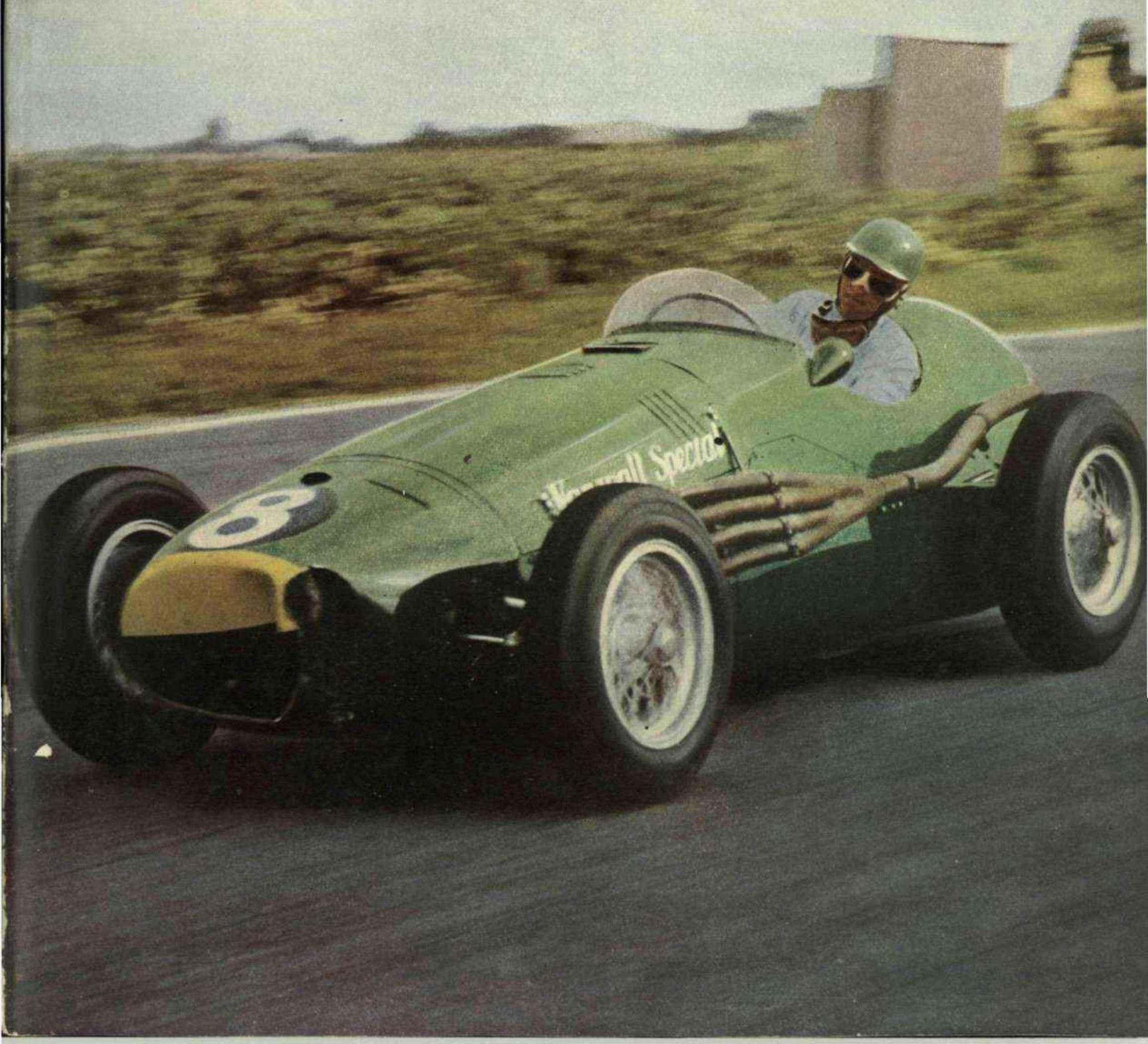
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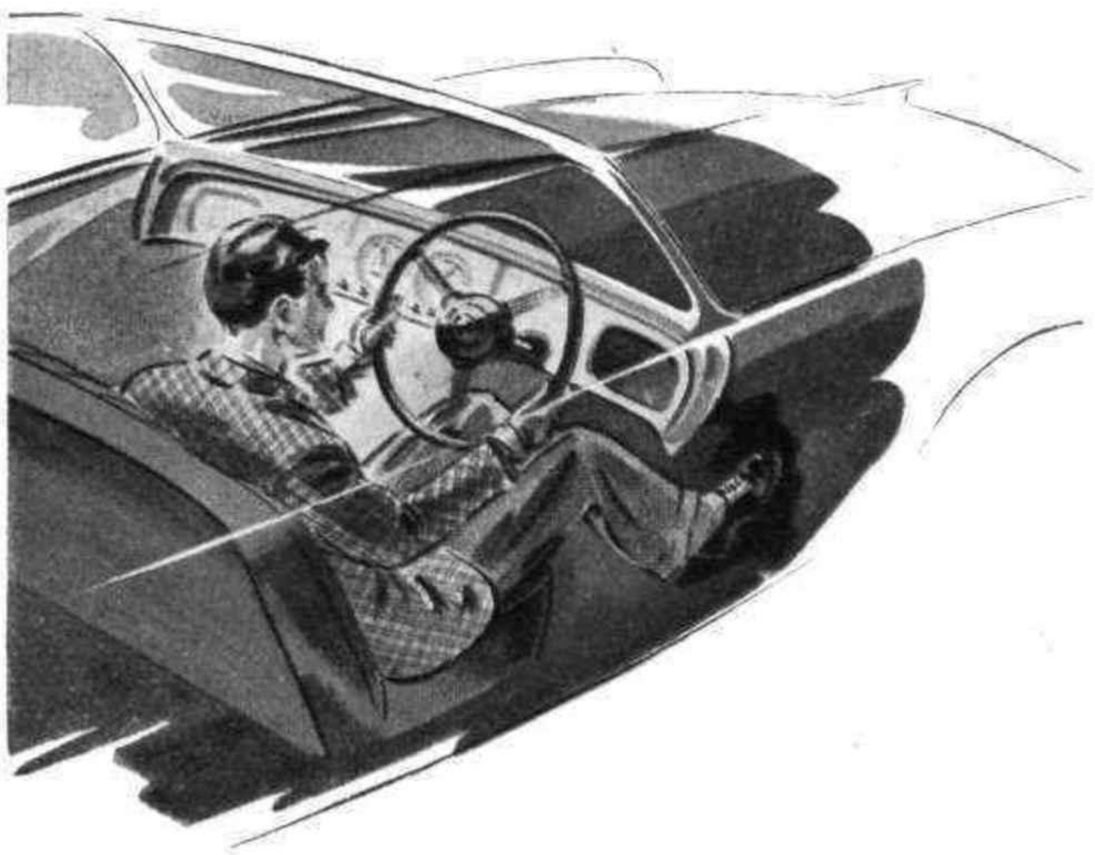
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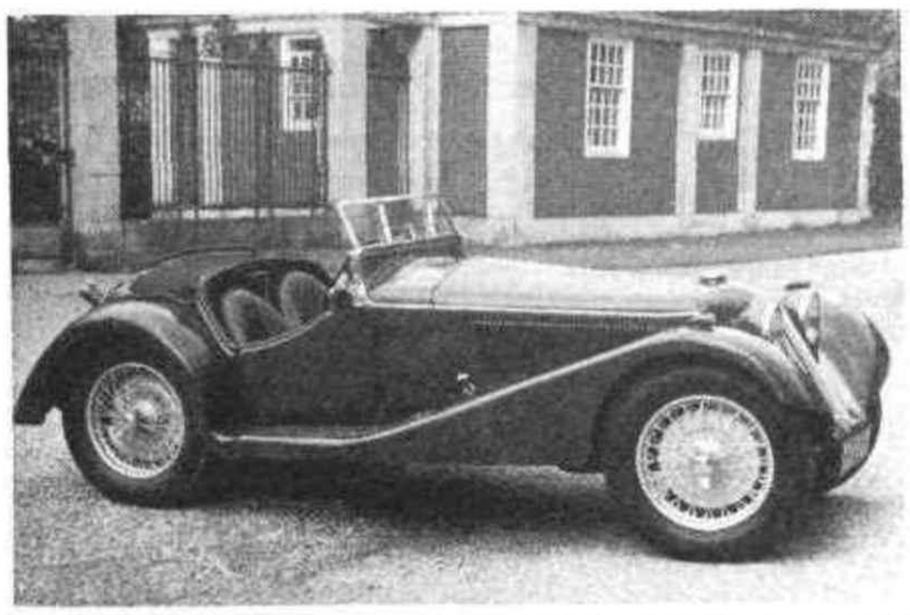
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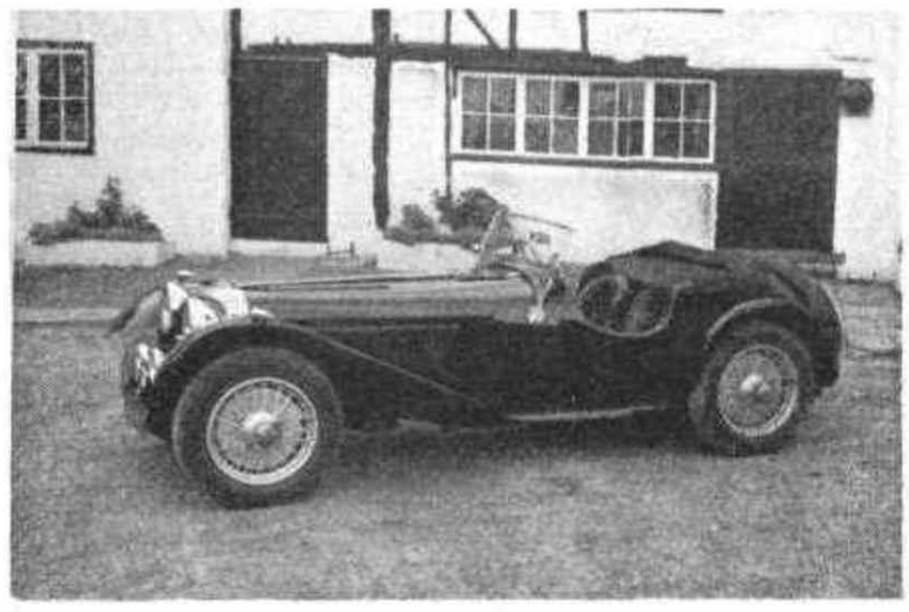
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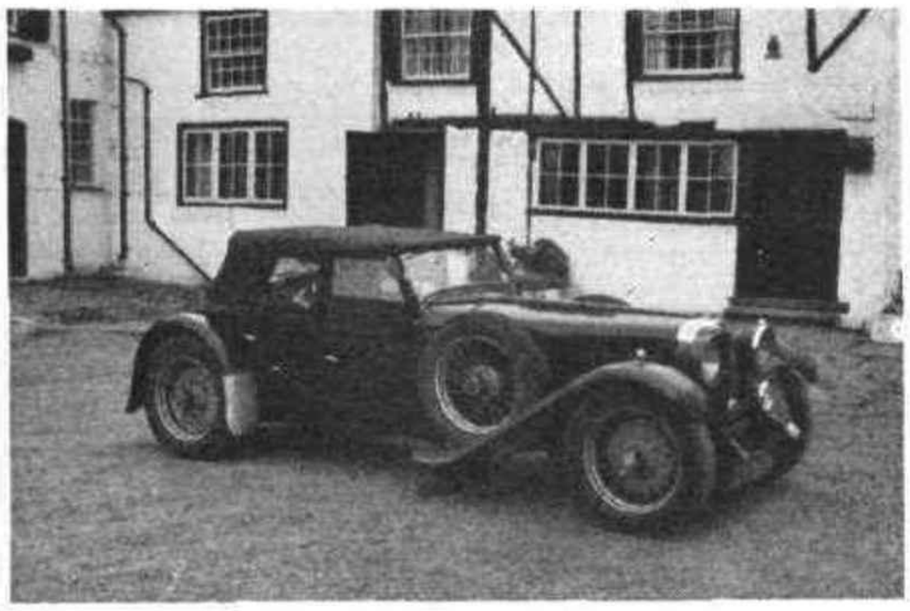
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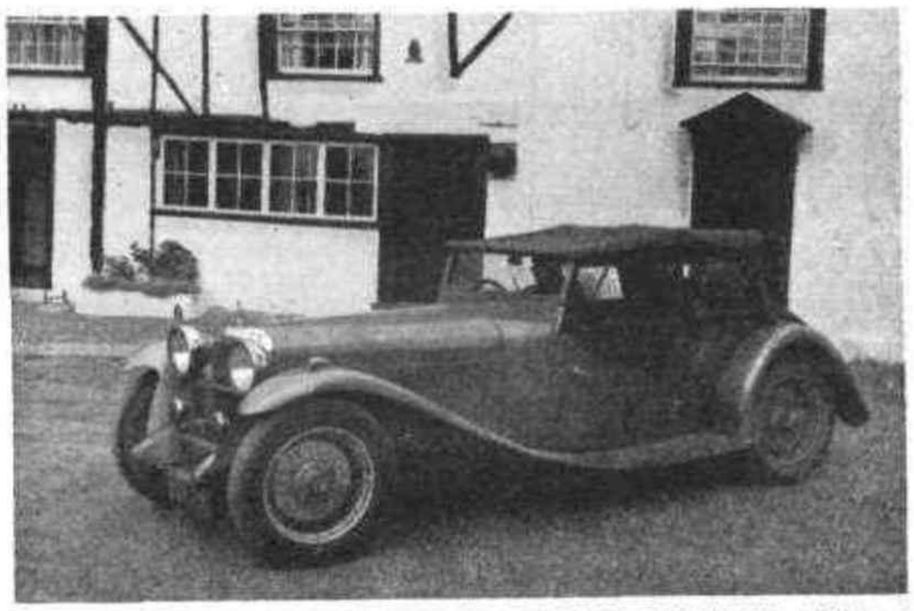
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(Also a rather earlier model in first-class condition, 35,000 miles, **£325**)
(Photograph by courtesy of Ray Driscoll, Five Bells, Stanbridge.)



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(Photograph by courtesy of Ray Driscoll, Five Bells, Stanbridge.)



