast defeated by lack of time. Bargain, £220. Lucey, 23, Appleford Drive, Abingdon, Berks. [5147]
1928 4½ LITRE BENTLEY. 4-seater, L.C. fabric bodied tourer. 2,500 miles since overhaul by George Brown, including crankshaft regrind, rebore, new pistons, new radiator core, clutch relined, gearbox, back axle checked (O.K.). Fitted electric petrol pump, two new S.U.s, new hood and tonneau, wings, wheels, resprayed, 2 new H.D. batteries inboard, new silencer, 4 new Newton shockers, 6 excellent 18 inch tyres, P100's, spotlight, new windscreen. £225. Kidson, Flat 2, Silverstone, Avenue Road, Wolverhampton. [5148]

FOR SALE—continued

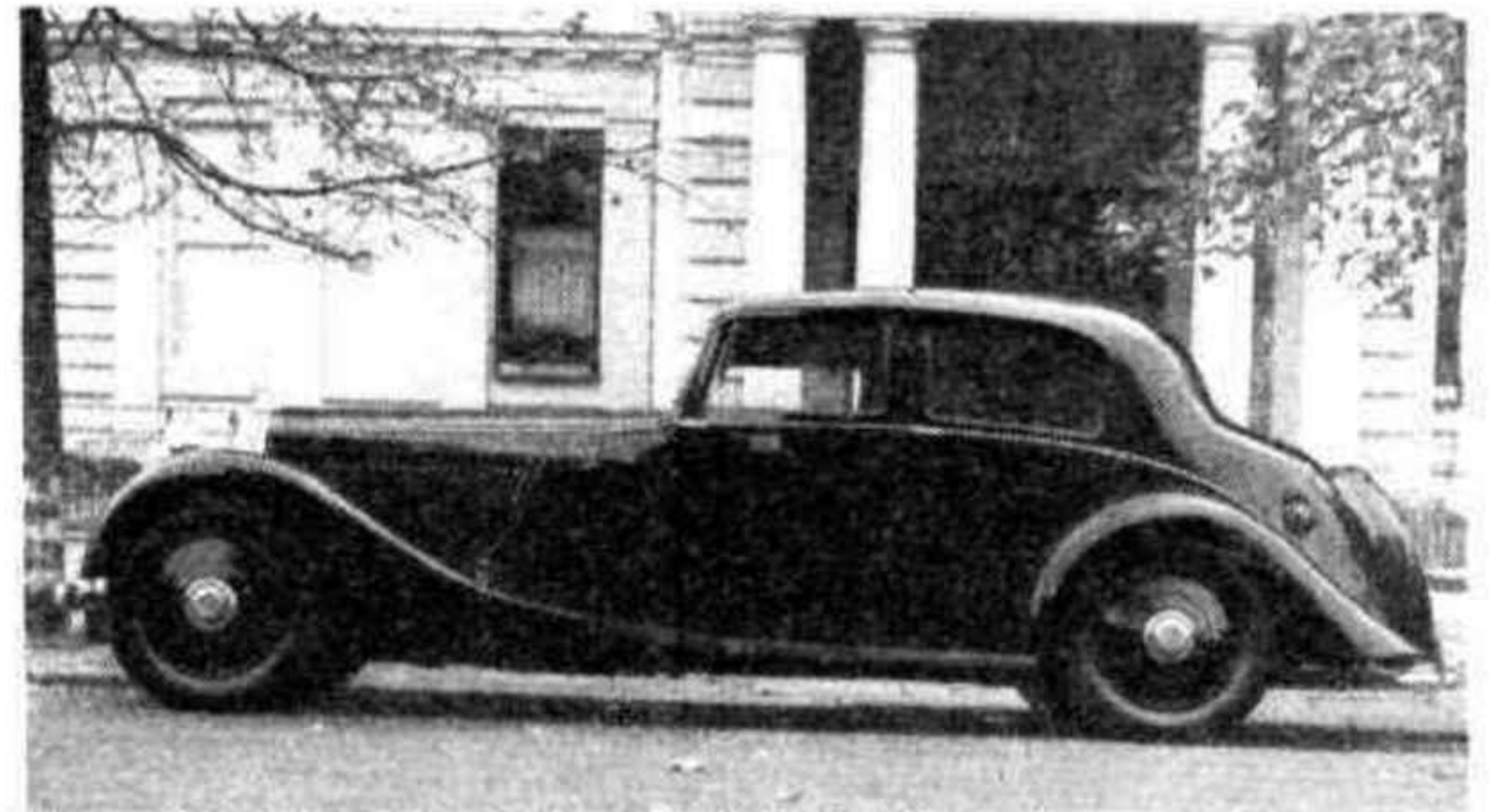
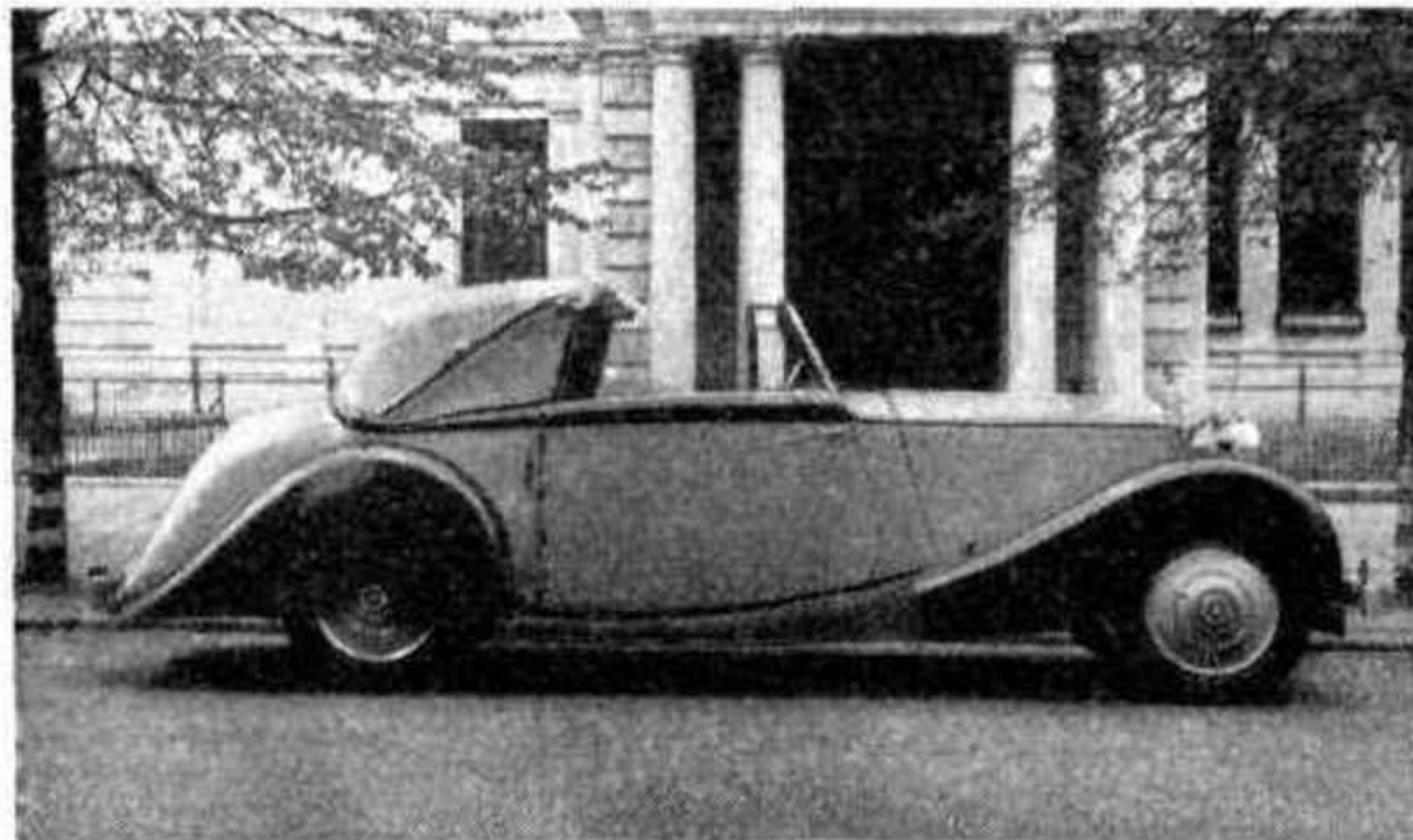
LEA-FRANCIS 1930 Sports 2-Seater, 4 new tyres, rewired, reconditioned dynamo, excellent hood, sidescreens, quiet axle and gearbox, camshaft bearings noisy at low revs., otherwise engine excellent, fairly stark body, outside handbrake, Cycle type wings, etc. Taxed. £55. Preston, 16, Preston Avenue, Eccles. Tel.: 1027. [5149]
ALVIS FIREFLY D.H.C. 4-Seater, Sept., 1934. Good hood, tyres and batteries, all instruments working, mechanically sound, bodywork fair, steering, etc., beautiful. One owner last 12 years. Taxed, £65. Preston, 16, Preston Avenue, Eccles. Tel.: 1027. [5149A]
FIAT 1100 1938. Resprayed black and silver. £200 overhaul, engine, gearbox, new axle, radiator, loose covers, S.U., Scintilla, 8½ to 1, 30 and 80 plus. Spare engine (most of). Complete gearbox, 3 gal. sump, etc. £240. Garton, Somerford Hall, Brewood, Wolverhampton. Tel.: Brewood 361. [5150]
M.G. T.C. 1948 black/beige, sound motor, £285. Alvis Speed Twenty Charlesworth Saloon, a real pippin, sprayed in your colour, £145. Armstrong Siddeley Hurricane, 1947, black, brown upholstery, as new, £385. Talbot 10/23, 1925, four-seater tourer, an excellent vintage light car, £85. Cheltenham Street Motors, Lower Bristol Road, Bath. Tel.: 61957. [5152]
1930 RILEY 9. Complete. Also 1935 engine. Towable or will break. McIntyre, Wray, Lancaster. Tel.: Hornby 230. [5153]
3 LITRE 1934 LAGONDA Saloon. First-class tyres, needs nothing spending on it. Everything works. £100. 221, Birchfield Road, Redditch, Worcs. [5154]
16/50 HUMBER TOURER, 1929. Wind-up windows, comfortable, reliable, presentable. Concours winner 1954. Fuller details gladly supplied. Roy Paterson, 64, Ella Street, Hull. [5183]
1927 ROLLS TWENTY, owner-driver saloon, excellent condition, £130. 1928 Singer 12 5-seater tourer, laid up 39/54, recently thoroughly overhauled, including rewiring, new screens, very sturdy, £55. Bolam, 29a, Parliament Street, Harrogate. Tel.: 2884 day, 2764 private. [5191]
ALVIS TJ 12/50, 1931, D.H. Coupé. In good condition, £70. de Haan, 130, Highgate Hill, London, N.6. [5187]
MORGAN 4/4 1938 4-Seater. Engine, suspension, bodywork rebuilt recently. Interior good, hood poor. Offers. Goodman, 143, Beanfield Avenue, Coventry. [5185]

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At the time of going to press I am negotiating the purchase of a similar Bentley to that illustrated, an Hispano-Suiza coupe-de-ville circa 1932, and the 1951 Jensen Interceptor show model coupe. Photographs and details of these models will be gladly forwarded to interested enquirers, subject to their being available.

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LANCIA APRILIA Saloon, 1938. Resprayed and reupholstered at cost of £130. Owner now bankrupt. £315. Also 1937 Triumph Vitesse four cylinder minus body, K.O. wheels, excellent mechanics. £35. Might break. Hamilton, West House, Bathampton, Bath. [5151]

ALVIS SPEED 25. Chassis complete. All mechanical parts in good condition. Sell complete or parts. Details from 47, March Street, Burnley. [5186]

RILEY NINE LYNX, 1933. Twin carb. and increased compression, new battery, seven tyres, four almost new, crash box, Flamethrower. Known history and has only covered 39,000 miles. Regretful owner going abroad. £100 o.n.o. Donnan, The Old Manor, Salisbury. Tel.: 3216. [5190]

KENNINGS LTD. Ford Zephyr Convertible. 1954. Blue with blue hide upholstery. 7,500 miles. Electrically operated hood. This car has recently been fitted with overdrive, aquaplane triple carburettor conversion and Servais silencer system. It is complete with heater, demister, rev. counter, windscreen washers and wing mirrors. £895. Comprehensive guarantee. Hire Purchase and Part Exchange. Kennings Ltd., Leadmill Road, Sheffield. 1. Tel.: 26451. [5189]

EX-GERARD 1100 c.c. Riley sports/racing 2-seater. Beautiful mechanically and appearance. Recent rebuild. Special crank, E.R.A. rods, four Amals, 100 m.p.h. Sale or part exchange Y type M.G. or Minx. Write first, F. J. Tiedeman, 46a, Station Road, North Harrow, Middx. [5181]

NEW UNUSED Aquaplane 1172 camshaft, used but good Aquaplane valves. £12 10s. Box No. E178, MOTOR SPORT, 15, City Road, London, E.C.1. [5178]

COUPE BODY 2-door 2-seater bare framework only suitable for 127in. Silver Wraith Rolls Royce chassis. Any offers. For particulars telephone Renown 1301. [4836]

ROYAL 10 Light Vintage Tourer (1928). Unused 20 years and in beautiful condition. Under 21,000 miles. 30 m.p.g. £80. (Lanes.) Box No. E195, MOTOR SPORT, 15, City Road, London, E.C.1. [5195]

RILEY 9 SPECIAL Tourer. Red. Professionally built this year. Bills for £250. New Carburettor. Dynamo. Radiator. Exhausts. Tyres. Suspension. Must sell, owner going abroad. £100. 48, Shackleton Road, Ipswich, Suffolk. Tel.: 55743. [5242]

1928 M.G. 14/40 4-Seater Tourer. Very good condition. Hood, sidescrims, tonneau. New tyres, battery. £65. Harvey, 23, Trelawney Road, Cotham, Bristol, 6. Tel.: 37259. [5224]

FOR SALE—continued

MOBILE CANTEN. Bedford. First reg. July 1953. In use daily. Equipped with Calor gas cooker, sink, counters and show cases both sides, pastry drawers, etc. Perfect condition. A.A. examination invited. Delivered any part British Isles. £300. Prenter, Ardmore Cafe, Ballywalter, Co. Down. [5194]

FORD SPEED EQUIPMENT. High pressure oil pumps, large sumps, light flywheels, racing camshafts, ports opened, 1 1/2 in. valves, 15in. wheels, superchargers, 1,100-cc. pistons, sleeves. Everything supplied. Write for lists. Grove Workshop, Dallinghoo, Woodbridge, Suffolk. [5203]

1936 RILEY KESTREL 12/4 Chassis. Complete, towable, less engine. Ideal for Special. Also alloy body as removed with all parts, £25. Lucas matched flamethrower and foglamp, new, boxed, cost over £8; take £7. Brooks 2-h.p. 3-phase motor and starter as new, £15. Last Farm, Dallinghoo, Woodbridge, Suffolk. [5204]

ANY REASONABLE OFFER accepted MOTOR SPORT, Dec. 1930 to March 1939 (4 copies missing). Quarry Farm, Newchapel, Lingfield. [5205]

PRIVATE GARAGE CLEAROUT. Pair Volkswagen lamp glasses, twin exhaust manifold Alfa Romeo 1750, Alfa petrol pump, pair 12v. inspection lamps, 1950 Humber Snipe front and rear bumpers with large overriders, quantity motor magazines, Autocourses, Americans, etc. Light alloy flexible tubing 2 in. Ideal heaters exhaust systems. Offers, Box No. E237, MOTOR SPORT, 15, City Road, London, E.C.1. [5237]