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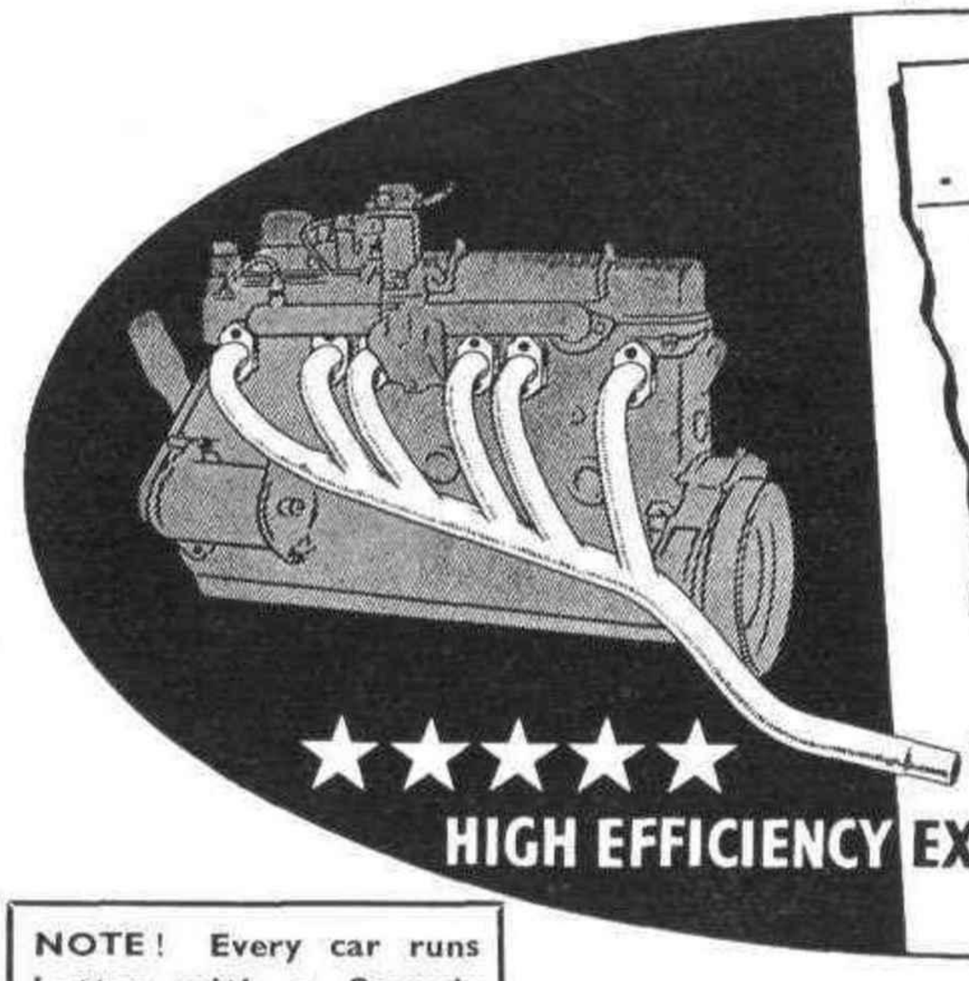
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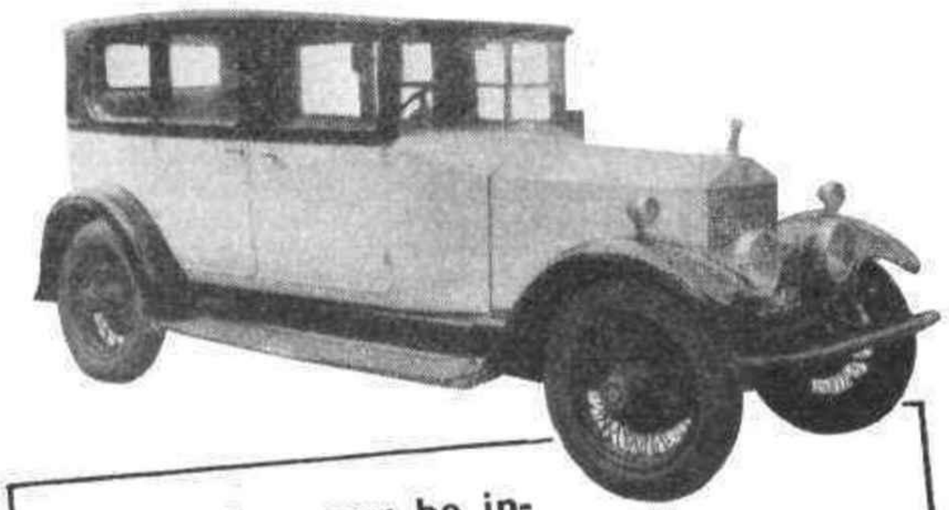
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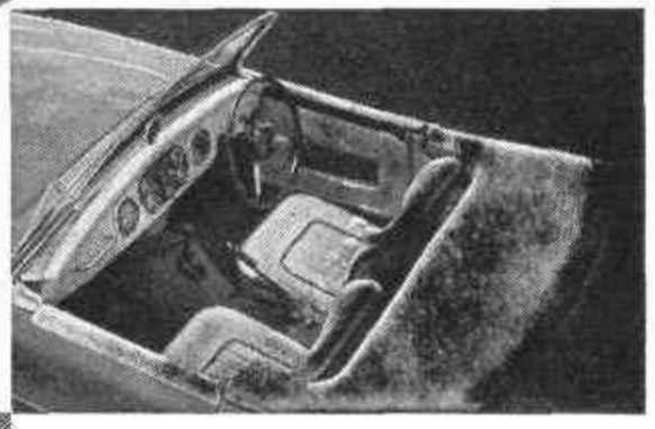


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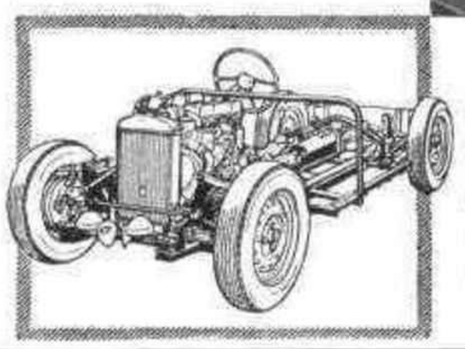
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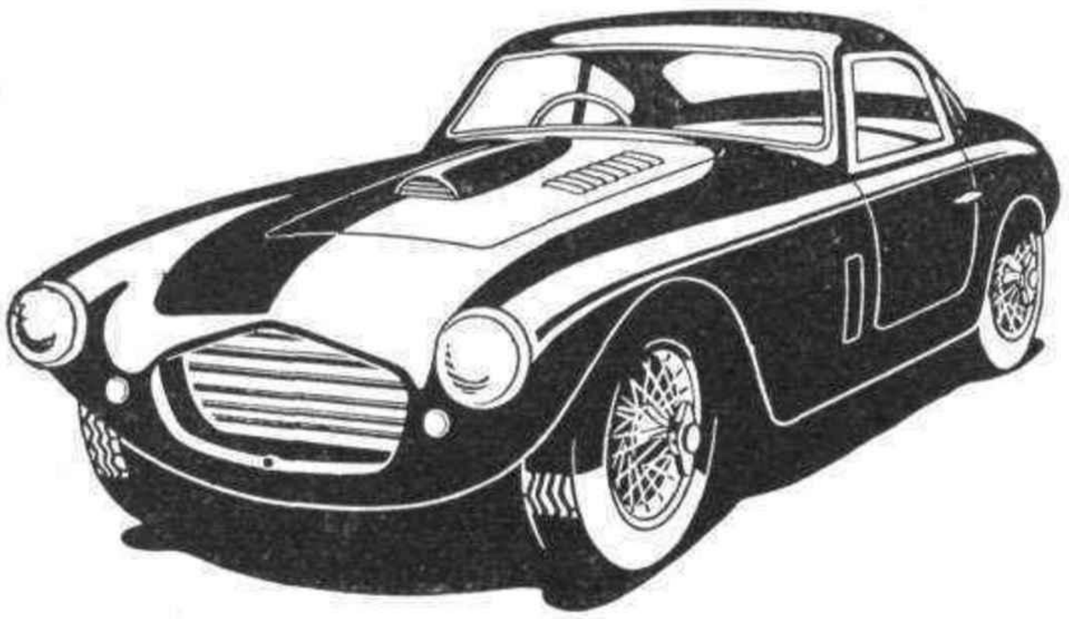
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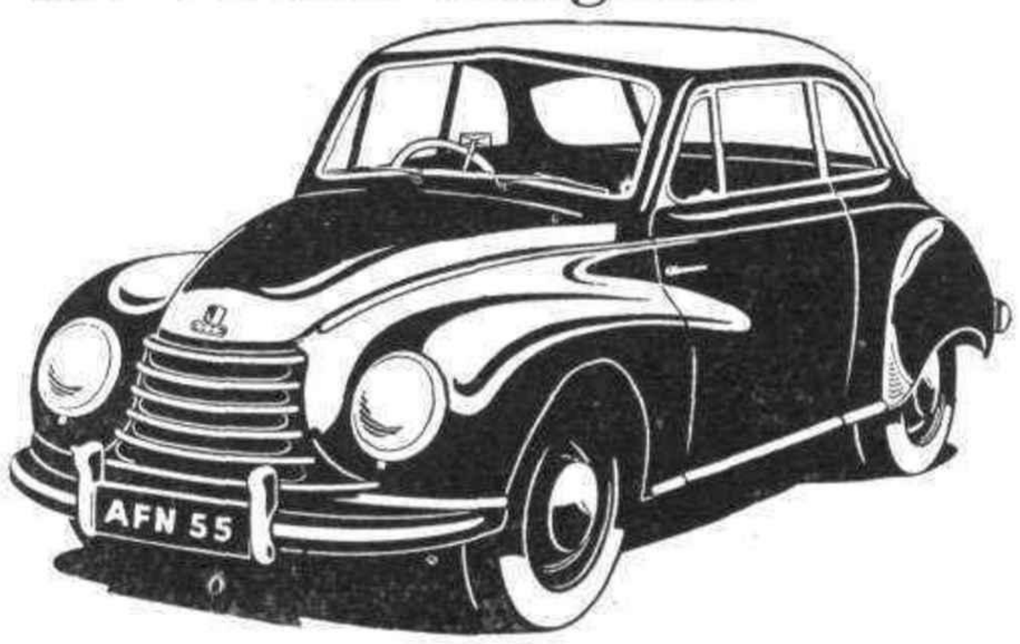
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"*Auto Course*" said: "The habit of using superlatives when describing cars is one that is best avoided, owing to the impossibility of finding the correct phrase when the truly outstanding car is driven, but with the Frazer-Nash, unlike many other high-powered post-war sporting cars, it is difficult to restrain one's enthusiasm. Certainly one of the safest cars we have driven, it will renew the youth of the most hardened cynic in motoring matters."
The 1955 range includes the "Competition" and "Sebring" models, the Targa Florio "Turismo" and "Gran Sport" (with full all-weather equipment), and the "Le Mans" fixed-head coupé.

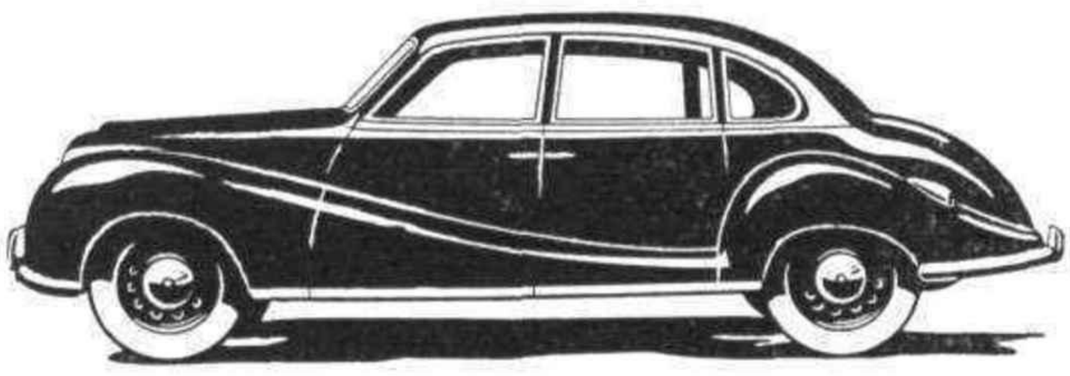
Sole Concessionaires for the United Kingdom



As a bald statement, the Auto Union D.K.W. is an amazing car—D.K.W. entries have completely dominated the 1,000 c.c. Class in the most important International events, and (although of only 896 c.c.) have won outright the Rallye Soleil, Rallye Limousin, Rallye de Luxembourg, Wiesbaden Rally, and Rallye des Alpes (Touring Cars). It is unquestionably the most successful production touring car in open competition.
The extremely smooth and flexible 3-cylinder two-stroke engine is robust and reliable, possessing outstanding acceleration and a maximum of over 80 m.p.h. with an average fuel consumption of 35 m.p.g. The front-wheel drive and other design features result in extraordinary stability and safety on winding, wet and slippery roads.
The Three-Six "Sonderklasse" model is available with four/five seater fixed-head and convertible bodywork.



With an established reputation in the most strenuous International races, trials and rallies, the Porsche is also the perfect car for the professional man, by virtue of its delightful ease of control, effortless steering and gear-changing.
Advantageous features of the air-cooled rear engine are absolute mechanical reliability with negligible maintenance costs, instantaneous starting (even when left outside all night in freezing conditions) and freedom from any necessity to worry about cooling system problems. The Porsche cruises effortlessly at 80 m.p.h. with a maximum of over 95 m.p.h. and fuel consumption figure of 30 m.p.g. Available with most attractive fixed-head or convertible cabriolet coachwork.



Of almost legendary reputation, the B.M.W. has achieved world-wide renown for excellence of technical design and high quality of construction. The latest Type 502 2.6-litre 8-cylinder model is one of the world's outstanding cars and, beautifully built and finished as it is, will meet the demands of the most exacting owner-driver.
The Frazer-Nash, the B.M.W., the D.K.W. and the Porsche are all in that small coterie of cars that are *different* in possessing outstanding handling qualities and response to the controls, stability, "liveliness" and exceptional performance capabilities with, at the same time, a marked individual appeal by reason of their design characteristics, engine capacity and types of bodywork offered.

Illustrated literature is available on request, and demonstration runs will gladly be arranged.

FRAZER-NASH CARS (A.F.N. LTD.) ISLEWORTH MIDDLESEX

TELEPHONE: HOUNSLOW 0011

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MATTERS OF MOMENT

EARLS COURT REVIEW

MOTOR SPORT would be justified in ignoring the recently-concluded Motor Exhibition staged by the S.M.M.T. at Earls Court in London, because our readers, who are concerned primarily with motor-racing and sports cars, must have been disgusted to find, this year, that racing cars were banned from the sacred precincts of the Exhibition Hall.

Last year two stands contained British racing cars and a very popular aspect of the Show they proved; this year they were *verboten*, just as they are at the M.I.R.A. test-track at Lindley.

Another reason for ignoring the Motor Show would concern the concerted attempts made by publicity tycoons to bribe, hamboozle and subtly influence technical journalists into writing rosy accounts of their firms' products. For it is a fact that during the period of the Motor Show all manner of cocktail parties, luncheons and banquets are given to the Press, from which it is obviously hoped that alcohol-hazed writers will emerge anxious to repay the lavish hospitality of their hosts by glowing word-cascades devoted to the merits of Blog Eight, Nifty Nine, Teeming Ten, Ampfull battery or whatever product they have been toasting.

I used to ponder on how many motor cars would have to be sold to pay for these festivals, until a less-innocent someone pointed out that I was eating at the expense of the Chancellor of the Exchequer.

It may be that I am ungrateful, and that these invitations are sent to us in an honest attempt to repay past "services rendered" to the industry by the writing fraternity. Perhaps, every year at Show-time, those who manufacture (or, rather, who assemble) the cars about which we write remember that, like a good salesman, a good motoring journalist may sell, with a well-composed write-up, one, ten, or a hundred cars, but that, unlike the salesman, the writer receives no commission on such sales, so that at least he is owed food and wine. If this is the case I can only envy my colleagues who seem able to eat-and-enjoy and who can apparently imbibe without anxiety. I am less well designed and have a distinct preference, if not for "roast beef and two veg.," at all events for plain food, so that sometimes, sadly, I think it is I who should be recompensed for attending these functions!

Incidentally, for the benefit of those persons who think that the life of a motoring writer is one long drive in beautiful, borrowed motor cars, very sleek and overflowing with petrol, may I emphasise, before we leave this subject, that the usual test-period is a long week-end, at the conclusion of which the scribe is expected to compile a painstaking piece of road-test prose which, apart from any sales which may result, is often worth something like £150/£200 in equivalent advertisement space. Very seldom, in my experience, are test cars available for longer than a week, nor can the journalist usually command borrowed cars as and when he wishes; although one firm stands out, in my experience, as particularly generous and I refrain from naming it only to spare the blushes of its popular publicity manager.

The fact is that sometime, somewhere, some bright boy of a P.R.O. thought what a good idea it would be to "feed the brutes" before they set chisels to slabs on his behalf—and the tradition has persisted. It is really a jolly good and comfortable tradition so long as it doesn't influence the guests to write in a biased manner.

A third reason for ignoring the Motor Show would be because glistening new models displayed on rotating turntables or standing floodlit on velvet flanked by expensive flowers (replaced nightly, after the visitors have gone, by expensive young ladies from expensive florists), are not necessarily the same when they have to cope with the parry and thrust of home-going traffic, are asked to hurry along England's rolling roads or to soar up hills of the kind which constituted a romping ground for Leslie Housfield's stuttering Trojans in the gay 'twenties.

Motor cars are unnatural in a motor show, for all the convenience and sociability and quick comparisons which such an exhibition affords. As I elbowed my way towards a popular Earls Court exhibit I was reminded forcibly that the true purpose of a motor car is to bestow freedom on its owner—employees of London Transport did their best to emphasise this by a well-timed 'bus strike just before this year's Motor Show!

Our children may, alas, live to see an England in which motoring is undertaken entirely in "built-up areas," judging by the manner in which the countryside is being steadily submerged by factories, houses, islands, roundabouts, kerb-stones and other "civilised" erections in great and growing profusion. Trees and hedges are in danger of being bulldozed out of existence, until England becomes a country *sans* countryside, town linked to town by straggling suburbs and sub-towns, every available "area" built up.

Between the World Wars (how long shall I be able to write that without need for additional elucidation?) we witnessed ribbon-building alongside new arterial roads, so that 'buses and tradesmen's vehicles were obliged to run haltingly amongst the fast traffic,

CONTENTS

	page
MATTERS OF MOMENT	611
THE RACING MECHANICS	615
THE N. STAFFS AND EASTERN COUNTIES MEETINGS	617
AN ENTHUSIASTIC VISIT TO THE PARIS MOTOR SHOW	619
THE AVUS GRAND PRIX	622
BOOK REVIEWS	622
SAMPLING THE 300SL MERCEDES-BENZ	623
CLUB NEWS, AFFAIRS AND FIXTURES	624
RUMBLINGS	625
V.S.C.C. PRESTEIGN RALLY	626
THE B.A.R.C. AUTUMN MEETING	627
TRIPLE VICTORY FOR MOSS AT AINTREE	630
SPANISH GRAND PRIX: BARCELONA	632
PICTORIAL REVIEW	633
THE 2-LITRE SWALLOW DORETTI	640
THE GOSPORT SPEED TRIALS	642
LETTERS FROM READERS	643

Front cover picture: PROMISE FOR THE FUTURE.—The 2½-litre Vanwall Special, here seen in the capable hands of Peter Collins, may well uphold British prestige in next year's Grands Prix.

cycle paths and pedestrian-bridges had to be provided (the latter since replaced, at more expense to the rate-payers, by less-conspicuous subways), and the accident-potential raised. Who knows, then, what lies in store for the rising generation of would-be motorists who clustered eagerly round the 100-m.p.h. motor cars at Earls Court? At least, if the worst happens, the Continent, which more and more people already visit each year, will offer the desired freedom . . .