MORRIS 8 SPECIAL, 1935 basis, built 1954. Bills for £240. 2-seater. Fibre glass body. Enthusiasts car. Mobile, unfinished £150. Box No. E238, MOTOR SPORT, 15, City Road, London, E.C.1. [5238]

1934 SUNBEAM "Dawn" Saloon. Generally sound condition. Handbook. £80 o.n.o. Box No. E239, MOTOR SPORT, 15, City Road, London, E.C.1. [5239]

P.100 HEADLAMPS, pair of Lucas 1930/34 period one without front glass and centre lamp tripod, otherwise good condition. Chromium very fair. £10 the pair. Barker, St. John's Croft, Winchester. [5240]

HIGH VOLTAGE COILS. Two Lucas Sports Coils used 300 miles only, 30/- each, 2 Run-bken Oilcoils, one unused, other 300 miles only, 60/- each. Box No. E240, MOTOR SPORT, 15, City Road, London, E.C.1. [5240A]

ALVIS FIREBIRD 1935 Utility. Scintilla mag. New battery. Brakes relined. Uses no oil. £50 or offers for parts. Clarke, 22, Holland Road, Wembley. [5241]

FOR SALE—continued

ALVIS 1931 TK.12/60, Carbodies 2-seater beetle-back body in good order, excellent mechanical condition, taxed, insured, £145. Walton, The Bakery, Ettington, Stratford-on-Avon. [5243]

ALLARD, 1948 Tourer. High axle ratio. Excellent order. £285. 35, Kinnerton Street, S.W.1 Tel.: SLOane 5424. [5244]

INVICTA, 100 m.p.h. low chassis tourer, ex Charles Mortimer. Faultless condition. Specimen, £295. 35, Kinnerton Street, S.W.1. Tel.: SLOane 5424. [5244A]

FRAZER-NASH BMW, Type 326 Saloon. Superb condition £245. 35, Kinnerton Street, S.W.1. Tel.: SLOane 5424. [5244B]

1937 M.G. 2-Litre Saloon. Black/red leather. In exceptional condition, £360 in last two years and £250 during last 4,000 miles. All bills available. Fast and comfortable. £165. Thorburn, 29, Woodside, S.W.19. Tel.: WIM 2630 evenings. [5245]

BENTLEY 4 1/2 1931. Luxurious drophead. A specially good one. £295. Matthews, The Malthouse, Norton-St.-Philip, Somerset. [5246]

1930-31-32 AUSTIN 7's: 1933 Morris Minor; 1934 Morris 10-4 Saloons. All start on starter. £30 each o.n.o. 10-4. Has cracked block. Would dismantle. 61, Kenton Road, Harrow Tel.: BYRon 6028. Evenings WOR 8355. [5247]

HEALEY ELLIOTT Sports Saloon. Immaculate throughout. (Cost £2,774 10s. 0d.) H.M.V. radiomobile and heater. Sunshine roof and windscreen squirts, etc., Serviced and maintained by Donald Healey Motor Company and still the fastest production Saloon in the world. For £650. No offers. No dealers whatsoever. Box No. E248, MOTOR SPORT, 15, City Road, London, E.C.1. [5248]

TWIN 1-in. SU CARBS for Ford 10. Good condition. Recently overhauled. Box No. E249, MOTOR SPORT, 15, City Road, London, E.C.1. [5249]

1929 ROLLS ROYCE 20-h.p. Park Ward Saloon. Engine and bodywork in good condition. £235. Stoney, Durrington, Wilts. Tel.: Durrington Walls 270. [5251]

LOOKS GOOD. Alvis Silver Crest 17-h.p. Drop-head, 1938. £160, bills on engine, hood, tyres and brakes. £215 o.n.o. 105, Staines Road West, Sunbury-on-Thames. [5252]

M.G. 18/80 Sports Tourer. Reg. 1931. Van den Plas, type body, recent £80 engine overhaul, including crank regrind. Maintained regardless. Appearance and performance to true Vintage standard. £120 racing motorcycle considered exchange, cash adjustment. Derek Pickering, 68, Rochester Road, Coventry. Tel.: 60820. [5253]

FOR SALE—continued

TB 1940. Resprayed racing green, immaculate condition. New hood, zip tonneau cover, twin horns, racing screens, chrome carrier, indicators, etc. Very good tyres. £285. 54, Broke Road, Dalston, London, E.8. Tel.: Shoreditch 8596. [5206]

STANDARD AVON 10-h.p. Beetleback 2-seater. Another stripped as spares. Many others, e.g., 4 magnetos, con-rods, carburettors, etc. £115 o.n.o. Tel.: Waterloo 6249 after 7 o'clock [5207]

1927 MORRIS COWLEY 2-seater. Good hood, sidescreens, battery. Bills for £70 shown. £55 o.n.o. Head, 42, Francis Street, S.W.1. [5208]

UNIQUE SUNBEAM. 1926 vintage 20/60 chassis fitted modern aluminium 4-str. D.H. coupé by Mears. Cellulosed cream and black, upholstery light blue leather; total mileage from birth 73,000, full history available; P100's plus Notek and Marchal, twin stop and tail lamps, twin windtones, knock-on hub-caps, trafficators, very well shod, uses no oil, taxed, "a lovely craft." Reluctantly offered by proud owner at £200. Weston, 11, The Avenue, Orpington. Tel.: ORP 20383. [5209]

1910. Lagonda 4½ Drophead Coupé (14-11-36). Grey with fawn hide; wide modern appearance with long sweeping wings and built-in wheel covers; twin Vertex magnetos; built-in jacking system; good tyres; "Silver Exides." Photograph on request. Consider part exchange. C. Lee, 2, River Court, Taplow, Bucks. Tel.: Maidenhead 2713. [5211]

1938 FRAZER-NASH B.M.W. Cabriolet. 80 m.p.h., 30 m.p.g., 2 litre. Terrific acceleration. Recently returned successful continental tour Lisbon, late property leading member B.M.W. Club. Cost present owner £325 this summer. First offer over £250. Peter Clark, 38, Palace Gardens Terrace, London, W.8. Tel.: BAY 4654. [5212]

KKCO CAR RADIO. 6 volt, can be adapted 12 volt. Ex 1953 Perfect, practically as new. £12 15s. Peter Clark, 38, Palace Gardens Terrace, London, W.8. Tel.: BAY 4654. [5212A]

1938 ALVIS. 25-h.p. Crested Eagle Saloon. Well maintained and good condition. £195 o.n.o. Worman, Inglewood, Manorcrafts Road, Egham. Tel.: 9 after 7.30 p.m. [5213]

WOLSELEY HORNET SPECIAL, 1935, 14-h.p., 4-seater. Smart drophead coupé. Many extras. In daily use. £130 o.n.o. Flat 4, Eagle House, High Street, Wimbledon, S.W.19. [5214]

ALVIS 1933 D.H.C. Speed Twenty. Mechanically sound, body cellulose good. 20 m.p.g. Have new car. No reasonable offer refused. Box No. E215, MOTOR SPORT, 15, City Road, London, E.C.1. [5215]

SMARTEST M.G. 2-Litre D.H.C. in the North. First reasonable offer. Mills. Tel.: Wilmslow 4001. [5216]

FIAT 12 SALOON, 1938. Lively car, re-bored, crankshaft ground and fitted new bearings by Brough Superior, 1953. Bodywork fair, new exhaust system, battery, flashing indicators, twin wipers, twin rear lamps fitted, and dynamo reconditioned within last four months. Windtones and Fram. Bills available. Many spares, including engine, starter motor, brake drums, front and rear springs, and miscellaneous engine and gearbox parts. £120 o.n.o. Smedley, 10, Waverley Avenue, Beeston, Notts. [5217]

1952 JOWETT JUPITER. 22,000 miles. New hood and batteries, resprayed copper. Excellent condition. £535. Mosse, 83, Brentwood Road, Herongate, Essex. [5218]

HORNET SPECIAL Tecalemit filters, gaskets, etc. Wolseley 9 new spares sale. Details, Hornet Spares Service, 14, Orchard Way, Luton, Beds. [5219]

MAGNETO B.T.H., vertical, 6 cylinder, as new. 5, Calverley Terrace, Bramley, Leeds, 13. [5220]

FRAZER-NASH 1½-Litre. Fitted Shelsley professionally built 2-seater body. Extensively reconditioned. £185 o.n.o. Carlye, 164, Allerton Road, Liverpool, 18. [5221]

AUSTIN 7 ENGINE, gearbox, £12; new Ford 10 engine £50, starter £7. Hatch, 331, Kingston Road, Ewell, Surrey. Tel.: 2811. [5222]

S.S. 100, 2½-litre. Just right for our mild English winter. Condition excellent, having had a great deal spent on it last year. Very good looking, nippy and not too thirsty. £265. 102, Harestone Valley, Caterham. Tel.: Caterham 2032. [5223]

BUGATTI, Type 57 Tourer. Young drophead maintained regardless of cost, overhaul just completed. Seen London. £700 o.n.o. Tel.: CHAncery 2978. [5225]

WOLSELEY HORNET Sports 2-seater, 4-speed gearbox good runner. Clean. £52 10s. Barnes, Ic, Venner Road, Sydenham. Tel.: SYD 7469. [5226]

1929 WOLSELEY 16/45 Mechanically sound, interior good, body needs some attention. £38. 102, Victoria Avenue East, Manchester 9. [5227]

FOR SALE—continued

1950 FORD SPECIAL 1172, excellent condition, low attractive aluminium body, full road equipment, recent reconditioned engine. £195. Tel.: RICHmond (Surrey) 0475, evenings. [5228]

RILEY 1936 12-h.p. Kestrel Saloon. Best offer over £150. 24, Marshall Avenue, Bognor Regis, Sussex. [5229]

LANCIA LAMBDA Saloon, 7th series engine, body rough, £35 or would break for spares. Singer 8 h.p. Saloon. £20. Ford Zephyr 4/6/54, 3,000 miles. £650. Breaking 1937 Hudson 22 h.p. 1931 Standard big nine. 1939 Wolseley 25 h.p. Also Rolls Ghost axles. Four very good wheels and tyres, 700 x 23. 1935 250 cc. Ariel O.H.V. £10. 1932 350cc. New Imperial £5. Apply (daytime), Gillbrook Engineering, Woodbury, Devon. Tel.: Exmouth 2883 (evenings). [5230]

RENAULT 1951 750cc. Sun Saloon. Red, resprayed September, 1954, perfect condition. Licensed. £350. Robinson, Thrifts Hill, Theydon Bois, Essex. Tel.: Theydon Bois 3049. [5231]

1934 SINGER Nine Sports 4-seater. In good condition throughout. £100. Box No. E234. MOTOR SPORT, 15, City Road, London, E.C.1. [5234]

FIAT 500. Fitted tuned Ford 8 engine, 4 speeds, high axle ratio, converted 1951. Economy with performance. Recent rebore, new battery. £125. Commander Rooper, Greens Place, Isfield, Sussex. Tel.: Isfield 228. [5235]

1933 TALBOT 65 14-h.p. Saloon. Body, transmission, steering, tyres good. Engine rough, although vehicle is alleged to have had £150 overhaul. (Bills available). No reasonable offer refused. Archer, Dunmow. Tel.: 2. [5236]

1935 ARMSTRONG SIDDELEY 17-h.p. Two owners from new. Well above average condition for age and type. £90 o.n.o. Archer. Dunmow. Tel.: 2. [5236A]

WANTED

P.B. M.G. WANTED, 2 seater, bodily and mechanically sound. No rubbish please. View Northumberland, Durham or North Yorks. Harrison, Bull & Dog, Greatham, Co. Durham. [4823]

AUSTIN 7 or FORD 8 SPECIAL. All enveloping body, ally or fibreglass. Details, price. Lord, 468, Garratt Lane, S.W.18. [4826]

ALVIS 25/4.3 ENGINE or clapped car for spares. Tyler, College Lawn, Cheltenham. Tel.: 53757. [4827]

AUSTIN SPECIAL. Overhauled and modified, with or without body 4, Boughton Street, Worcester. [4840]

PLANS WANTED for building body to 1930 Austin 7 chassis. Similar to Dellow, Davies, 293, Bury New Road, Heywood, Lancs. [4841]

LOTUS WANTED. Please send full details to D. Loder, 50, Upper Berkeley Street, W.1. Tel.: Perivale 0530. [4842]

T.C. M.G. GEARBOX. Any condition. Speed equipment. Superchargers. Rudds, adjoining Central Station, Worthing. Tel.: 7773/4. [4909B]

1½ LITRE SALOON or T.D. Midget. Crashed or dismantled. 36, Mymms Drive, Brookmans Park, Hatfield, Herts. [4979]

INFORMATION PLEASE. Singer Le Mans to Ford Ten conversion. Lattey, 90, West Grove, Walton, Surrey. [4980]

UP TO £200 OFFERED for genuine sound open model Rapier, Riley, Aston, Alvis or similar Marque. Branson, 15, Knighton Drive, Woodford, Essex. [4981]

STAGE 2 OR 1A HEAD, twin carburettors, inlet and exhaust manifolds, air filters for M.G. 1½. Thompson, 76, Cantley Lane, Doncaster. [4982]

ASTON MARTIN INTERNATIONAL Borg and Beck clutch plate, 9in. diam. dished. Boyce, Coombe Hayes, Betchworth, Surrey. [4983]

VOLKSWAGEN REQUIRED by private buyer, '47-'49 Model. Box No. E984, MOTOR SPORT, 15, City Road, London, E.C.1. [4984]

ALVIS 12/60 "BEETLEBACK," not earlier than 1931. Must be in mint condition. Details and photo to Hargreaves, Moss Grove, Skip Lane, Walsall, Staffs. [4985]

RILEY KESTREL manual gearbox. Particulars to 92, Wentworth Road, Rugby. [4987]

VETERAN CAR WANTED by member of V.C.C. Fullest details. All replies answered. 4, Baronsmead, Whitkirk, Leeds. Tel.: 647985. [4990]

6-INCH CAR MASCOT—form of soldier—any period, inexpensive. Box No. E989. MOTOR SPORT, 15, City Road, London, E.C.1. [4989]

ALLARD 1948 71K. Pair of rear wing wheel enveloping spats. Whaley, 29, Charlwood Road, Putney, S.W.15. Tel.: Put 8930. [4986]

RILEY REQUIRED. 37 Monaco. Excellent condition please. Full particulars or what have you. Box No. E280, MOTOR SPORT, 15, City Road, London, E.C.1. [5280]

FOR M.G. P: Windscreen assembly, set hydraulic brakes, pair 450.19 tyres. Harold Procter, 48, Cavendish Road, Hull. [5276]

WANTED—continued

WOLSELEY HORNET SPECIAL, 1934/5 model. Type and condition of bodywork unimportant, in running order, must be cheap. Details to R. Hadwen, 73, Bakers Lane, Sutton Coldfield, Warwickshire. [4988]

CRASHED AND WRECKED cars bought for cash. Let us have your write-off. May we quote you for your mechanical and body repairs? We are specialists for the enthusiasts. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: Bri 2330. [4991]

SINGER. Two bearing crankshaft, 1937 9 h.p. sports. Apply Linstead, 29, Halliwell Street, Salford, 5, stating measurements and price. [4992]

M.G. T.C. OR T.D. Good, non-competition, small mileage, one owner preferred. Box No. E993, MOTOR SPORT, 15, City Road, London, E.C.1. [4993]

LANCHESTER TEN 1933/35. Whole or part, any condition. 89, Middle Park Road, Selly Oak, Birmingham, 29. [4995]

M.G. 1½ litre Saloon, 1937-40. Good condition essential. Write giving details to Tucker, 43, Kings Avenue, Christchurch, Hants. [4996]

DROPHEAD COUPE and Utility wanted urgently. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [4997]