To my way of thinking, motoring is only worth while if there are suitable roads to drive over, and from the confines of the London Motor Show I found myself thinking nostalgically of touching "the century" across Salisbury Plain, of exploring remote parts of Wales and Scotland, of fast runs over the undulating roads that cross the downs near Newbury, or even of the pleasure of negotiating in a vintage car that deserted route, with its 1-in-8 hill, which crosses the Chilterns between sleepy Watlington and the riverside town of Henley-on-Thames.

All I could manage while preparing the Show Review, which, in spite of everything, you are going to get, was a walk on the local common—where some of the open space has been lost and the rest *uglified by a gas-turbine factory* set behind high wire-mesh fences so that it is difficult to decide who are the better off animals in this particular zoo, the well-paid workers on the inside of the wire or the heavily-taxed citizens without.

Meanwhile, roads still exist on which fast motoring can be enjoyed, good cars are available to drive over them, and at Earls Court you could at least meet your friends, dodge your enemies, compare directly the technicalities of one vehicle with those of another, and grind down one's legs in the Gallery—where all the components of the cârs in the display below were set out separately, exposed and unashamed.

* * *

The trend of design shows a marked emphasis on cars, even in closed form, which are capable of around 100 m.p.h., and no self-respecting sports car can afford these days not to exceed the "century" by at least 5 m.p.h.

There is still divided opinion about valve gears and combustion-chamber formation, single and twin-overhead camshafts, vertical and transverse push-rod actuation of o.h.v., and inlet valves imposed upon exhaust valves as a flashback to the G.N.s and Lagondas of pre-World War I days, being found on high-performance cars.

Chassis frames have to be rigid and chassisless construction is found even for quality cars, while de Dion rear suspension is gaining in popularity, Lancia having abandoned swing-axles for this system on their Aurelia, so that one wonders whether Mercédès-Benz will not be forced to go over to it.

Roads in this Island are notoriously rough off the "A" highways and hard suspension, as favoured by H.R.G. and Morgan, can slow rather than enhance speed, and, pleasant as a complete absence of roll when cornering can be, stiff springs have their future very much behind them.

Automatic transmission shouldn't appeal to sports-car drivers, yet will probably be considered a "must" for roadster-type sports cars by next year or the year after—Chevrolet decided it was essential to the success of their open Corvette. Citroën and Renault, on 2 c.v. and 4 c.v. models respectively, have *introduced automatic* clutches of differing types and it is logical enough, for the less expensive the automobile the more likely is it to represent many people's first car and thus the novice represents a high proportion of the purchasers and needs easy-driving aids far more than the merely lazy, experienced purchaser of cars in the higher-price brackets. Lanchester, in the latter class, has automatic transmission in the new 1.6-litre Sprite model, without recourse, as for many years past, to a Daimler fluid flywheel. For those unable to make up their minds, Armstrong-Siddeley thoughtfully offer the Sapphire with all-synchromesh gearbox, electrically-controlled preselector box or full automatic transmission. Nothing, surely, beats a good remote-control lever, as arranged by Alvis, Morgan, M.G., Jaguar, Triumph, Doretti, Austin-Healey 100S, Kieft and a few others!

In many cases increased performance has been obtained by an increase in engine size, as, for example, the increase from 2.6 to 3 litres for Aston Martin and Lagonda, an enlargement by three decimal points of the litreage of the Bentley, and a bigger engine for the Rover 75, the last-named probably introduced to enable it and the "90" to share the same cylinder block. On the other hand, as if to emphasise the current rise of living-costs, Daimler seems to have discarded the 5½-litre straight-eight which we lauded last month, in favour of the new 3.5 and 4.6-litre Regency cars, while Jaguar, Sunl eam and Allard pursue the policy of extracting more power from existing engines, let us admit in widely-varying degree!

Glass-fibre hard-tops offer a new solution to the winter-weather problems of sports-car motoring, although decades ago Lancia anticipated this trend towards a detachable roof in the Lambda saloon/torpedo, the entire upper half of which could be left at home during the summer season—and was invariably discovered full of old books, discarded dusters, the dog's bones and general rubbish when winter came. With box-like houses, the flat-habit and tiny motor-sheds (I refuse to call them "garages") the problem may be where to stow the hard-top. Perhaps one will become accustomed to renting a separate lock-up during the summer for it, or of persuading the landlady to keep it in the bathroom airing cupboard . . .

Petrol-injection and disc brakes remain a dream of the future for normal production cars, although Mercédès-Benz have solved all difficulties with the former, using direct-fuel-injection on the 300SL, while that business-genius Donald Healey provides Dunlop disc brakes on his new Hundred-S sports model as does Jaguar on the D-type.

The Bristol people wisely continue to believe that a good 2-litre is sufficient for connoisseurs who know how to drive, and retain this remarkable German-based engine in spite of the full passenger accommodation offered by the new Type 405.

We were disappointed not to see the new small Jensen *gran turismo*, a sort of baby 541 with Austin A40 engine, at Earls Court; apparently it has been shelved because the West Bromwich factory is too fully occupied making bodies for the Austin-Healey. Another disappointment was the non-appearance of anything new by M.G., so that the TF Midget, like the Morgan Plus Four and Singer Roadster, represent rather forlorn cars, product of design-staffs who persist in linking 1954 with 1934, so far as appearance is concerned. The Nuffield Organisation has been toying with an all-enveloping M.G. Midget open two-seater but it was not at Earls Court.

That Jaguar lists the D-type competition model as a production car must be exceedingly stimulating to all of us.

The Sunbeam-Talbot of last year is the Sunbeam of this, which as its background is more Commer than Coatalen, seems curious.

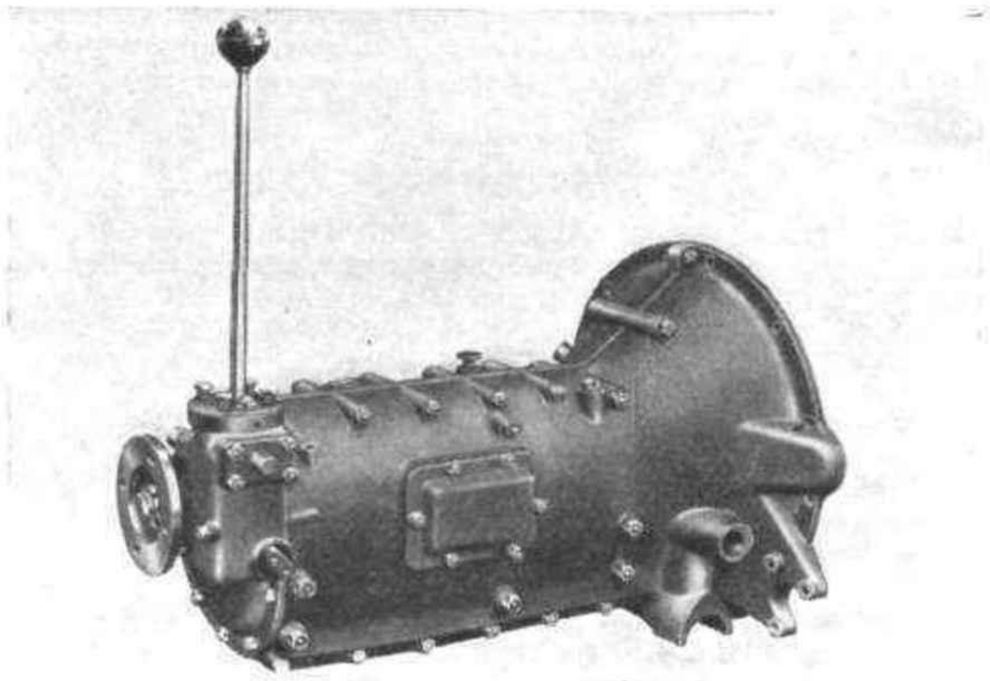
Utility or shooting-brake bodies are now the vogue, and very useful too. Rootes seem to have secured this market with their Hillman Husky, which undercuts the Morris Minor Traveller's Car by nearly £35; the Minor may handle better but users of utilities probably fail to appreciate the genius of designer Issigonnis and the Husky's bigger engine cannot fail to provide better performance. Indeed, costing a mere £4¼ more than the new Austin A30 Countryman, the Husky can hardly fail to be a winner amongst utilities. Incidentally, it is priced over £100 lower than the Hillman Minx saloon and over £200 lower than the Minx Estate car.

Vauxhall meet Ford's Zodiac with their new "all-on" Cresta and beat Dagenham slightly in the important matter of purchase price.

Some there may be who will look askance at the increasing speeds of sports cars in this age of road fatalities and congestion but it is well to remember that modern manufacturers are meeting high maximum velocities with better retardation and roadholding. Mercédès-Benz have very powerful hydraulic brakes with vacuum-servo on the 300SL, Austin-Healey have introduced Dunlop disc brakes on the new Hundred-S, and Jaguar have 12-in. Lockheed brakes on the new XK140 and in addition have altered the weight distribution and stiffened the (torsion-bar) i.f.s. to promote greater understeer and have adopted rack-and-pinion steering while they have Dunlop disc brakes on the 170 m.p.h. D-type. It could be that the 160-m.p.h. 300SL of 1954 is no more lethal than the 80-m.p.h. 30/98 of 1914, remembering the latter's back brakes, high flexing chassis and narrow-section high-pressure tyres. In any case, accidents are invariably the result of inadequate roads and "cockpit-error" (as they say in the R.A.F.) and not of chassis shortcomings or mechanical breakage on the part of high-speed vehicles.



ATTRACTIVE BRITISH SPORTS CAR.—The A.C. Ace.



REMOTE CONTROL.—This David Brown gearbox is used on the Healey 100S—

The Motor Show was opened officially at 12 noon on October 20th by Field-Marshal the Viscount Montgomery of Alamein, K.G., G.C.B., D.S.O. A very considerable crowd had assembled already, but loud-speaker reception of the opening speech about the hall was not good, so that restlessness was evident during it.

Let us now look at the more interesting exhibits not covered in our Paris Salon report.

A.C. created great enthusiasm by reason of the pretty Aceca coupé on their Ace chassis. Built of light alloy on an ash frame by A.C. themselves, this two-seater is of striking appearance, enhanced by the 7 ft. 6 in. wheelbase chassis. The tail sloping over the commodious boot incorporates a large rear window, offering a sense of spaciousness to the interior. The Ace has the timeless A.C. 2-litre six-cylinder engine, now with six separate free-flow exhaust pipes running into two pipes, and triple S.U. carburetters. The central short gear-lever is cranked, the horizontal central hand-brake would not disgrace a 10-ton lorry and on the coupé the gearbox tunnel is hidden by a vertical bulkhead. A passer-by was troubled by the absence of rear bumper on the pretty but vulnerable Aceca coupé, the price of which is £1,722 7s. 6d. with p.t.

Allard showed the inevitable Monte Carlo saloon, with Ford V8 engine and de Dion back-axle, and a slightly restyled Zodiac-powered Palm Beach open three-seater, backed by a Zephyr-engined two-seater coupé with a very smooth, stylish and beautifully-finished body by Abbott of Farnham. The air intake contains the lamps, providing smoother wing contours than those of the Palm Beach. We believe this Allard was built some time ago as a whim of a director of Abbotts and will become a production line if there is sufficient demand. Unfortunately, although panelled, by hand, in light alloy, the weight is somewhat excessive at 19½ cwt.

Alvis showed their beautiful TC21/100 Grey Lady saloons and a Tickford d.h. coupé on the same chassis. A new exhaust system and detail changes have increased b.h.p. by four. Centre-lock wire wheels grace these fine cars of 12/50 ancestry.

Armstrong-Siddeley had better-equipped Sapphires with much-needed braking improvements, the anchorage of these fast-cruising, "unburstable" cars now being by Girling Autostatic 2TS brakes with drum diameter increased by an inch and Clayton-Dewandre vacuum-servo actuation.

Aston Martin drew the enthusiasts, for besides the very desirable DB2/4 cars, the increased weight of the 2/4-seater body offset by an increase in engine size from 2.5 to 2.9 litres (140 b.h.p.), the competition de Dion DB3S two-seater, giving 180 b.h.p., is now an over-the-counter job, priced, with p.t., at £3,684 9s. 2d.

Austin-Healey had an attractive Stand, with normal 100 two-seater and plastic hard-top coupé models backed up by the new 100S competition two-seater and the streamlined supercharged coupé which holds International Class D short-distance records at speeds of up to 192.6 m.p.h. The 100S has the 2.6-litre Austin A90 engine modified to give 132 b.h.p. (instead of 90) at 4,700 r.p.m. on a compression-ratio of 8.3 to 1, with light-alloy head. The specification includes David Brown close-ratio gearbox (8.98, 5.57, 3.88 and 2.92 to 1), light-alloy version of the well-known two-seater body and 11½ in. Dunlop disc brakes. The car shown was gaily coloured, had racing-type bucket seats and centre-lock wire wheels, the last-named perhaps better changed for discs to obviate the possibility of stones lodging against the disc brakes. The basic price of this new model is £1,250 (it is for export only) which sounds highly competitive compared with £2,600 for the Aston Martin DB3S and £1,895 for the D-type Jaguar, and £2,715 for the Porsche Spyder.

Bentley showed two sports saloons, one by James Young, and the Continental saloon and d.h. coupé, the latter model with the bore of the i.o.e. engine enlarged by 3 mm. to give a capacity of 4,850 c.c. Modest compression-ratios are featured on this and the 4,556-c.c. B7 engines. I couldn't help feeling that the two-pedal Bentley is a far cry from "W.O.'s" conception of a sports car in 1918/19!

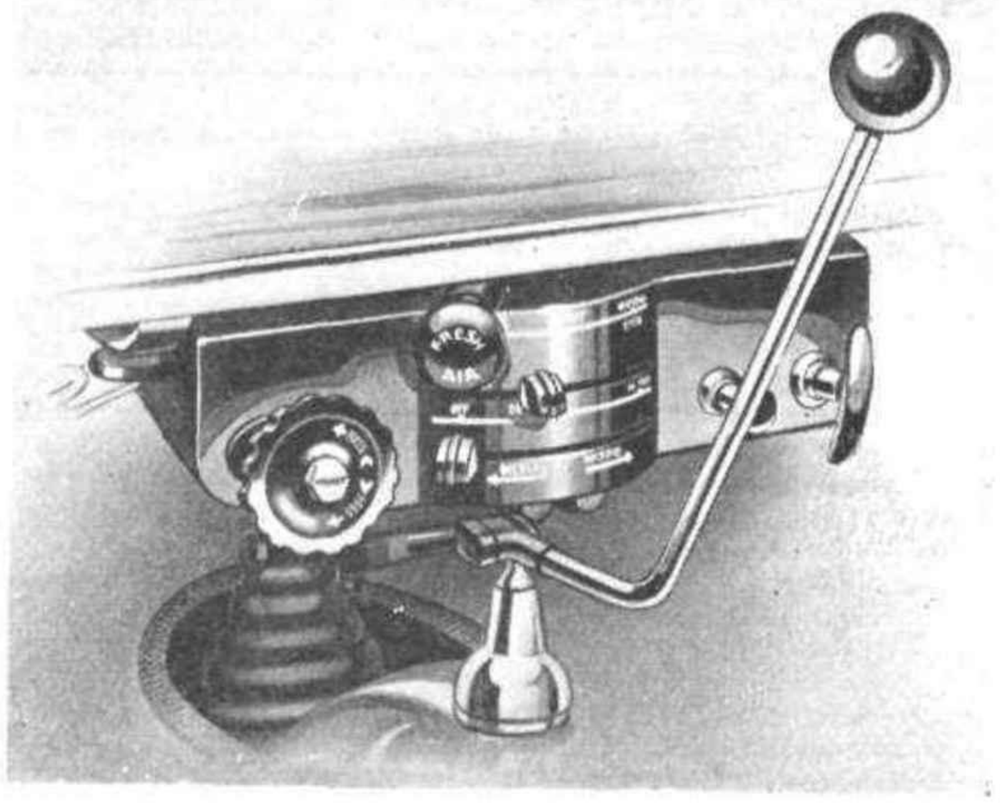
Citroen showed the only true people's car in the Show, in the form of the 2c.v., on show as a saloon and a chassis, and the remainder of their sensible age-less cars, Light Fifteen, Big Fifteen and Six, were displayed with no unnecessary ostentation or stunt attractions, yet still drew admiring crowds. The new 2c.v. centrifugal clutch and pneumatic suspension for the Six were not exhibited.