INEXPENSIVE 500 c.c. Cooper, even complete without body. 49, Maddox Street, W.1. Mayfair 8638. [4998]

ENGINE complete for Javelin or Jupiter, after 1952. Tel.: FIN 6977. [4999]

ALVIS 1939 SPEED 25 Tourer by private buyer. Box No. E000, MOTOR SPORT, 15, City Road, London, E.C.1. [5000]

SOUND, good looking, vintage car, open or closed, about 3 litres, up to £200. Well preserved, good looking, economical 16 h.p. A.C., 1933 saloon available if desired (adjust either way). Plant, Farfield, Hatfield, Nr. Doncaster. [5001]

VOLKSWAGEN or similar, up to 13 h.p. About £250. London-Coventry area. Box No. E002. MOTOR SPORT, 15, City Road, London, E.C.1. [5002]

STAR WHEELS for 3 litre Bentley. Apply Bay Farm, Ridgeway, Enfield, Middx. Tel.: Enfield 1108. [5003]

DELLOW or Buckler car. Condition immaculate. Dobson, Ivy House, Levens, Westmorland. [5004]

PAIR 16-IN. WIRE or cast alloy wheels to fit Ford 10 front stub axles. Box No. E008. MOTOR SPORT, 15, City Road, London, E.C.1. [5008]

PRIVATE BUYER requires 51/54 Morgan Sports, Singer Roadster, Minor Tourer. Others considered. North Staffs. Box No. E065. MOTOR SPORT, 15, City Road, London, E.C.1. [5065]

GOOD FORD SPECIAL. Road equipped, About £100 cash. Riley, 4, Kingsway West, Newton, Chester. [5066]

AUSTIN NIPPY body or Special body to fit Austin 7 chassis. Dudman, Highbuildings, Fernhurst, Haslemere, Surrey. [5071]

M.G. J2, 3 OR 4 or Magnette. Cash waiting. Tel.: Uxbridge 2062. [5072]

ALVIS FIREBIRD OR FIREFLY drophead four-seater in mint condition. Tel.: SPEedwell 1987, evenings. [5073]

OPEN SPORTS CAR in first-class order in exchange for immaculate 3½ Rolls-Bentley Sports Saloon. Valued around £500. Peter Weaver, High Street, Melton Mowbray. Tel.: 533 (evenings). [5074]

RILEY 9 or 6 cyl. crash box remote control gear lever ass. Instruction book 1934 Kestrel 12 x 6. 118, Cranston Park Avenue, Upminster, Essex. [5075]

INSTRUCTION BOOK for 2 litre M.G. 21. Birchfield Road, Redditch, Worcs. [5155]

T.C. M.G. aluminium valve cover. Price, 22, St. Peter's Hill, Caversham, Reading. [5156]

LANCIA ASTURA. Series II or later. Short Chassis saloon or D.H.C. Good condition throughout. Frazer, Heather Cottage, Co. Antrim. [5157]

FRAZER-NASH SPARES. Engine, transmission, axles, etc., any year. Venning, The Old Farmhouse, Bishops Stortford. [5158]

TROJAN. Original (P.B.) type engine, or serviceable cylinder block for this type. P.H. engine also considered. Scroggs, Kynos, Berrow, Somerset. [5159]

JAVELIN 1951-52 De Luxe, with Series III engine (hollow crank)—Cash. Aldershot. Box No. E160, MOTOR SPORT, 15, City Road, London, E.C.1. [5160]

SMALL SALOON (wife's instructions), under £100 (bank's instructions). Floate, 124a, Liverpool Road, London, N.1. [5161]

4½ INVICTA BLOCK, or complete engine. Williams, 3, Pembroke Street, Liverpool, 3. Tel.: Royal 2049. After 7.0 Stoneycroft 2015. [5163]

OPPRESSED PATER FAMILIAS, large family, little or no money, requires good old aristocrat, seat 7. Good home. Tel.: Bedford 67573. [5164]

WANTED—continued

M.G. T.A./T.B. Good condition. 33, Thornton Hill, Exeter. [5162]
FOUR-SEATER Drophead or Tourer, preferably Alvis. Essential sound mechanically and bodily. Up to £200 offered. S.E. area. Flight-Lieut. Bonny, R.A.F. West Malling, Kent. [5165]
ALLARD, J2. Details and price. Box No. E166, MOTOR SPORT, 15, City Road, London, E.C.1. [5166]
AUSTIN NIPPY WANTED. London or East Anglia. Description and price to Box No. E167, MOTOR SPORT, 15, City Road, London, E.C.1. [5167]
PAIR OF HEALEY 100 or TR2 type bucket seats. As New. Also Ford 8 petrol tank. Shakespeare, 113, Hawkes Mill Lane, Allesley, Coventry. [5168]
14-20 H.P. O.H.V. engine and gearbox. Reasonable condition and price. 20, Bourne Avenue, South Ruislip. [5169]
RADIATOR for Morgan 4-4, 1938 (Climax). 183, Springfield Road, Sutton Coldfield. Tel.: SUT 4596. [5170]
VOLKSWAGEN for cash. 26, Wayland Crescent, A.E.R.E., Harwell, Berks. [5171]
REASONABLY fast Cooper, J.A.P. or similar. Box No. E179, MOTOR SPORT, 15, City Road, London, E.C.1. [5179]
COOPER 1100 c.c., preferably complete with engine. Good condition. Private London enquiry. Box No. E182, MOTOR SPORT, 15, City Road, London, E.C.1. [5182]
FOR 1925 1½ LITRE A.C. Instruction Book and pair C.A.V. headlamps. Bolam, 29a, Parliament Street, Harrogate. [5183]
LAMBDA, 1927-1930, in good condition throughout. Box No. E184, MOTOR SPORT, 15, City Road, London, E.C.1. [5184]
DASHBOARD mounting stop clock and powerful horns. Ramsbottom, Westfield, Steeton, Keighley. [5041]
MORGAN PLUS FOUR Four-Seater wanted. Worrall, 1, Waverley Avenue, Beeston, Nottingham. [5057]
RADIATOR for Alvis Silver Eagle. Also shell, stoneguard, tiebar, headlamps, cycle wings, wheels, tyres. Railway Inn, Thirsk Junction, Yorkshire. [5061]
E.N.V. 75 GEARBOX, in good condition. 72, Salford Road, S.W.2. [4792]
PAIR OF 9-in. ROTAX HEADLAMPS. Also Jaeger clock. Both items suitable for 1927 Sunbeam. Advertiser, 63, Melton Court, London, S.W.7. [4806]
WILL PAY TOP PRICE for veteran steam car for shipment to U.S.A. Body immaterial if restorable. Send description, photo and price to Box No. E193, MOTOR SPORT, 15, City Road, London, E.C.1. [5193]
GOOD HOME OFFERED to best Riley Sprite. Smith, 35, Fields Road, Newport, Mon. [5197]
BENTLEY RED LABEL, V.D.P. or H.M. rebuild, or 4½ V.D.P. or H.M. rebuild, price and full details, no dealers please. Automo Ltd., 229, West End Lane, N.W.6. [5198]
RILEY NINE. Specimen condition, manual box, and reasonable price. Box No. E196, MOTOR SPORT, 15, City Road, London, E.C.1. [5196]
IMPECUNIOUS ENTHUSIAST requires Austin Nippy, Sports or Special. Good mechanical condition. Benevolent sellers please phone PAD 9869. [5200]
RILEY 1½ 35 rear bumper brackets under guard type, Taylor, 166, Whyteleafe Road, Caterham. [5210]
£230 OFFERED privately for really good M.G. T.A. Hill, 3, Sherwood Way, West Wickham, Kent. Tel.: TRAFALGAR 3851 (Business), SPRINGPARK 6634 (Home). [5270]
WANTED by private buyer near London. One owner T.C. M.G., preferably green. Box No. E271, MOTOR SPORT, 15, City Road, London, E.C.1. [5271]
RILEY rack and pinion steering assembly. Bristol B.S.1, and B.M.W. 328 engines, complete or parts. Brierley, 211, Halifax Road, Rochdale. [5272]
FIRST GEARS and countershaft for 1935 Mercedes Benz 38 h.p. Williams, Peniarth, Abergele, Denbighshire. [5273]
ROLLS PI, PII or Twenty with large body, any type, must be good mechanically. Appearance not critical so long as cheap. Full details to—Needham, 220, Ongar Road, Writtle, Chelmsford. [5274]
CHASSIS WANTED. Reasonably complete less engine. Early type Cooper 500 or similar. Fair price paid. 46, Lincombe Road, Downend, Bristol. [5277]
BLOWER, pulley and carb. up to 750 cc. Hartley, 50, Finkle St., Cottingham, E. Yorks. [5278]
£80 OFFERED for sports saloon below 1,500 cc. Sound in wind and limb. Box No. E279, MOTOR SPORT, 15, City Road, London, E.C.1. [5279]
RILEY SPRITE, Kestrel Sprite. Also consider Lynx or Gamecock. Also interested Red Label Bentley S.S. 9ft. 9½ cheap for rebuild. Flight-Lieut. Lilley, c/o Lloyds Bank, R36, Pall Mall, London, S.W.1. [5199]

WANTED—continued

12/50 ALVIS or 12/40 Lea-Francis. Fryzer, 8, Spring Terrace, Richmond, Surrey. [5275]
SIMMONS, 12, Rex Place, Park Lane, W.1. Tel.: GRO 1188. We have a constant and unvarying demand for Rolls Royce and Bentley models in good condition. We are also purchasers of Hispano-Suiza, Isotta Fraschini, and K.540 Mercedes-Benz and would be grateful to learn of any of these models for sale anywhere in the U.K. Simmons, 12, Rex Place, Park Lane, W.1. Tel.: GRO 1188. [5288]
S.S. 100 in really first-class condition wanted by private buyer for cash. Send full details. Stevens, 35, Cadogan Gardens, London, S.W.3. [5289]
1935/6 TRIUMPH 10.8-h.p. 2-seater wanted cheap. Tel.: STO 7073 (Middx.) [5269A]
BENTLEY 3 or 4½ Litre required. Searle, 25, Church Street, Hampton. Tel.: Molesey 4614. [5257A]

MISCELLANEOUS

FIBREGLASS BODIES. Build your own, cheaply, easily. Written for the amateur. Full instruction. Everything you need. Send only 4/6 or let us build it, to your requirements, for under £35. Send s.a.e. for details. Martin, 12, Cromwell Road, Portsmouth. [4892]
HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched C.O.D. Upholstery, roots, sliders, linings, carpets, etc.; at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [4976]
INSTRUCTION MANUALS. Original issues available for all models, 1900/54. Send s.a.e. for quotation to Instructbook, 29, Blackfriars Street, Manchester, 3. [4977]
WINDSCREEN WANTED. Fold down preferably, 31in-33in. between uprights. Frame only considered. Wilkes, 200, West Close, Pevensey Bay, Sussex. [4978]
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. [5006]
TYRES, TUBES. We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [5076]
AN EARNEST ENDEAVOUR is made by this small concern to supply the Austin 7 Special Builder a range of modifications at a price he can afford. Enlarged inlet conversion, including valves, £2 10s.; Cylinder heads raised C.R., 15s.; Flywheels lightened, 10s.; Double valve springs, 16, 12s.; Lowered suspension, front and rear, £3 10s.; I.F.S. standard, £8, or 3ft. 9in., £9; Crown and Pinions 5.625 : 1 (8 x 45), New, £6 10s. The Bowden Engineering Co., Market Lane, Ottery St. Mary, Devon. [5077]
YOUR HOOD fitted with a new flexible back-window ends all breakage and cracking troubles from 25s. Your old sidescreens re-covered and fitted new celluloid, front 30s. each, rear 25s. each. M.G. TC hoods, fawn and black duck, £6 10s. ready to fit. Hoods for vintage and specials made and fitted on the premises, very reasonable charges, estimates free. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. Tel.: CRO 3954. (Evenings ADD 6798.) [5078]
PAU GRAND PRIX. Easter Air Tour four days Pyrenees, P.C. for brochure. Thomson, 5, Honey Hill, Uxbridge, Middx. [5174]
COMPLETE TOOL KIT for 25 Rolls as new. Instruction book for same. Instruction for Lagonda, Talbot, Jaguar, Hispano, Citroen, V8, Ford. Speedo head and 8-day clock, perfect, for 4½ Bentley. Lamp brackets for same. 9, Semley Road, S.W.16. [5005]
AMERICAN SERIES Oldtime Automobiles, Steamcars, Automobile Year Book, Antique Automobiles, Sports Cars, Auto Racing Old and New. 5s. 3d. post free. All available from the Popular Book Centre Ltd., 127, Shepherd's Bush Road, Hammersmith, London, W.6. [5188]
TWINS PARK Racing Magnetos for ½ litre motors with twin plug conversion, platinum contacts, highly efficient, lightweight, two simultaneous sparks, more power and speed. New. £17 10s. each. C.O.D. Service. All Spares. Cooper Bros., 13a, High Street, Welling, Kent. [5172]
REPLACEMENT HOODS BY POST. Black or fawn, double duck. Vyback flexible rear window. All M.G. two-seaters, £6; Morris Eight two-seaters, Series 1/2, £6 15s.; four-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. [5175]

MISCELLANEOUS—continued

RETIRED MOTOR TRADER offers let fully-equipped workshop accommodating three cars Forster, Green Gates, St. Albans Road, Barnet. Tel.: 5043. [5173]
ALVIS REPAIRS and service. Exchange components and most spares. Firebird available for hire while we repair your Alvis. Routledge, Station Road Garage, Scholes, Leeds (off A64). Tel.: Leeds 647896. [5079]
YOUR OPPORTUNITY to drive a Formula III Racing Car. Membership £5. 5s. 0d., Practice 7s. 6d. per lap, Brands Hatch. S.A.E. for details. Premier Motor Racing Club, Hosey Common, Westerham, Kent. [4786]
TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [5201]
YOUR SPEEDOMETER, R.C. Reconditioned. 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol, 7. [5202]
ENGINEERING DRAWING Undertaken. From sketches by qualified draughtsman. Suit workshops, inventors, designers, etc. Enquiries welcomed. Box No. E105, MOTOR SPORT, 15, City Road, London, E.C.1. [5105]
EXPERIENCED racing motor-cyclist wishing try cars desires loan/share in F3 or W.H.Y. racing car. Finished 264 miles I.O.M. mountain course over 81, lapped Spa over 93, both on 1949 350 c.c. Box No. E180, MOTOR SPORT, 15, City Road, London, E.C.1. [5180]

EXCHANGES

RILEY SALOON 12-H.P., 1937-38. Excellent condition, for Lynx 12-h.p. 1937 or Kestrel 12, 1936. Thompson, 24, Violet Road, Leyton, London, E.17. [5281]
RILEY NINE LYNX, 1933. Excellent. Exchange saloon to 12-h.p. Might sell. For details telephone Wanstead 0673. [5282]
LIMITED SPACE compels straight swop. M.G. Magnette K1 4-seater, green, lovely specimen. Wanted 2-seater D.H. or Sports M.G., but anything considered anywhere. Particulars. Briggs, 297, Bramhall Lane, Davenport, Stockport. [4971]
LEA-FRANCIS SALOON. Cost £1,800 1950; exchange attractive drophead, speedy sports. Sell £450. Tel.: Ambassador 4391. [4972]
COOPER MK. IV, Burman box, type VII J.A.P., spares include J.A.P. engine, f.m.c 2-seater sports/racer, fully modified 1172 engine, cr. box, full road equipment. Covered trailer, carry either car. All completely rebuilt and repainted. Like new and ready to race. Sell/exchange Allard, Healey or similar. Brearley, Elm Road, Galashiels. [4973]
1936 STANDARD TEN SALOON. Duogrey, Esaycleans, T. & I. Excellent throughout. For anything sporty, similar period. Iron-castle, 27, Drapery, Northampton. [4974]
EXAKTA B CAMERA, chrome, F/2.8 Tessar, perfect, also enlarger, accessories—for vintage car. Greenwood, 1, Pasture Place, Leeds. [4825]
LITTLE USED 4 h.p. Anzani Outboard Motor for new or reconditioned Meadows 4½ litre engine suitable for 4½ L.C. Invicta. Need not be assembled. Bamford, 26, Park View, London, W.3. Tel.: Acorn 2380. [5176]
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SITUATIONS VACANT