Fiat had an 1,100TV saloon on their Stand, its normal bench-seat interior belying its fine performance; indeed, only the name on the body suggests that this is such a little "goer"—the price is £1,063 12s. 6d., with p.t. and heater, compared to £799 8s. 2d. for the normal new 1,100 saloon.

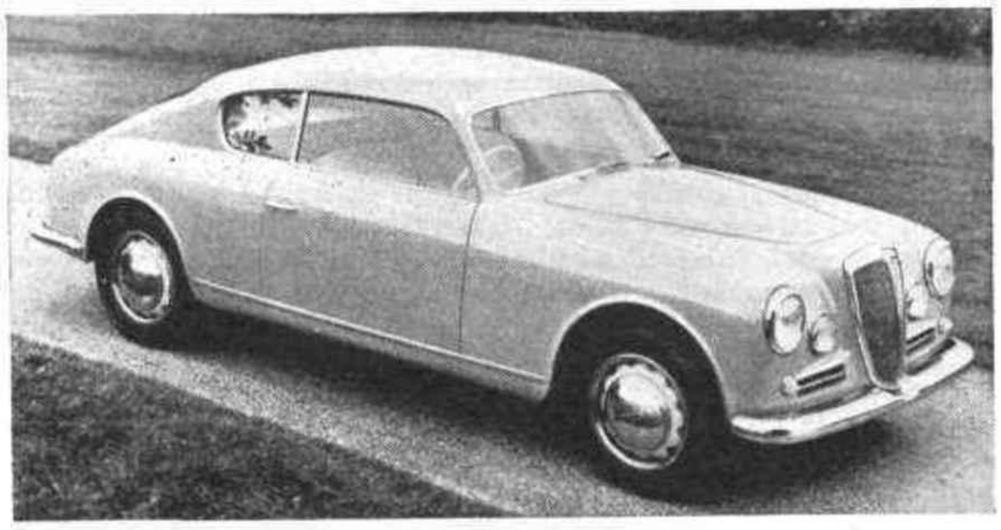
The British **Ford** Stand was a milling throng of people appreciative of Dagenham value-for-money and worldwide spares and service facilities. The Ford Popular is still the least expensive car in the Show, and were p.t. not imposed and pre-1939 values to prevail, it would sell for approximately £120, no mean achievement, for it is a reliable, rugged, lively Ten. The **American Ford** Stand had the sports V8 Thunderbird Special two-seater on show, a rival to the Chevrolet Corvette had one been at Earls Court.

Frazer-Nash showed their usual display of very genuine sports cars, in the form of a Mark II competition model, a Sebring all-enveloping two-seater, and a Le Mans fixed-head coupé, while the ex-O'Hara Moore/John Gott Alpine Rally Le Mans Replica car had a place of honour, Rally numbers on its flanks. On this Stand, too, were examples of the new 105 b.h.p. 2½-litre V8 **B.M.W.** Type 502 saloons, a fast German car with the usual beautiful B.M.W. detail work and coachwork, although the price of £2,976 2s. 6d. rather takes the breath away, but is actually the same as that of the Bristol 403, while there appears to be more interior space in the German car.

Jaguar have sensibly retained existing models, but enhanced their power, the Mark VII Type M saloon and the XK140 sports models now developing 190 b.h.p. while retaining 3½-litre engines. The XK140 fixed-head coupé now has room for two children or a dwarf behind the front seats and the d.h. coupé, which was a centre of attraction, also has occasional as well as main seats. The D-type competition model in Le Mans guise was perhaps the outstanding sports-car exhibit at Earls Court. With servo-assisted Dunlop disc brakes and all-enveloping body which is a single-seater until a flap is raised to disclose a compartment containing the handbrake and a second seat, this is the car which was clocked at nearly 173 m.p.h. at Sarthe this year. At a price of £2,685 14s. 2d., inclusive



—while this is how they do it on the Rover 90.



ONE OF THE BEST.—The 2.5-litre Lancia Aurelia Gran Turismo saloon.

of p.t., the value is outstanding; there is, too, the consolation that those who can afford a D-type should also be able to afford a proper funeral . . . Obviously this Jaguar is intended only for experienced fast-car drivers and Mr. Lyons' gesture in selling the car he races so effectively will be appreciated.

Fibre-glass construction and triple S.U. carburetters now feature on the beautiful **Jensen** 541 saloon and we await anxiously performance figures for this year-old 4-litre high-performance car.

The presence of **Kieft** at Earls Court was a worthwhile blast of fresh air blowing amongst the tin and chromium. This enthusiastic Wolverhampton firm showed a glass-fibre all-enveloping Kieft 1,100 open two-seater with the o.h.c. 72-b.h.p. 1,098-c.c. Coventry Climax light-alloy-block engine and all-round independent suspension—Britain's only 1,100-c.c. sports-car (it costs £1,569 9s. 2d., inclusive)—and the Kieft of this type which won Class G of the T.T. A speed of 115 m.p.h. plus is claimed. We liked the short gear-lever for the separate gearbox, the oil cooler before the water radiator, and the licence on the dash as proof this is a road car. Also shown was the Kieft/Norton air-cooled flat-four 1½-litre engine which gives over 100 b.h.p.

The **Mercedes-Benz** exhibits have been adequately dealt with elsewhere in this issue; let me add that the 300SL uses a Bosch fuel-injection pump, vacuum-servo brake actuation of Mercédès-Benz make (they call it the " intensifier ") and l.h. steering because the inclined six-cylinder engine makes the thought of r.h. steering rather troublesome!

There is nothing fresh on the **M.G.** stand. In view of their Mr. Bishop's recent eulogy of the weekly motoring Press we wonder why the M.G. Magnette still doesn't seem to have been submitted for road-test to the two leading weeklies. **Morgan** also eschewed change for change's sake, but had a new 2/4-seater convertible body.

The **Porsche** exhibit included the 140/150 m.p.h. Spyder 100 b.h.p. Type 550 competition car, backed up by fixed-head and convertible examples of the 55 b.h.p. Type 356 and a 112 m.p.h. Type 356 Super fixed-head coupé with the 70 b.h.p. roller-bearing engine.

Alpine Rally successes were emphasised on the **Sunbeam** stand, where an Alpine roadster was proudly standing on a raised padded platform. The Mark III engine provides three more horse-power than the former " 90 " unit, and the sports saloon and Thrupp and Maberley d.h. coupé are compact cars of considerable performance.

On a rotating dais the **Swallow Doretti** displayed its high-gloss finish, to achieve which special paint plant has been installed at the Walsall factory. A ticket beside the car modestly proclaimed " 100 m.p.h."—modestly in an age when so many saloons are supposed to exceed this speed.

The **Volkswagens** were displayed modestly, along with a Microbus, but their very fine finish, growing reputation and immunity from frost-damage drew continual streams of admirers.

That sums up the 1954 Earls Court Motor Show from the viewpoint of the enthusiast and the discerning motorist. That racing-car exhibits were banned was a pity; one of the first enquiries we received at the MOTOR SPORT stand was where such could be seen! Apart from the aforementioned record-breaking Austin-Healey, Alpine Rally Frazer-Nash, and T.T. Kieft, the non-production exhibits were confined to the Hudson Italia two-door sports coupé with a beautifully-finished Carrozzeria touring body on the 114 b.h.p. Jet chassis.

There is a general emphasis on efficiency in engine design, with compression-ratios climbing to benefit from grade one petrols, and oil-coolers assisting the latest in lubricating oils in high-output engines. Side valves receive a new death-blow (sentimentally, alas) with the o.h.v. Mark VIII Hillman Minx engine, being retained by Hillman only for the Minx Special saloon, estate car and Husky. Glass-fibre presses on, slowly but surely.—W.B.

SHOW SNIPPETS

All-white (Bristol) and black and white (Austin) were popular Show finishes—but how impractical on the road! The Bristols wore spot-lamps recessed in the air intakes.

* * *

Various stunts were as usual in evidence. Hillman had a rotating exhibit surrounded by telephones in which you could hear the Ben Lyon and Bebe Daniels family of B.B.C. fame telling themselves just what a fine car the Minx is. The Husky utility had a series of inflatable figures so that it appeared, alternately, empty, occupied by two men, by two men and two girls, and by two men and piles of luggage. Someone remarked, as the occupants sagged out of sight, that their short drive had made them unduly weary, while certainly the girls *looked* absolutely ghastly. M.G. had a screen with a TF Midget chassis on one side and a complete two-seater on the other, the effect being to silhouette the body on the chassis when viewed from the chassis side. Riley had an inclined, stripped chassis of the Pathfinder and there was a Hillman, the engine of which flew upwards through the bonnet.

* * *

There seemed something sinister about Stand No. 161, where one of the partners, well known for many years, had been disposed of.

* * *

Austin reintroduced the A90, as a six-cylinder 85 b.h.p. Westminster saloon.

* * *

There were some new air-intake grilles at Earls Court, of which Austin covered theirs with wire mesh and Vauxhall with some new dentures.

* * *

The two most covetable cars at the Show? Perhaps the 1,300-c.c. Alfa-Romeo Giulietta Sprint and the 2.5-litre Lancia Aurelia Gran Turismo.

* * *

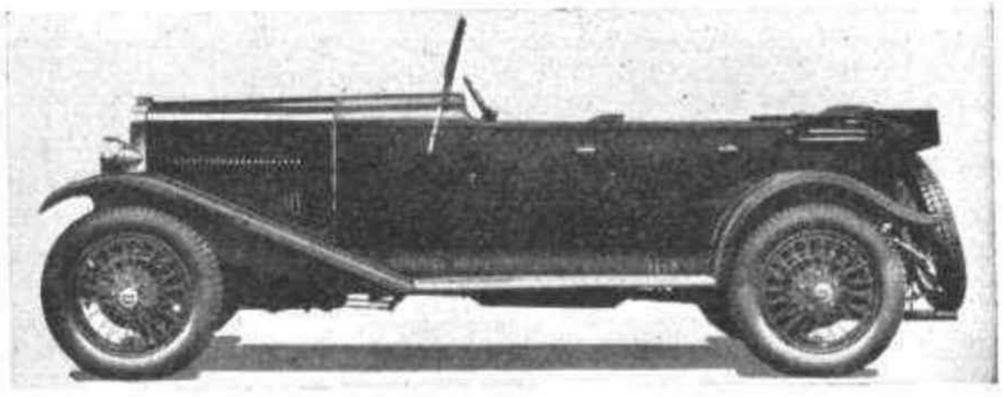
As usual the Motor Boat exhibits were a strong attraction and prices seemed exceedingly modest. For example, Fenn & Wood, Ltd., showed their Meteor Sportsman four-seater two-cockpit launch, capable of over 30 m.p.h. with inboard Ford Anglia engine. The price is £400 inclusive. As in the motoring world a light-alloy head and two carburetters can be supplied if required; or, at the other end of the scale, a 4-h.p. Stuart Turner engine can be supplied, when, as the Meteor Cub, the boat is especially suited to river and inland waterways.

* * *

Air-cooling was featured by VW, Porsche, Citroën, Dyna-Panhard and the 105-b.h.p. Kieft flat-four competition engine.

Lowest-priced car at Earls Court, the £275 Ford Popular; most costly production model, the Rolls-Royce Silver Wraith Mulliner touring limousine, at £4,965 (£7,034 17s. 6d. with the Chancellor's rake-off).

Utility or estate cars were shown by Fiat (500C Belvedere), Hillman (Husky and Minx), Morris (Minor Traveller's Car), Peugeot, Skoda and Standard, prices ranging from £564 19s. 2d. inclusive of p.t. for the Hillman Husky to £1,129 9s. 2d. (*mit* p.t.) for the capacious Peugeot 203.



A HILLMAN HUSKY for the enthusiast.

THE RACING MECHANICS

INTRODUCTION

THE editor and the writer met not so long ago, and amongst other things the conversation turned upon the subject of how little had been written about motor-racing mechanics, those good folk whose work plays such a very important part in the general structure of motor racing. It was decided that a short series of articles, each dealing with a single personality would probably be the best way of remedying this deficiency, but after careful thought, it was subsequently decided by the writer that it would be inappropriate to tackle such a series without an adequate introduction to the subject as a whole. Obviously, a string of achievements with which a particular person has been associated would be dull and uninteresting, and therefore some more "personal" approach had to be attempted. The writer was not willing, however, to subject his victims, all of whom are known to him personally, to the "sensational press" type of attack, so that the solution seemed to be to outline the work of the mechanics in a general way first, and then to hope that the subsequent pen-portraits, if they justify such a title, would fit in to the general background, thus leaving the poor subjects some reasonable measure of generality to hide behind. Besides, the writer very much wants to stay friends with them all afterwards!

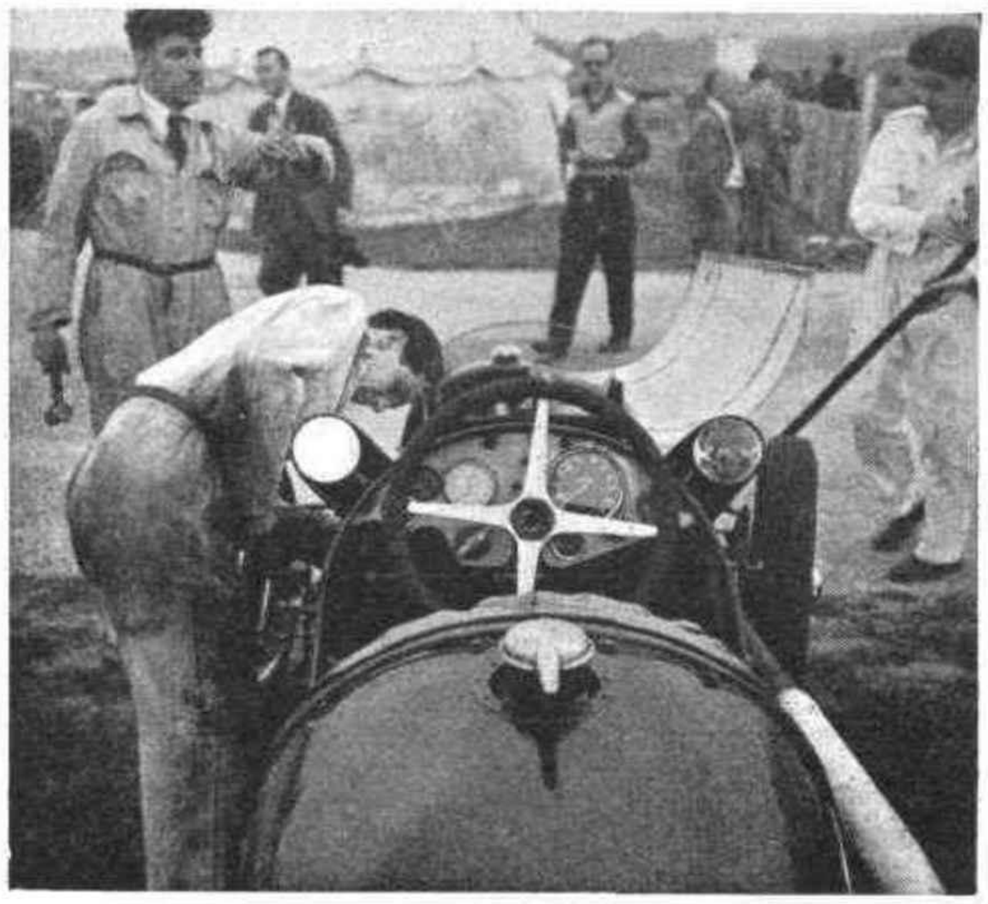
Well then, firstly, what do we mean by the term "mechanic"? It was honoured by the late Sir Henry Royce, who proudly claimed it as his own, so that there need be no suggestion of inferiority attached to it; but nevertheless, the fact must be faced straight away that in the fullest and best sense of the term, a "real" mechanic is usually a salaried working chap, distinct, in many ways, from the driver or the *chef d'équipe*.

Let us also say straight away that he is the salt of the motor-racing earth. Before 1927, and occasionally afterwards, he rode with his driver, sharing in the risks and the adventure to the full, and it was obviously during those years that there were laid the foundations of that almost sacred relationship between driver and mechanic. The loyalty (and one may assume in many cases, affection) implicit in that common responsibility for building the car and driving it to the finish of the motor race was something that it is obviously not proper for the "outsider" to probe, and it continues in essence to this day, more especially where a driver is racing privately.

In such cases, the mechanic usually receives a weekly salary, little or no overtime, and his recompense for the inevitable late hours and hard work is a nice handful of notes if the car does well, a good time during "off duty" hours on Continental trips, a sojourn in a decent hotel when travelling, and no need to "punch the clock."

These, and doing the job he loves, are his main rewards, and there can be few less-rewarding situations, and certainly few less secure. If married, the wife is there to remonstrate when he gets home at 2 a.m. (and flops into bed still somewhat dirty because he is too tired to have a bath) and to have a "moan" at his absence on the Continent for days on end. This may be very unkind to the ladies. But the wife is not born yet who fully understands why it is that if you decide to "just run over the tappets" at 5 p.m., fully intending to take half an hour over it and be home to supper, you look at your watch at what seems to be ten minutes later, and say "... me! It's half past nine already." Most would agree that basically it is a job for the unmarried man.

It is during those late-night "sessions" that the true worth of the mechanic emerges. The vast majority manage to keep cheerful (some even become quite human) during such periods of stress, and however tired or "fed up," nothing is skimped or "left till the morning." It is during these times, too, that the driver shows up at his true value. The sensible ones will keep out of the way, not offering "helpful" advice, but will content themselves with bobbing in and out, bringing the odd bottle of beer and ham roll, or brewing the "char" as requisite. Others, mercifully becoming fewer in number, motor out with their latest lady friend and come in, somewhat inebriated, when the job is three parts finished, with a fatuous remark that sets hands curling round a 7/16 by ½ inch "open-ender." Others there are who can somehow "pitch in" and pull their weight without impeding the natural flow of conversation that goes on. Very revealing, too, that conversation can be. They are likely to hear just how well drivers really do drive, just how generous some people are, and just how useless are the others; how much So-and-so gave for the Blank Special and what retainer Bloggs got from the Fuel Barons last year, and the real reason why certain motor cars retire from motor races!



With the coming back into favour of the works teams things cannot be quite so free and easy. Overtime is sometimes "laid on" officially, and there is usually a degree of supervision that must inevitably detract a little from the friendly atmosphere of the private stable. Nevertheless, if the Team Chief is wise and capable he will not crush out the essential individuality which is the essence of the team spirit. Under these circumstances the racing mechanic is usually better paid than his counterpart with the private stable, but does not get quite the same opportunities of mixing with the rest of the *équipe* when out "on the job." Most teams encourage the maintenance of the link between mechanic and driver, keeping as far as possible the same mechanics and drivers paired throughout the season. So the old traditions are preserved, and one can still see that happy bond in quiet chats in the paddock, and more particularly just before the start—those ghastly moments for the driver, when some need solace, others encouragement, and some the understanding glance. Yes, the mechanic is normally a psychologist, too.

Tributes to the work of the mechanics have been paid by many drivers, and many there are whose reputation is largely owed to careful preparation, and really quick pit-work. A good set of mechanics can save precious seconds during refuelling and wheel changes, seconds that are often dearly repurchased by the driver if lost. An improperly wired oil-cap, a badly fitted copper washer in the lubrication system, a wrongly-placed brake pedal; these things have cost races before and will doubtless do so again, but if the driver is served by good mechanics he can forget such petty worries, and concentrate on the job of driving.

Amongst the other tasks that the mechanic is called upon to do in short races, where applicable, is to go back to the paddock and, with a few cheery words, take the driver's wife's mind off things for a few moments, when he himself feels far from cheerful.

There sometimes comes the really cheerful moment when he walks to the other end of the paddock to welcome his victor home. "Good show" is about the limit of praise that the driver may expect as the engine is switched off and the crash hat removed, but coming from someone who knows the situation intimately, it is worth all the other high words of praise put together.

Other times there are, mercifully few, when the car fails to return, and, when all the others have gone home, the mechanics have to go out and gather up the remains, often with their minds full of unsaid prayers for the driver in hospital, preserving outwardly a masterly calm, but inwardly feeling very lonely people.

So the great game goes on, some with works teams, some private, some in business as tuners, and let us not forget to pay a tribute to the great band of pure amateurs who "mechanic" for the fun of it. All have shared the common experiences of the game; week-day trips for tests at deserted airfields, picnic meals in the paddock, or by the roadside, late hours, nights in the back of vans, odd meals and parties at assorted hotels and cafés, triumph and tragedy.



ROBIN JACKSON

Always the talk seems to centre on racing cars and the latest improvements thereto, the latest " scandal " about the opposition, and what happened to So-and-so at the Mille Miglia last year. So the months and the years pass, and the store of memories, funny and sad, builds up.

When we go to a motor race and see it from the grandstand, how little do we really see of the background behind it all, but let us never forget to honour the mechanics and their profession, for it is a noble one which perpetuates a rare and valuable asset that is one of this country's chief glories—craftsmanship. Add to that loyalty and enthusiasm, and you are very close to true human greatness.—" A.B.C."

* * *

ROBIN JACKSON

If you go into " R.R.J.'s " study at his home in Weybridge, you will see on the wall a faded picture of a youthful-looking enthusiast at the wheel of a Blackburn-powered Morgan way back in the 'twenties, and one of the old MOTOR SPORTS shows a similar scene. Turn up Barré Lyndon's " Combat " and you will see the same figure, now somewhat older, photographed as a member of Randall's team for one of the " Double Twelves," and in one of Prince Chula's books dealing with Bira's 1937 season you can read that one of his rivals in a Mountain Handicap was " R. R. Jackson—Alta." So " RRJ " is no stranger to the racing game, and even today he is still quite capable of hopping into the cockpit of a motor car that he has tuned, and driving it fast enough to satisfy himself that it goes properly. It usually does. Today, " RRJ " is what one might call " attractively white-haired," but still maintains an abnormally keen approach to motor racing. He is one of the few who have genuinely " seen it all," and yet who will still wax keen over some idea for improving a racing car. He seems to take an almost impish delight in devising something that seems revolutionary to other people, but which is really just the outcome of experience and logical, objective thinking. In slow and most amusing speech he will, after having assessed the added power, add some remark like " Now don't let's forget that we must keep the device on the road." The overall picture, you see. The writer remembers very clearly his first meeting with " RRJ " to discuss, many years ago now, a projected motor car for the late Joe Fry. It was all highly secret at the time, of course, and known to us as the " 1864 job," but Joe's unhappy passing and various other factors prevented it reaching completion. Quietly, logically, " RRJ " had worked it all out. Two Citroën front ends, back to back, four-wheel drive and steering, a 2.9-litre Alfa-Romeo power unit, torque-limiting clutches to eliminate wheel spin and many other novelties designed to produce a master sprint car that would be literally unbeatable in Fry's capable hands.

With this project, too, was associated Zillwood Milledge, who shook us all to the core by appearing in summer camping attire when the snow lay deep and crisp and even.

It all seemed to a junior employee simply fantastic, but as the design all fitted together on the board one appreciated that it was no wild flight of fancy and came to a new appreciation of the " RRJ " skill and vision. He is indeed one of the very few people who can carry that sort of thing through to completion, never hesitating to call in outside specialist help if needed, never failing to know his limitations—how great those assets are! One recalls the serious dissertations on the technique of four-wheel steering, delivered by " the great man " (as Hutchison once called him) with just the same tone of voice as if lecturing on the roadholding of a Morris Minor. Thus do the two major characteristics of the man come out. If he is the consulting engineer, the job never " goes sour," and he maintains his kindly approach whether he is working with the managing director or the most humble draughtsman. All that matters is the job in hand. That legendary commodity which is said to baffle brains just does not exist in his make up, nor is it tolerated in others.

Another memory springs easily to mind to illustrate this delightful fearlessness of " RRJ's " technical approach. Discussing possible ways of making the legendary Freikaiserwagen go quicker, " RRJ " and the writer dallied for a cup of tea on the way back from Bristol. The revolutionary suggestion put forward by " RRJ " was to add another cylinder, making the engine a radial three, and when it was suggested " Mightn't that be a bit difficult? " R^2J (as he once rather amusingly signed himself) proceeded to draw the bones of the idea on a hotel serviette—every detail was clear in his mind before making the suggestion in the first place. The writer retired abashed.

True, all this has little to do with the normal mechanic's lot, but " RRJ " is more than capable, and indeed prefers to do the actua " screwing together " too, ably assisted by Jim, his confederate for many years past. Literally nothing goes into a motor car until it is right. The writer has seen him standing in the pouring rain on a Bristol airfield, solemnly checking the dimensions down the length of an S.U. needle before trying it in the motor car. Most other people would accept the fact that an OX needle was an OX needle, but not the subject of this article.

Useless to repeat the age-old definition of genius, but the thought is applicable. Watch him handle a special connecting rod for a " 500 " or assembling a back axle, and you will see the real mechanic at work. Spotless cleanliness, careful fitting, both are second nature to him, and thus did cars like the Hutchison Alfa, the Freik, the Bentley Jackson, and many many others go so effectively.

Likewise the " twin spark " head of Stirling Moss' Cooper springs from the same fertile brain.

Another facet of the " RRJ " character is the capacity for remaining calm. Dennis Poore once drove a 500 device at Goodwood, and he appeared past the paddock, going extremely fast without the exhaust pipe which had obviously fallen off somewhere round the circuit. " Those machines are apt to catch fire when that happens " came the quiet voice from under the " fisherman's hood." Catch fire the car did, and we watched the poor driver deal with the situation once he became aware of the blaze behind him, pulling off into the paddock and leaping out from under the screwed on steering wheel just in time. Not a muscle of " RRJ's " face moved.

Although endowed with more than the ordinary sense of humour, you have to work hard sometimes to appreciate his fun. His vocabulary invariably includes such words as " the vehicle," " the apparatus " or " the device," these terms applied to things that the ordinary mortal would call by some more conventional nomenclature. You have, in other words, to read the fun or the meaning into what he says. The writer remembers asking him once (really wanting to know) what was the " RRJ " view of Richard Seaman's skill as a driver, for the great English Grand Prix driver had his car tuned by " RRJ " way back in the 'thirties. The reply was " he was a very good driver "—just that—but coming from whence it did, there was no need to add more, provided you knew " RRJ." Similarly, " Bira doesn't break motor cars " was his contribution to a discussion on whether good racing drivers should be technically-minded. " RRJ " saves his conventionally-expressed emotions for subjects other than racing cars. Once he and the writer lunched together, and were served with two portions of chicken that were so tough that they were literally inedible, but in spite of the normal impediments to easy mastication that come with advancing age, " RRJ " rocked with laughter at the occurrence, to the amazement of the waitress, who simply could not understand why her india-rubber offering should seem so funny. Like all who have an inborn sense of humour, " RRJ " laughs first at himself.

Was it Hercule Poirot who referred to the " order and method in the little grey cells "? Certainly to appreciate that thought fully, to do a bench test with " RRJ " is instructive. Everything is laid out properly, and the results immediately noted down in his large

Continued on page 664

The N. Staffs M.C. Silverstone Meeting

(October 9th)

A LONG series of successful 1954 Club Race Meetings at Silverstone circuit concluded on October 9th with the N. Staffs M.C. meeting.

A long series of handicap and scratch seven and ten-lap events for sports cars and racing cars were contested, the last race finishing in the dusk, with Baxter's C-type Jaguar's lamps ablaze.

One accident occurred, when Hiess, driving the ex-Stoneham Special Austin Seven, slid broadside at Woodcote, corrected too briskly as his car ran across the course, causing it to somersault on top of him. His injuries were very minor under the circumstances, but this episode showed up the inefficient flag-signals at this point, which had been evident to experienced observers all the afternoon.

The day's sport opened with a seven-lap sports-car scratch race, Nurse's Lotus winning the 750 Formula section at a rousing 65.93 m.p.h., Lewis' Lotus the 1,172 Formula category at 65.32 m.p.h. and Garfith's M.G., driven by Ladds, the 1,250 c.c. section at 59.82 m.p.h., perhaps an indication that a Formula chassis is a jolly good proposition, making up for smaller, standard engines.

A similar race for 1,250-1,500 c.c. sports cars saw Hacking's Cooper-M.G. win at 70.86 m.p.h., followed home by J. Naylor's Cooper-M.G. and E. J. Newton's Killeen-M.G. The 500 c.c. race, over ten laps from scratch, was a victory for Charles Headland's Martin-Headland, which contrived to average 74.03 m.p.h. in beating Harrison's Cooper and Anderson's Staride.

Naylor then wiped-up the 2½-litre sports-car seven-lap race from an Alta and the noisy twin-exhaust Clairmonte with Lea-Francis engine, Venn's Healey Silverstone taking the 2½-litre section at 69.79 m.p.h. from Simpson and Taylor in similar Healeys.

The ten-lap Formule Libre race saw Berry's C-type Jaguar, with air-scoops to its brakes and a metal cockpit-cover over the passenger's seat, chased with spirit by the Clairmonte, Berry winning at 76.69 m.p.h., with Baxter's Jaguar in third place. Anderson's Cooper *fell sick, but Jopp pressed on fast, arms in true Farina style, in his* Emeryson. The race finished with three separate duels in progress, the two leaders, then Harrison's Cooper glued, impudence-to-dignity, to Baxter's Jaguar, then Naylor closely followed by Anderson's Staride.

The big sports-car scratch race saw Berry win again, this time at 76.8 m.p.h., again chased by Clairmonte. Baxter was *again third*, but a long way back. Major (Bentley) Dailey was getting his hand in with the ex-Carnegie J2 Allard and a gaggle of Austin-Healeys fought a race of their own, which Scot eventually led from Hichings, Higham and Crutch.

A seven-lap Production Car Handicap found Venn's Healey Silverstone out in front to win at 69.72 m.p.h. from a *similar car* handled by Gonn in Simpson's Healey, in spite of a spin at Woodcote, third place going to Gilly Tyrer in a wire-wheeled XK Jaguar coupé which he drove with verve and exhaust-crackle. Powner's 1½-litre Riley saloon was slow and Hisham's Austin-Healey found the Woodcote ditch more to its liking than the course. Burton drove Green's Aston Martin with many outside exhaust pipes.

The ten-lap Vintage Car Handicap was great fun, especially as it produced Keiller's very-short-chassis Bugatti, once a Full Brescia, but now with single-magneto engine and a curious pointed tail extending from its bolster tank. Thirlby drove the ex-Axle Berg G.N.-J.A.P., but retired, and Melville's beautiful 30/98 Vauxhall won at 69.29 m.p.h. from McDonald's well-known 4½-litre Bentley, which started 20 sec. later. Harris' Austin Seven was third. Vaughan drove his delightful 1½-seater Anzani Frazer-Nash with very narrow rear track, Green his Amilcar Six, Winder his "civilised" 9/28-powered Humber and Peter Binns his O.M.

Some excellent E.M.S.* were in evidence, notably the aforesaid G.N. and Frazer-Nash and Cardy's stark Talbot with vast self-change gearbox and its Road Fund licence neatly surrounded by an eared centre-lock hub-cap.

The racing cars had another ten-lap handicap, won by A. E. Marsh, who came through the field well in his Cooper-J.A.P., averaging 78.95 m.p.h., the Clairmonte second and Harrison third. Rees cornered his Austin very fast in the 2½-litre sports-car seven-lap handicap, but was beaten by Summers' Austin, at 61.17 m.p.h., Taylor's Austin being third. Brackenbury had a huge dice with the wheel of *his* Austin Seven.

J. B. Naylor's fast if smoky Cooper-M.G. took the second of these races at 70.6 m.p.h. from N. Naylor's Riley. Prices' Lotus-M.G. finished third and Cox drove nicely in Carnt's ex-Ruddock H.R.G., which *did some skilful thrusting* at Woodcote.

A third 2½-litre sports-car handicap followed, Venn's Healey averaging 69.74 m.p.h. to win from Simpson's Healey and Barron's very quick, all-enveloping Morris Special. The last race was won by Hacking's smart Cooper-M.G., at 71.87 m.p.h., with McDonald's thunderous, multi-exhaust-piped Bentley close on its tail, but passed on braking into Woodcote, and Tyrer's smart Jaguar coupé occupying third place. So ended the 1954 Club Silverstone season, the competing cars going home with reflectors twinkling.—W. B.

* Early Morning Specials.

The Eastern Counties M.C. Snetterton Meeting

(Oct 9th)

THE Eastern Counties Motor Club race meeting at Snetterton on Saturday, October 9th, was held in fine weather. The meeting started promptly at 12 o'clock and the seven events were run through very slickly, although there was no set time-table.

The first race was won by J. R. Stoop in his Frazer-Nash at a speed of 74.98 m.p.h., after the first corner the race became a procession spreading out in each successive lap.