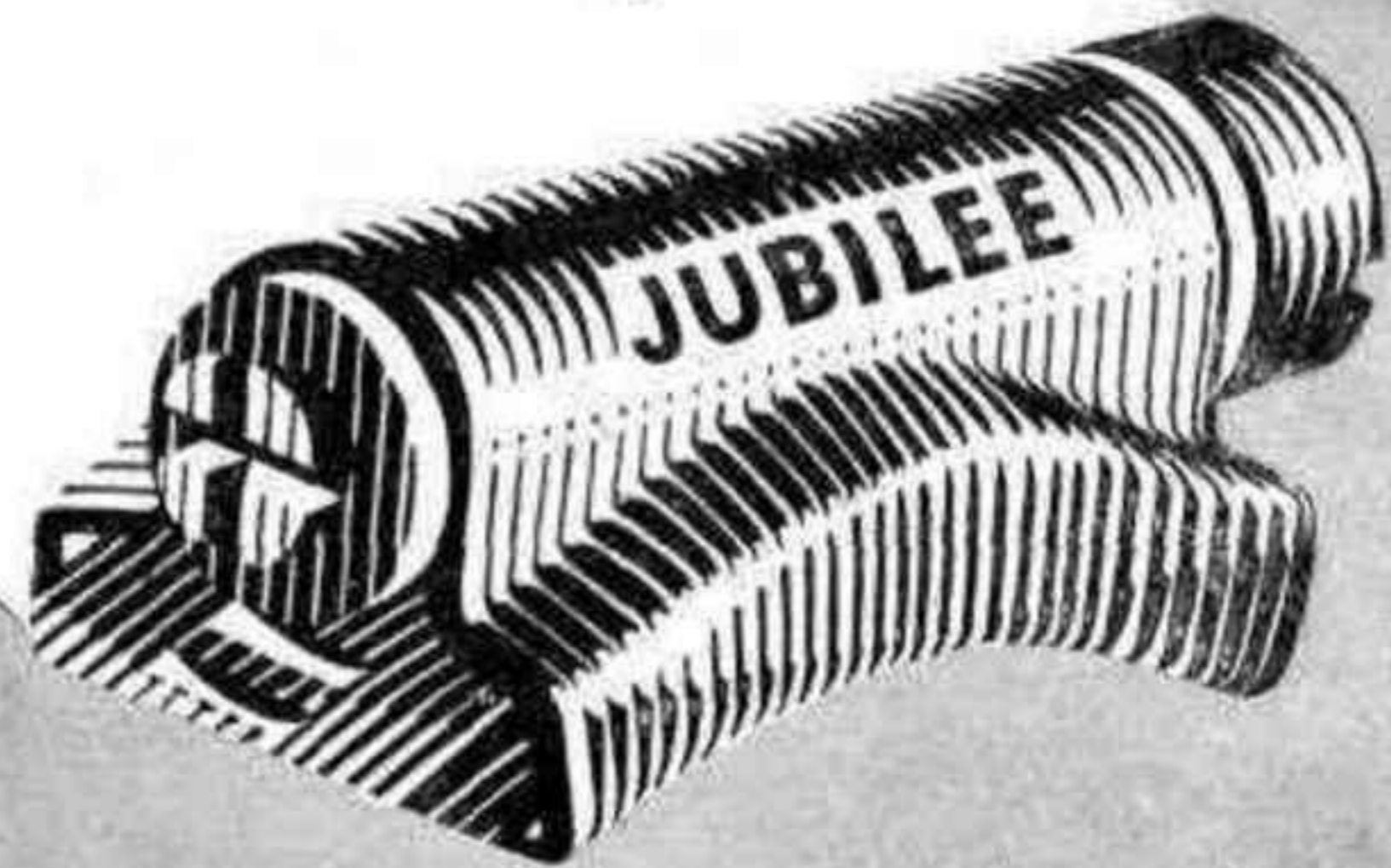
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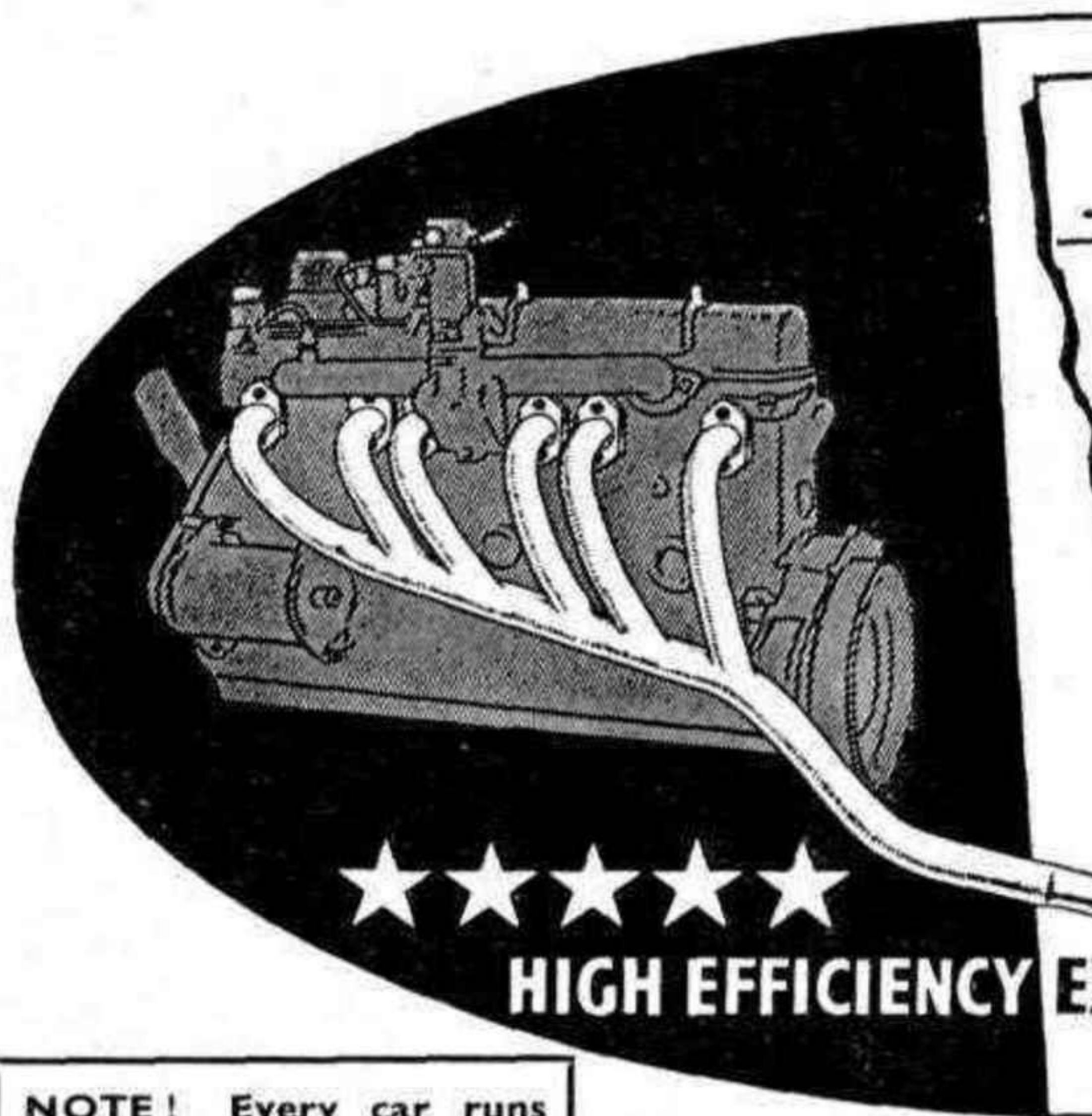
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Extract from "The Motor" June 9th 1954