Event No. 2 received added interest when it was learned that Roy Salvadori was to drive Miss Angela Brown's DB2 Aston Martin. In the first lap D. Kasterine in a Jaguar XK120 came round first, followed closely by J. Sears in his blue hard top Jaguar XK120, he in his turn being harried by Salvadori's less powerful DB2. In the following lap Salvadori overtook Sears and began to catch up Kasterine which he was unable to do before the chequered flag fell, leaving the finishing order Kasterine, Salvadori and Sears. D. Shale, in his Autin-Healey 100, and K. Rudd, in the A.C. ace, were having a struggle for fourth and fifth places in the overall positions and second and third in the 2/3-litre class, Rudd was unable to overtake Shale, although only 0.4 sec. behind on the finishing line.

Event three, 10-lap race sports cars on two classes up to 1,200 c.c. and 1,200-1,500 c.c. This race could have been called the Lotus benefit race as seven of the twelve starters were driving Lotus cars. The first, second and third in the larger class were Chapman, Lotus; Coombs, Lotus-Connaught; and Margulies, Lotus; all three members of the Lotus team. In the smaller class, however, D. R. Moore, in his M.G., was first, followed by Nichol's C.S.M. Also running in the race was the finely turned out R.W.G. of Goodwood fame, but now driven by C. M. Lund, who seemed to be having some mechanical trouble.

The next event for sports cars run in two classes, 1½/2½-litre and 2½-litre, proved a very interesting race. On the first lap four cars pulled away from the rest of the field, they were Sopwith in his Sphinx, Tony Crook in his Cooper - Bristol, Scott-Brown in his Lister-Bristol, and Salvadori, now driving his Maserati. They remained in this order for the first three laps, on the fourth lap Tony Crook overtook Sopwith, but the effort was too much for the Cooper-Bristol and it failed to come round for lap five. On this same lap the Lister-Bristol, superbly driven by Scott-Brown, went past Sopwith into the lead where he stayed until the end. Close behind the first two cars was Salvadori in the Maserati, and though he pushed the car hard he could make no impression on the leaders. For fourth and fifth places, P. Scott-Russell and C. A. S. Brookes, in Frazer-Nashes were duelling between themselves; Brookes seemed faster out of the corners and Scott-Russell quicker into them, which meant that when Scott-Russell overtook Brookes on the third lap he remained in front, although challenged repeatedly every succeeding lap.

The next event was the 500 c.c. race with Don Parker, Les Leston and Russell leading the field. On the first lap Les Leston led from Don Parker and Russell, but he did not remain there for long, braking too late at the hairpin he ran wide and Parker's maroon Kieft went into the lead, followed closely by Russell's Cooper. Some laps later Russell attempted to overtake Parker at the hairpin, delayed his braking a moment too long and took the corner wide, dropping some way behind Parker who was left a clear run to victory, with Russell 4 sec. behind, and Leston 8 sec. behind him.

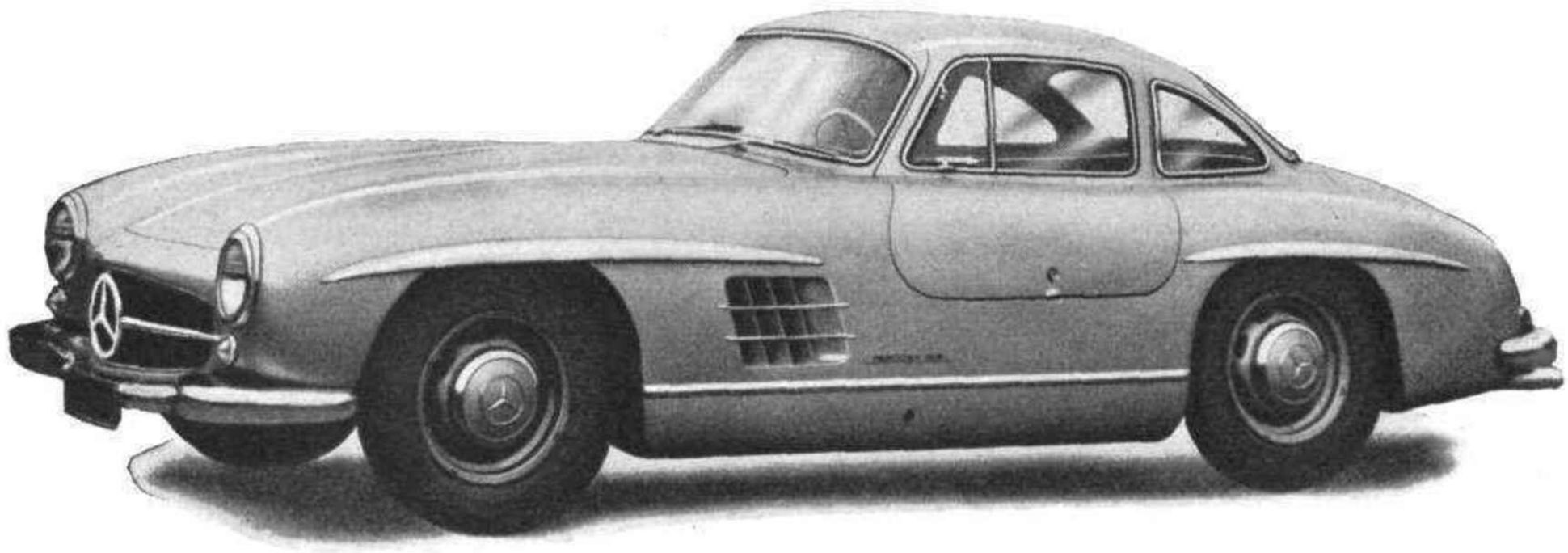
The next two races were rather spoiled for us, due to a brush with officialdom, which until then had been only too helpful.

The first was the Formule Libre, which was won easily by Salvadori in his Maserati. Behind him came a gaggle of Connaughts, D.Beauman leading them in the final laps, having overtaken W. Whitehouse earlier on, fourth was J. Riseley Prichard's Connaught only 3 sec. behind Whitehouse.

The last event was a handicap made up of class winners from the first four events. On the whole the handicapping was good, but J. R. Stoop, Frazer-Nash, was given too long a start, and won by 47 sec., second and third places were very much closer, J. Sears' Jaguar was just pipped on the line by Salvadori's Maserati.—M. T.

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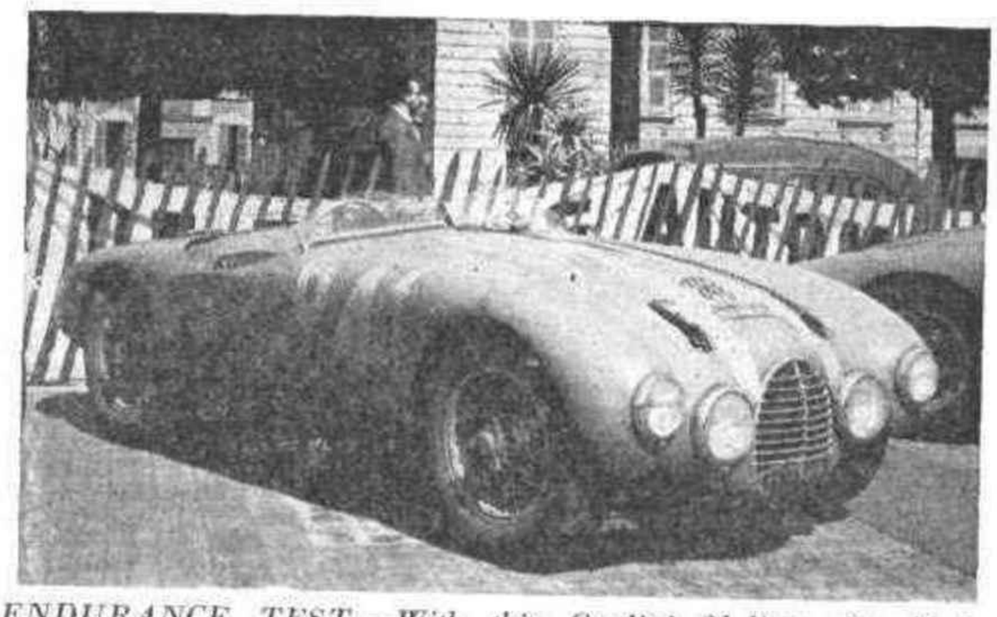
An Enthusiastic Visit to the Paris Motor Show

HAVING just left the Montlhèry track, my thoughts were still on high performance, speed and exciting motor cars, and immediately after churning through the turnstiles leading into the Grand Palais, off the Champs Elysees, where the 41st Motor Exhibition was being held, I came face to tail with one of the prettiest rear ends seen for a long time. It belonged to the exciting little Alfa-Romeo Giulietta Sprint, a 1,300-c.c. four-cylinder model with twin overhead camshafts, Solex carburetter and Lucas electrics, coil-spring i.f.s., a rigid rear axle, also sprung on coil-springs and located by torque-rods, and fitted with a very sleek two-seater coupé body, with a surprising amount of luggage room behind the seats. Naturally it had a steering-column gear-change and a very clear front floor, as with all modern sporting coupés these days, but the bucket seats and driving position invited rapid cornering, obviously having been designed by people who understand about fast motoring. In standard form the 74 by 75-mm—1,290-c.c.—engine was claimed to give 65 b.h.p. at 6,000 r.p.m. and, looking at the general proportions of the car, the claimed 100-m.p.h. maximum did not seem unreasonable, while the enormous turbo-finned brakes looked good enough for a Grand Prix car. Already in production, the Giulietta Sprint should be appearing on the Italian roads early next year and no doubt the Mille Miglia will see their competition debut in the Gran Turismo category. It is intended in the spring to produce a four-seater saloon on the same chassis which will be a serious rival for the well-established Fiat 1,100. When Alfa-Romeo recommenced serious production a few years ago, concentrating on the 1,900 saloon, it seemed that they had lost their sporting instincts, but the four models exhibited showed definite signs of a full return to exciting motor cars. Besides the Giulietta Sprint there was a 1,900C Super Sprint, with body by Carrozzeria Touring, a close-coupled coupé on the short-chassis version of the 1,900 saloon, fitted with wire wheels of the knock-off pattern, new enlarged brakes, and with the four-cylinder twin overhead-camshaft engine enlarged to 1,975 c.c., giving 115 b.h.p. at 5,500 r.p.m., using two double-choke Solex carburetters. The 5/6-seater saloon 1,900, now known as the 1,900 Super, has the same mechanical parts as the Super Sprint but with a slightly detuned engine giving 90 b.h.p., which is quite a lot for a family saloon of 2 litres. The fourth model of the Alfa-Romeo range was the normal 1,900 T.I. saloon that has been doing so well in rally events during the past season.

Still with the Italian idea of real motoring pulsing through my veins I crossed to the Maserati stand, where, typical of the Maserati organisation this season, a man was busy finishing off the stand decorations even though the Show had been open for three days. Spaciously displayed were three cars in bright red that would make the most blasé enthusiast sag at the knees. On the left was a two-seater A6GCS sports model exactly as raced by numerous Continental drivers, with no fancy Motor Show frills, just stark reality, while on the right was a similar chassis fitted with a Pinin Farina coupé body, again purely functional and looking as though it was on the starting line at Le Mans. In the centre was a 250/F.I single-seater, the latest to be built and due to be driven at Barcelona by Harry Schell. It was brand new and had obviously not been run at all, and it was interesting to see that the gaggle of oil pipes from the rear-mounted tank had been cleaned up considerably since the Monza race, the delivery and return pipes now being in a neat conduit that passes through the base of the riveted aluminium fuel tank. Nicely spaced out with lists of successes in both racing and sports categories, the Maserati exhibits were *pur sang* personified. On the way across to the Lancia stand I passed a diminutive red Nardi sports model, with body lines similar to a D-type Jaguar and fitted with a tuned Crosley "Hot-Shot" engine, it appearing to be the actual car that competed at Le Mans this year. Distinctly a "toy," but nevertheless a very interesting little toy. Lancia's were sitting contentedly amongst an unchanged array of cars comprising the Appia, Aurelia and Aurelia Gran Turismo, the last-named now with de Dion rear end as standard, as is the 2½-litre engine. The de Dion layout utilises ½-elliptic leaf-springs with the de Dion tube located by a Panhard rod, and if Mr. Ford had produced such a thing we should have said it would not work and looked crude anyway. On the Lancia it looks crude but apparently does work, but Mr. Lancia has always made impossible things that do work, so we must accept it.

Not far from Lancia was B.M.W., now with an entirely new car comprising the chassis frame that appeared at Earls Court last year fitted with the new and compact 2½-litre V8 engine, there being very little of a sporting character about the whole car except past glories and memories of the Type 328. Carrying on the Munich sporting tradition was Bristol, their most imposing array comprising the proven 403 saloon, the short 404 coupé, a left-hand drive Bristol-Arnolt and the new long 405 saloon, that looks as though it might bend in the middle at first glance, it being so low and long. The Arnolt-Bristol was interesting, being a light but well-equipped two-seater with body by Bertone of Italy, to a specification by Arnolt of America, and mechanical components supplied by Bristol. Altogether a rather pleasing collection of ideas, the result being a sports Bristol 2-litre.

The Talbot stand did not look very interesting at first, the cars being rather over-bodied coupés that looked ungainly, but in the centre of the stand was one of the new 2½-litre engines. This was distinctly interesting, being a four-cylinder version of the old 4½-litre Grand Prix engine, having 90-deg. inclined valves operated by push-rods and rockers from two camshafts set high in the crankcase. Unusual for Talbot, this engine had a normal four-speed synchromesh gearbox mounted in unit with it, and the complete power plant looked remarkably neat and tidy. With a bore and stroke of 89.5 by 99 mm. and running at 5,100 r.p.m., a very conservative 120 b.h.p. was claimed, it being a sporting engine rather than a racing engine, and as shown it was fitted with two double-choke Weber carburetters. Still in the semi-experimental stage, this engine is not expected to be available until next spring, but if it is going to be fitted to the sports coupé Simca, as has been suggested, then a rather nice road car should result. Apparently growing out of a bed of flowers was a works D-type Jaguar, looking just as efficient and sleek on the Show stand as it did at Le Mans and, now that it is to be put into small-scale production for sale to "special people" (Ecurie Ecosse perhaps!), the Jaguar firm have not only honoured their Le Mans obligations, which few competitors do, but give the complete answer to Donald Healey's nonsensical harangue earlier this season. Next door to Jaguars and displayed in a rather exaggerated manner was a 300SL Mercédès-Benz coupé fitted with fuel-injection as standard and available in France for £5,000. In all major respects identical with the cars raced by Mercédès-Benz, the 300SL coupé was given a slightly more saleable look by having more detail finish to the bodywork. It was displayed in a place of honour on the Mercédès-Benz stand brilliantly illuminated and surrounded by chromium railings. This was seen on the Monday after the Show opened although the previous few days had seen a Grand Prix Type W196 racing car in the place of honour. The rest of the Unter-turkheim exhibits were the more staid family saloons, the 300 model still looking the same, though now with a body-cum-chassis construction, and appearing very dignified beside the more pressed-tin smaller models. A short step across the gangway brought me to the Porsche stand, on which stood a production Type 550 two-seater finished in blue and red, having the four-cam-shaft engine, knock-off hubs and disc wheels, the most complete undertray that could be desired and fitted with the latest-pattern Dunlop racing tyres. The car was mounted on a portion of concrete banking, allowing viewers to see into the cockpit with ease. Two



ENDURANCE TEST.—With this Gordini 2½-litre six-cylinder sports model Pollet and Gauthier won the recent Tour of France, a 6,000-kilometre high-speed rally-cum-race. The Gordini stand at the Paris Salon featured this same car, somewhat cleaned up since this photograph was taken in the Parc Ferme at Nice at the end of the rally. If put into small-scale production this model would have a ready sale among the sporting public.

standard Porsches were also on view, a 1,500 drophead coupé and a 1,500 Super of the more popular fixed-head coupé type. As production of the normal Porsches is still only a handful per week it is unlikely that the 550 will be appearing much before the spring in any numbers, but production is guaranteed and orders were being taken on the stand.

Tucked away against the wall was the Gordini stand and, as with Maserati, it was an enthusiast's delight, *being purely functional.* Two cars were exhibited, the 2½-litre six-cylinder sports car that Pollet and Gauthier used to win the recent Tour of France and alongside stood Gordini's latest Formula I car. At the time of writing this single-seater had not been run but it looks promising for the future if Gordini can find any drivers and continue to raise sufficient money to go on racing. In general principles the 1955 single-seater is like the well-known cars he has been using this season but the whole build has been lowered considerably. The engine is now fitted with a new type of cylinder head having two overhead camshafts operating directly on the ends of the valves instead of through short rockers as in the past, while the five-speed gearbox has been redesigned so that the fifth speed is an extra one at the top of the range rather than a low bottom gear as this year's cars have had. The rear suspension arms are now welded box-members in place of the old type of forging, and look as though they will position the rear axle in a more substantial manner. Disc brakes are fitted on all four wheels and are unusual in having braking pads placed diametrically opposite instead of having them grouped at one point on the main disc. As Gordini does not seem very inclined to sell any of his cars, his stand at the Paris Motor Show seems rather pointless, but at least it gives the racing enthusiast an opportunity to inspect the cars at close quarters instead of from the wrong side of the fence.

The Paris Motor Show is always famous for its oddities and its special bodywork in all degrees from the vulgar to the bizarre and, while struggling through the crowds from one exciting car to another, I was occasionally confronted by ghastly yellow, pink or blue creations that will never come under the heading of " motoring " however far the imagination is stretched. In passing it was interesting that the stands containing normal American saloons were the easiest to cross, there being very little French interest in such large vehicles, while on no occasion could I get within touching distance of the little Italian Isetta 250-c.c. run-about, for it seemed to have captured the French imagination in a big way. The Ferrari stand was most disappointing, there being only two cars displayed and neither were in the sporting tradition as Ferrari builds his cars *normally.* There was a 4½-litre on the 375 Mexico chassis fitted with an extremely sleek grey coupé body by Pinin-Farina that was a nice Show exhibit but a bit too long in the bonnet to be wholly attractive, and there was a 3-litre 12-cylinder Europa model with a more normal Farina coupé body. I had rather hoped to see a 500 Mondial sports car, now that it is a production car, but it seems that the Ferrari concern that we know in racing circles has a different outlook from the Ferrari concern that deals with Motor Shows. Behind their stand, however, there was a racing car, it being a supercharged 750-c.c. D.B., in general shape looking like an enlarged Monomill racer but being better finished and having large ribbed brakes and knock-off wire wheels. It is really in the form of an experiment, but as a 750-c.c. supercharged car it must be considered as a current Formula I car and while not of Grand Prix standard it might be quite handy on a small Formula I circuit such as Pau or Aix-les-Bains. The engine was normal D.B. Panhard flat-twin fitted with a belt-driven double-rotor supercharger, the power unit being in front of the front wheels and driving them through a normal D.B. gearbox. Not far away was another racing car of great interest for it was a 1906 Grand Prix Fiat. It was a vast four-cylinder of 18 litres capacity and looked to be beautifully preserved and entirely original, and was claimed to be the actual car that Nazzaro used to win the French Grand Prix of 1907 at Dieppe. The amount of interest it was attracting was quite surprising and it was not the hysterical cackling of the masses that so often accompanies historical cars in England these days, but amazed appreciation of the mechanical aspects of this Fiat of the past. On the opposite side of the main hall to this glimpse of the past was a view of the future in the shape of the General Motors experimental turbine-engined projectile, the Firebird. Mounted on a revolving dais, it looked most impressive but was really little more than a Delta-wing aircraft on wheels, while the front suspension and running gear looked so flimsy that it was nice to know that the vehicle was intended for straight-line running only. The crowds being rather thick around the turntable, I climbed up the stairs to the second balcony and had a far better view of this exhibit, which, while being at the moment in the realms of fantasy, was a rather fine tribute to American coachbuilders *for sleekness of line and finish.*

Having seen the General Motors Firebird turbine car I felt sure that Fiat would be showing their beautiful little red and white coupé turbine car, but all a visit to the Fiat stand revealed were the rather ungainly-looking 1,400 and 1,900 saloons, the compact 1,100 and a scale model of the turbine car. Passing on to Rover's I could not even see mention of a turbine car existing, so it would seem that such propulsion has a long way to go before the public are to be allowed in on it.

On the way down the main hall again I found the funny little 750-c.c. Moretti coupé, an example of which had been competing at Montlhèry the previous day. In addition there was a much nicer looking 1,200-c.c. version with a coupé body, both cars being four-cylinder twin-overhead camshaft models with very light tubular chassis. In Italy there are numerous builders of these little limited-production " specials," such as Stanguellini, Bandini, Giannini and Ermini, but Moretti are the only ones who managed to get out of their own country. Transferred on the back window of the 1,200 Moretti was a rather delightful notice saying, in French, " En Rondage " and underneath, in English, " Grinding of the Cylinders," which is one way of looking at running-in.

Still very much a national affair, Pegaso were showing two coupés on their usual chassis, there being no major changes since the car first stirred the sporting world some years ago. No doubt coupled with politics and higher finance is the reason that the Pegaso car has still not appeared in any numbers in Europe, though it would seem that they monopolise Spanish national sporting events. In order to show more clearly the interesting mechanical details of this V8-engined, de Dion-rear-axled car whose specification is of Grand Prix standards, a third car was on the Show stand, raised on a platform and fitted with a coupé body made of Perspex. Not only was this exhibit a masterpiece of the Perspex moulders' art but the silhouette it formed looked much nicer than the metal-bodied coupé alongside, which was obviously made on the same mould. It is strange that all Pegaso attempts at competition outside their own country have been pretty mediocre, yet the stand was covered in photographs of competition successes achieved in Spain! Across the aisle from Pegaso was a small stand belonging to Ghia, the Italian coachbuilders, and they were exhibiting a rather overdone coupé on an Alfa-Romeo Sprint chassis that was not so nice to look upon as the more standard model on the Alfa-Romeo stand. The other Ghia body was a very smooth coupé on an XK120 Jaguar chassis, with wire wheels; this was modelled on the lines of the very beautiful red coupé 8V Fiat that was shown last year, enlarged now to cover the 3½-litre Jaguar and as an " attractor " model it really was most covetous. The chief rival to Ghia, for elegance is Pinin-Farina and on his stand were three Italian cars fitted with bodywork designed by him. There was a 1,900 T.I. Alfa-Romeo, always a popular chassis with coachbuilders, that seemed an extravagant way of having a good family saloon, then there was a coupé body on a TV Fiat 1,100, the TV standing for Touring Veloce, and this was identical with models that have appeared in road-going events in Italy during the past season, but which have seemed a little overbodied when in competition with the normal 1,100 Fiat. The third Pinen-Farina exhibit was a Lancia Aurelia that was pure showmanship and no one in their right mind would contemplate such a vehicle while Lancia continue to offer the Gran Turismo Aurelia at a lower price.

After a very full and tiring day at the Paris Motor Show there was no doubt that to anyone of an enthusiastic nature there was much to offer, not only from the point of view of available cars, but



STARLET OF THE SHOW.—The little 1,300-c.c. Alfa-Romeo Giulietta Sprint was undoubtedly one of the most attractive cars at the Paris Salon, fascinating to the layman and desirable to the knowledgeable.

also things to see under one roof that only a season of Continental touring and racing would otherwise make available. Normally, of course, the object of a Motor Show is to display to the general public the goods that they can buy in the near future, to use themselves, but I also think that it is a good thing if the public, general or sporting, can also see things they do not want to buy, or cannot buy, but in which they are still interested. The rest of the Paris Motor Show consisted of the more sober and practical vehicles, such as Citroëns, Renaults, Peugeots, Hillmans, Austins and Morris, or the more de luxe productions like Jaguars, Bentleys, Lagondas or Rovers. Naturally all the English sporting vehicles were on show, the TF Midget, the TR2 Triumph, Austin-Healey, and DB2-4 Aston Martin, but they were all on view at Earls Court and will be dealt with elsewhere in MOTOR SPORT.—D. S. J.

THE MONTLHÈRY MEETING

(Oct. 10th)

THE final meeting for 1954 on the Montlhèry track near Paris took place on the Sunday of Paris-Salon week and included races for modified production cars, the Monomill Circus and sports cars, the last-named group competing for the major award of the day, the Coupe du Salon. Practice on Saturday afternoon was held on a damp track that was decidedly slippery, the actual circuit in use being the 6.283-kilometre one, incorporating the northern half of the banked oval, taken in the reverse direction, and part of the very fine road circuit that leads off from the main oval. The entry for the Coupe du Salon was not only large but was also of a very high standard and gathered together a very representative collection of super sports cars. Although the event was to be run as a scratch race over 24 laps, included were four group classifications, the first being for sports cars up to 750 c.c., the second up to 1,500 c.c., the third up to 2,000 c.c., and the fourth for unlimited engine size. There were 29 cars which got through practice safely and were fit to come to the starting line, only three of the total entry failing to make the grade. Of these the Kieft-M.G. of Elles seized its rear axle and the Trouis-Panhard two-seater that Mayers was to drive seized its engine. During some very regular lapping towards the end of practice when the track had dried a little and the wind dropped completely Jean Behra recorded the fastest lap with the factory 3-litre Le Mans Gordini with central driving position.

On the front row of the starting grid were Behra, the American Gregory with his 4½-litre Ferrari, and Levegh with his well-known Talbot; behind came Grignard driving a works supercharged 2.8-litre Pegaso two-seater, with right-hand steering and numerous air-scoops spoiling the lines of the bodywork, together with Duncan-Hamilton in his XK120C with disc brakes, Picard with a Ferrari 750S Monza type, a 3-litre four-cylinder with body and chassis like the production 500 Mondial, and then da Silva Ramos driving a works 2-litre six-cylinder Gordini two-seater, having made a better time than the five 2-litre Maseratis that were competing. Two 1,500-c.c. Connaughts were entered, MacAlpine driving the works car and Stirling Moss in the sister car owned by P. H. Bell. The rest of the entry was made up of Oscas, a Lotus-Coventry Climax, a 550 Porsche, French-owned Talbot-Lagos and a supercharged Peugeot Special.

Conditions for the race were very good, being dry and calm, and before the Super Sports category was released the French motor-cycle champion Pierre Monneret did a record attempt for the circuit on a four-cylinder Gilera motor-cycle, setting up a new record in 2 min. 20.4 sec., a speed of 161.113 k.p.h. As the 29 cars got away on the opening lap Behra went into the lead and steadily pulled away, driving with complete confidence and always master of the very quick 3-litre Gordini. Barring incidents his victory was going to be undisputed as he was alone in his class, being the only top-flight Grand Prix driver in the big group of sports cars. Behind him came Hamilton, keeping ahead of Gregory's Ferrari and the rest, while Moss was going very quickly in Bell's Connaught, keeping up with the leader of the 2-litre category for some time. By five laps Behra was way ahead, followed by Gregory, showing great restraint with the big Ferrari, while a battle was waging for third place between Hamilton in the Jaguar, Picard (Ferrari) and Levegh (Talbot), with Grignard making a very erratic way round the course in the blown Pegaso, which was very off colour, pouring out clouds of black smoke as it accelerated. The other Pegaso, an unsupercharged 3.2-litre model driven by Palacio, the Spanish works driver, was hopelessly slow and was surrounded by the smaller 2-litre cars. Sparken, driving a works A6GCS Maserati, was having a difficult time trying to stave off the challenge of da Silva Ramos in the Gordini, while the Swiss driver Musy was keeping his private Maserati only a few lengths behind them. Moss was well ahead in the 1½-litre class, leading from Veuillet (Porsche) and Peron in his Osca that he used in the Tour of France. The first and second places in the General Category remained unaltered and neither Behra nor Gregory were challenged, though both drivers were driving very hard, cornering very near the limit, especially when they began to lap the slower cars. The three-cornered battle between Hamilton, Picard and Levegh looked as though it would be solved when the Ferrari got in front, but then a slight error on the hairpin at the end of the double-track straight put the Ferrari at the back again. About the same time Peron got into his stride with the 1,500-c.c. Osca, it having the new eight-plug head, and he swept past the 550 Porsche and the Connaught of Moss and led his group, while da Silva Ramos was showing surprising ability in the way he was pressing on in the Gordini, leaving all the Maseratis well behind. Grignard's smoky Pegaso succumbed at the pits for a time, recommencing later without any marked improvement, while the other one was as slow as young Rosier driving his father's Le Mans Talbot. In the smallest class there were only two cars running effectively, the Giannini-engined Giaur of the Italian Orsetti and the locally-built Ferry-Renault that so nearly won the Bol d'Or this year, and these two were having a steady battle that entailed cornering at a very high degree of tyre scream. With one or two exceptions the whole field was going at a surprising rate, the degree of "pressing on" round the two sharp corners before re-entering the banked portion of the track being most satisfying to see and to hear.

With only four laps to go da Silva Ramos was comfortably in the lead of the 2-litre class when a rocker on the Gordini engine broke and he was forced to retire, leaving the Maseratis in full charge of the 2-litre class. Just before the end Musy wore down Sparken and got past to win by a short distance, while Peron (Osca) in the 1½-litre class began to lose speed and dropped right to the back, letting Moss regain the lead with Connaught, that he had been cornering at the limit throughout the race. Hamilton just managed to beat Picard's Ferrari, driving the closing stages of the race with his headlamps ablaze as it was getting towards dark and slower cars were not always aware that they were about to be overtaken, and with the sky darkening and showing every sign of winter, Behra won the Coupe du Salon for Gordini, in what will probably prove to be his last race for the French concern. In the course of his unchallenged victory Behra set up a new lap record for the course in 2 min. 16 sec., not so very much faster than the motor-cycle record.

Results :

COUPE DU SALON—Montlhery—24 Laps—151 Kilometres

1st :	J. Behra (Gordini 3-litre)	55 min. 56.2 sec. ...	161.756 k.p.h.
2nd :	M. Gregory (Ferrari 4½-litre) ...	56 min. 41.4 sec.	
3rd :	J. D. Hamilton (Jaguar 3½-litre) ...	57 min. 57.2 sec.	
4th :	F. Picard (Ferrari 3-litre)	57 min. 58.0 sec.	
5th :	P. Levegh (Talbot 4½-litre) ...	58 min. 09.0 sec.	
6th :	B. Musy (Maserati 2-litre)	1 lap behind.	
7th :	M. Sparken (Maserati 2-litre) ...	1 lap behind.	
8th :	J. Palacio (Pegaso 3.2-litre) ...	2 laps behind.	
9th :	J. Rosier (Talbot 4½-litre)	2 laps behind.	
10th :	S. Moss (Connaught 1½-litre) ...	2 laps behind.	

Class Winners :

Group I :	C. Orsetti (Giaur 750-c.c.)	19 laps in 58 min. 19.2 sec.
Group II :	S. Moss (Connaught 1,500-c.c.) ...	22 laps in 57 min. 02.6 sec.
Group III :	B. Musy (Maserati 2,000-c.c.) ...	23 laps in 57 min. 17.0 sec.
Group IV :	J. Behra (Gordini 3,000-c.c.)	24 laps in 55 min. 56.2 sec.

Fastest lap : J. Behra (Gordini), in 2 min. 16 sec.—166.325 k.p.h.

During the morning a race was held over 17 laps of the same circuit for touring cars of high performance, which more or less meant

production cars that were allowed to be considerably tuned. The bulk of the entry was made up of Simca Aronde and Peugeot 203 models, together with Porsches, Renaults and Panhards. There was a lone British entry from R. K. N. Clarkson with his special coupé-bodied Morgan with Triumph TR2 engine, and it was rather pleasing to see him lead the race from start to finish, being completely unchallenged throughout, showing the French boys that they are not alone in souping-up production engines.

Results :

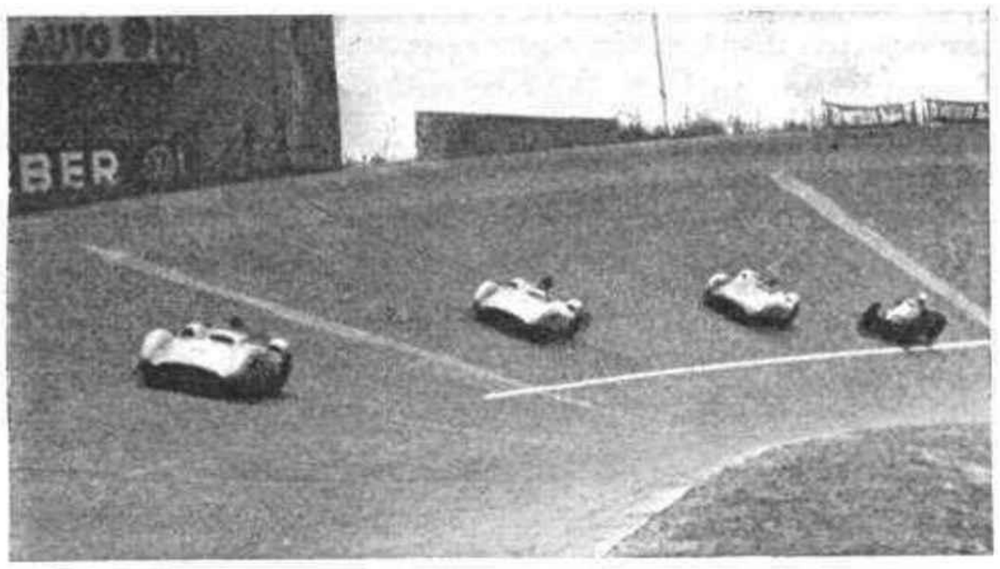
TOURING CARS UP TO 2 LITRES—17 Laps—106.817 Kilometres

1st :	R. K. N. Clarkson (Morgan 2-litre) ...	51 min. 36.0 sec. ...	123.331 k.p.h.
2nd :	P. Chavy (Peugeot 203, s/c.) ...	54 min. 04.2 sec.	
3rd :	Mme. Terray (Porsche 1,500) ...	1 lap behind.	