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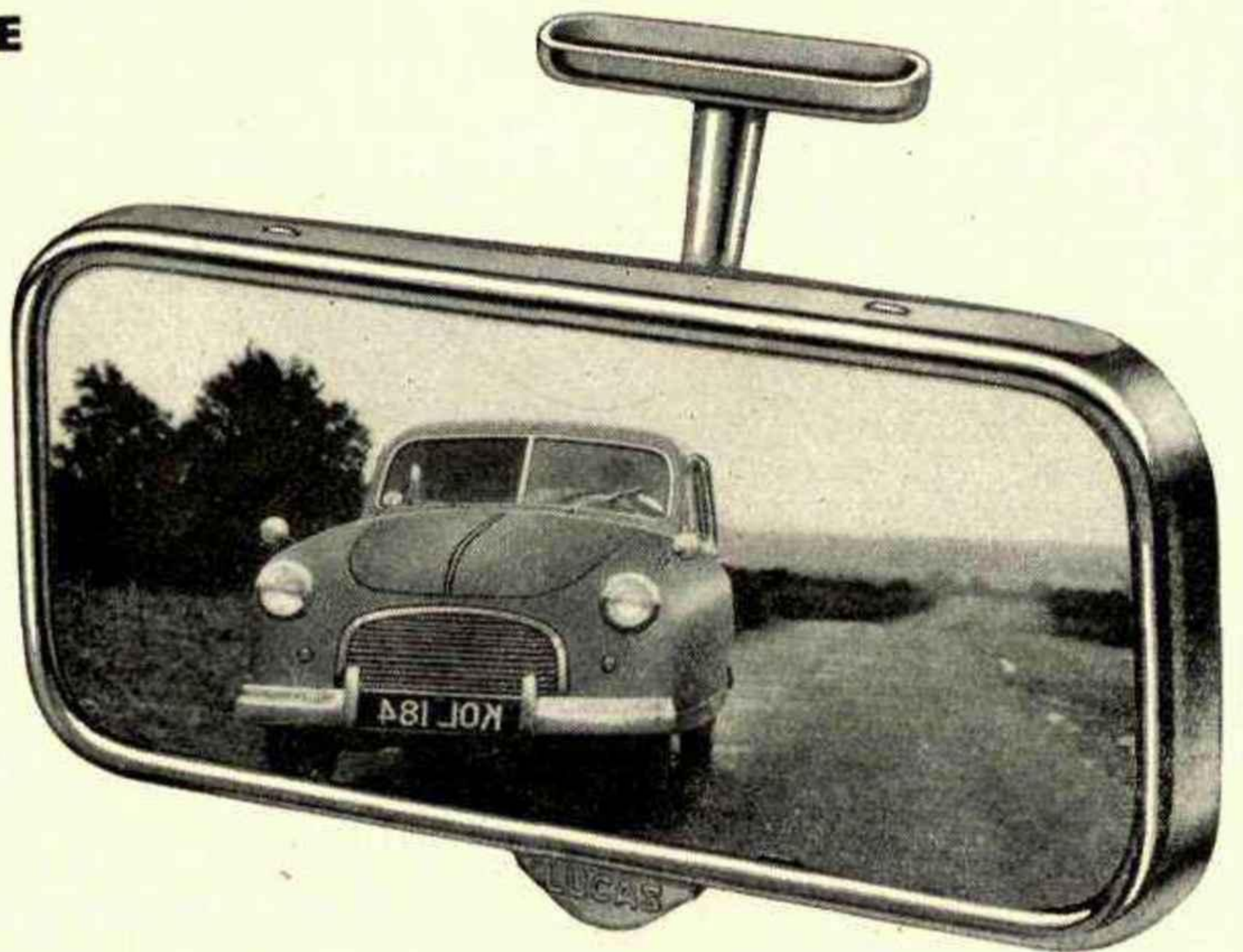
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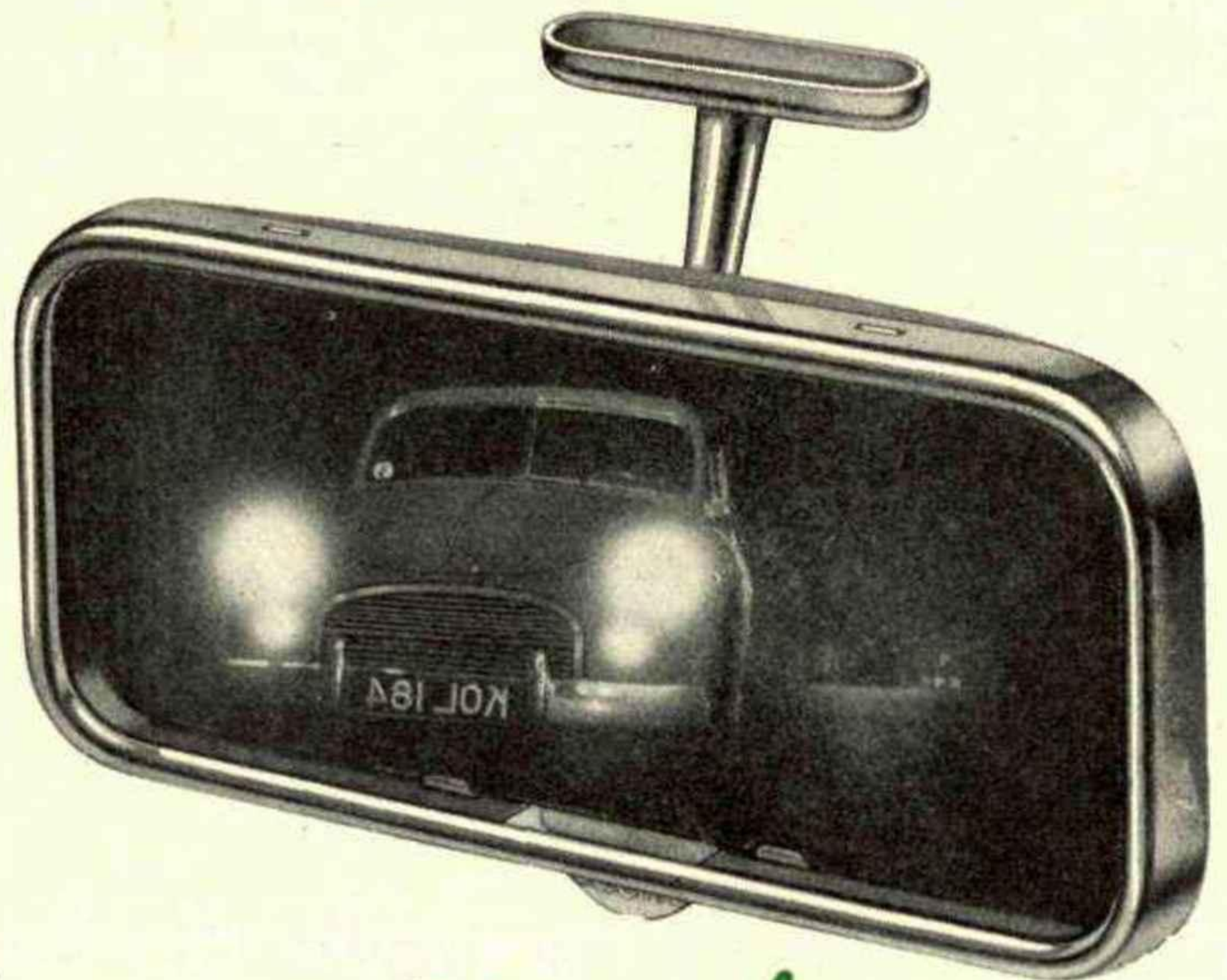
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