THE AVUS GRAND PRIX

(Sept. 19th)

WITH no factory entries from Maserati or Ferrari the streamlined Mercédès-Benz cars driven by Fangio, Kling and Herrmann had little difficulty in sweeping the board on the very fast Avus circuit near Berlin. Situated in the corner of the British Zone of that city, the Avus track has been shortened from its pre-war length of 19.7 kilometres to 8.3 kilometres, though the very steeply-banked North Curve is retained. Apart from the German team there were the three factory Gordinis, driven by Behra, Pilette and Wacker, Rosier with his new de Dion Maserati, Schell with his older model, Swaters with his yellow Ferrari and Niedermayer with a Veritas Special. The



UNUSUAL SIGHT.—Grand Prix cars on the banking. Kling's Mercedes-Benz leads those of Fangio and Herrmann, with Behra's Gordini crabbing along behind in decently close company.

only possible opposition to the three Mercédès-Benz came from Behra, who clung to the tail of the third German car as they leapt into the lead in line-ahead formation. However, the Gordini engine succumbed to the sustained full-throttle driving and Behra had to retire after 15 laps. The race was over the full Grand Prix distance of 498 kilometres, 60 laps of the track, and the Mercédès-Benz gave a high-speed demonstration of reliability, Kling finishing a few feet in front of Fangio, who was followed immediately by Herrmann. The rest of the field were many laps behind at the end and, in addition to Behra retiring, Rosier withdrew a few yards after the start when a drive-shaft broke, splitting the rear axle casing in the process.

Results :

60 Laps—498 Kilometres

1st :	K. Kling (Mercédès-Benz) ...	2 hr. 19 min. 59.8 sec. ...	213.5 k.p.h.
2nd :	J. M. Fangio (Mercédès-Benz) ...	2 hr. 20 min. 00.3 sec.	
3rd :	H. Herrmann (Mercédès-Benz) ...	2 hr. 20 min. 00.7 sec.	
4th :	A. Pilette (Gordini)	3 laps behind.	
5th :	J. Swaters (Ferrari)	4 laps behind.	
6th :	F. Wacker (Gordini)	5 laps behind.	
7th :	H. Niedermayer (Klenk-Meteor)	8 laps behind.	
8th :	H. Schell (Maserati)	10 laps behind.	

Fastest lap : J. M. Fangio (Mercédès-Benz), 2 min. 13.4 sec.—224 k.p.h.

BOOK REVIEWS

"Blue Wings Over Bangkok," by Prince Bira. 184 pp., 5½ in. by 8½ in. (*Foulis*, 7, *Milford Lane*, *W.C.*2. 18*s.* 6*d.*)

This is a book for flying enthusiasts. It tells how Prince Bira, the well-known racing motorist, flew with his wife and his terrier, Tichiboo, to whom the book is dedicated, from England home to Bangkok in his Miles Gemini with Cirrus engines.

The book is a little naive, but is very interesting, and very nicely produced and illustrated, with an attractive dust-jacket.

Bira made no attempt at record-breaking, but had excitement nevertheless, and his modest account does not quite succeed in disguising the fact that he is a very talented pilot and navigator. A few references to motor racing appear in this book, which must certainly be on the shelves of those who collect works about private flying.—W. B.

"Basic Road Statistics, 1954." 59 pp., 5½ in. by 8½ in. (*British Road Federation*, 4*a*, *Bloomsbury Square*, *W.C.*1. 1*s.*)

This annual work of reference contains invaluable data for politicians, lecturers, writers and statisticians. From it, for example, we glean that Britain has over five million motor vehicles on 186,261 miles of road, the busiest in the world. Up to March this year motor taxation brought in £386,800,000, but the Government's allocation to roadworks is only £33,131,000.

Goods vehicles continue to increase, numbering 995,562 last year, but trams have been declining since 1927 and now total only 3,006. 1953 saw fewer road casualties than 1934, the worst year. In 1952, 72 per cent. of all freight (by weight) went by road, 24 per cent. by rail, 3 per cent. by coastal shipping and 1 per cent. by inland waterways.

This little book really is worth having, even if the facts it presents fail to cheer you up as you sit in the midst of a traffic-jam.—W. B.

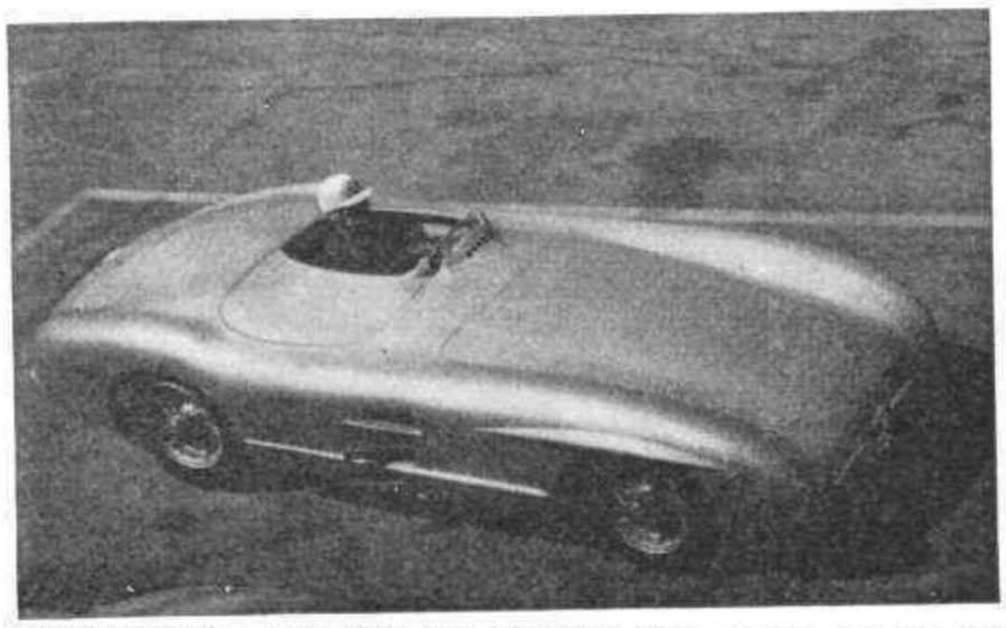
"Sports Car Bodywork," by B. W. Locke, M.I.B.C.M., A.Inst.A.A. 71 pp., 5¼ in. by 7¾ in. (*Craftsman Publications*, 9, *New Street*, *E.C.*4. 21*s.*)

Judging by the large number of enquiries MOTOR SPORT receives for a book on this subject, Mr. Locke should make a fortune!

He opens his book in a practical manner by showing that low frontal area increases maximum speed and that it is easier to attain, for instance, than an extra 10 b.h.p. from a 2-litre engine already giving 120 b.h.p., this increase representing the same gain in maximum speed, 115 to 118 m.p.h., as a reduction of only 1 sq. ft. of frontal area.

The effect of suspension and chassis design on the proposed body are discussed, legal and F.I.A. sports-car requirements are borne in mind and the author bases some of his advice on a timber-frame body on that " flying bedstead " of a car, the H.R.G., used successfully in an Alpine rally on a non-standard sports body on a Healey made from ¾ in. o.d. 18 s.w.g. steel tubes, and a trials body on a Ford Ten chassis.

The book covers construction in timber, metal and plastics, includes bodywork drawings, fittings and paintings, and comes with plans for sports bodies in all three of the aforementioned materials.—W. B.



PROMISING!—The 300SLR Mercédes-Benz sports car on test at Monza.

SAMPLING THE 300 SL MERCEDES-BENZ

THE 300SL Mercédès-Benz, which created such a sensation in sports-car racing two years ago, until the manufacturers withdrew it from competitions because " they had learnt all they needed to know," was brought to Silverstone on October 14th for the delectation of a few favoured motoring journalists.

Rudolf Uhlenhaut, head of the Mercédès-Benz experimental and racing department, drove each journalist for two or three fast laps of the full Silverstone circuit. This was a wonderful experience, for Uhlenhaut is well known to be nearly as fast as Fangio when it comes to poking a Mercédès round the circuits, and while he may have kept just a little in hand during these demonstration runs, the 300SL was driven very fast indeed, using all the available space on the corners. Uhlenhaut used only top and third gears, bringing the car out of the corners by skilful opening of the throttle, the speed rising to something like 112 m.p.h. along the straights.

Later came the opportunity of trying the 300SL for oneself and while fast " lappery " masks rather than clarifies impressions of a strange car, especially one of this power and speed, we were impressed by the manner in which 6,000 r.p.m. came up in the indirect gears, equal to nearly 100 m.p.h. in third, the comfort and support of the cloth-upholstered bucket driving seat, the high-geared, taut, somewhat heavy steering, the very fine road-holding, swing-axle rear i.s. notwithstanding, and particularly by the great power of the light-to-apply, completely fade-free brakes, with their turbo-finned drums. Naturally, the extreme power and urge of the 300SL impressed. It also created favourable comment for the manner in which it stood up to this continual high-speed without falter, the exhaust showing neither blue haze nor black smoke, the engine starting promptly, and no trouble of any sort remotely thought of, except for a big nail which punctured one of the Dunlops, although this car, with the first production fuel-injection engine, was used as a road-hack and probably did nearly 200 miles of fast work at Silverstone. The accelerator has a short travel and when it is depressed the result is interesting! The car snaked somewhat when taking an adverse camber and it is possible that a de Dion back-end would hold it down better, although it is certainly an outstandingly stable and safe car.

It is a truly delectable motor-car and not surprisingly costs £4,392 15s. 10d. in this country, in spite of the fact that Mercédès have studied cost-reduction and hence use bolt-on wheels, drum brakes and a sheet steel body, etc. Although the price is high, there is, they appreciate, a limit, even for sales to the U.S.A.

The instrument panel is in the modern, even ornate style, with quite modest speedometer and rev.-counter dials before the driver who, in this l.h.d. example, had a hand-brake lever on the left of his seat and a central remote gear-lever, nicely placed and controlling a gearbox with admirable synchromesh. Entry and egress to the two-seater cockpit with its luggage shelf behind the seats entails cocking the legs to negotiate the deep chassis sill, as the spring-loaded lift-up " Le Mans " doors are used, but head-room as you enter or emerge is unrestricted, as the doors form part of the roof. This construction is essential if a properly-stiff chassis frame is to be employed without a heavy weight-penalty; the frame is, indeed, formed of 25 mm. by 1 mm. " bicycle " tubes. The sliding windows seem rather small but visibility is excellent and head-room ample, whilst the luggage boot is capacious.

Mercédès-Benz are building 25 of these 300SL cars a month at present, selling mainly to America, and will soon increase production to 50 a month. They aim to build 500 in all, so that the car qualifies to race in the *Gran Turismo* class.

The engine is a development of the 300 and 300S six-cylinder overhead camshaft 85 by 88 mm., 2,996 c.c. unit. With direct fuel injection, which, from our remarks above, it must be obvious that Stuttgart has got absolutely " taped," the power output is 212 b.h.p. at the clutch, using a compression-ratio of 8.55 to 1. We write " at the clutch " advisedly, for American enthusiasts get 240 b.h.p. by removing cooling fan, exhaust mufflers and such like impediments. The b.m.e.p. is 158.5 lb./sq. in.

The engine peaks at 5,800 r.p.m., but is safe up to 6,000 r.p.m. and will tolerate 6,400 r.p.m. in top gear if the low-ratio back axle is fitted.

Uhlenhaut explained that Mercédès-Benz have adopted fuel-injection because it provides the same strength mixture in each cylinder, so that a higher compression-ratio can be employed than is possible with normal carburation, when the limiting factor is that of the leanest cylinder. The car we tried was using pump National Benzole and S.A.E. 20 Mobiloil. It shows not the slightest tendency to " pink." Besides this advantage of fuel injection, this system provides excellent low-speed torque, from 400 r.p.m. upwards, and makes the engine easier to operate under cosmopolitan conditions, inasmuch as jets do not require changing at high altitudes, as the fuel pump is provided with bellows for automatic altitude adjustment and also has automatic temperature and cold-start adjustments.

Dirt is the enemy of the fuel-pump, as it is of a diesel-injection pump, but a double filter obviates most of the trouble. The only shortcomings of fuel-injection have been difficult hot-starting, cured by using an electric auxiliary pump to prime the system with cool fuel, and a tendency to " hunt," which however is confined to idling speeds and will be cured. A long induction pipe, feeding air to the inlet valves, damps out induction pulsations.

The cost of fuel-injection is approximately £60 greater than that of normal carburation, but later on Mercédès-Benz will probably adopt it for their lower-priced cars.

The 300SL will be available in open as well as coupé form next spring, but not as a four-seater, as Stuttgart consider such addition of weight quite out of keeping with their conception of a *Gran Turismo* motor car.

Three different back axle ratios are available, 3.68 to 1 for normal touring, giving a maximum speed of 150 m.p.h., as used on the car we drove, 3.42 to 1, which provides a maximum of 155 m.p.h. and 3.25 to 1, which gives an all-out speed of 160 m.p.h.—quite a sports car! Using the " town " gear-ratios 40 m.p.h. is possible in first gear, 67 m.p.h. in second gear and 95 m.p.h. in third gear of the four-speed gearbox, but the higher axle ratio gives 75 m.p.h. in second gear and 107 m.p.h. in third. The weight of the coupé, ready to drive and full of fuel, is given as 25.5 cwt., suggesting a dry weight of about 23 cwt. Were a light-alloy body used some 80 kilo. could be saved, but the price would increase.

Fuel consumption is quoted by Uhlenhaut as 44 m.p.g. at 30 m.p.h., 38 m.p.g. at 40 m.p.h., 35 m.p.g. at 60 m.p.h. constant speeds, the average range being between 14.8 and 24 m.p.g. for fast driving, including Alpine work. Uhlenhaut said that motoring " as fast as you can travel on British roads," including town-driving, the 300SL returns 18 to 20 m.p.g., a very conservative consumption for a 3-litre car of this kind, proving that low weight and a good aerodynamic form pay dividends here.

For sports-car racing Mercédès-Benz have the new straight-eight 3-litre fuel-injection 300 SLR (picture on page 622) which MOTOR SPORT described last month.

Uhlenhaut said that next year this car will run in the important sports-car races and they hope to vanquish Ferrari, and Lancia if the latter *marque* runs. Open and closed versions of the 300SLR will be produced, but it is expected that the drivers will prefer the open cars for races like the Mille Miglia, because of the problem of keeping clean the windscreen of a coupé.

Disc brakes are being investigated dt Stuttgart, but will not necessarily be used. Already tests of a German-supplied Chrysler disc brake have been completed and Uhlenhaut now places high hopes in the Dunlop disc brake.

He welcomes the increasing competition in Grand Prix racing and looks forward to 1955, when the sports/racing 300SLR will make its debut and the Mercédès-Benz G.P. cars are expected to be faster than they were this year.—W. B.



SEEN AT MONZA.—One of the first production 300SL Mercedes-Benz, used by R. Uhlenhaut for personal transport.

CLUB NEWS

ALVIS—LAGONDA DRIVING TESTS

The Alvis O.C. and the Lagonda C.C. competed in five driving tests at Thursley, Surrey, on September 19th. The cars, ranging from Rapiers to 4½-litre Lagondas, and from a 12/50 to a 3-litre Alvis, were well matched and times were close, particularly in the acceleration test. The loose surface added to the afternoon's entertainment and to the times of some competitors.

Results :	*Marks*
Best Performance : C. G. Fincken (1934 Alvis Speed Twenty)	345
Best Lagonda Club Member : M. Leo (1930 s/c. 2-litre)	520
Best Alvis O.C. Member : R. F. Tilley (1933 Speed Twenty)	544
Second Lagonda Club Member : M. H. Wilby (1934 Rapier)	533
Second Alvis O.C. Member : J. Stephen (1934 Speed Twenty)	577

LAGONDA CLUB

The Lagonda November Handicap s on Saturday, November 6th. Start, 1 p.m. at the Hog's Back Hotel, near Guildford; finish, 8 p.m. at Dorking. The event consists of driving tests and navigation entirely suitable for vintage-type cars and open to members of the promoting club, Alvis Owners, Bentley Drivers, A.C. Owners, Per Ardua and V.S.C.C. Entry forms and regulations from J. M. Bosworth, The Grange, Old Town, Bexhill-on-Sea.

RAPIER REGISTER

Amid the pleasant surroundings of the Overstone Solarium, Northants, with its trees and lakes, the second annual general meeting of the Rapier Register was, once again, a conspicuous success. It was decided to continue the present policy of concentrating on technical help to members and it is hoped that in due course, when the spare part position is again under control, Lagonda Rapiers and Rapiers will once more be enabled to play their rightful part in post-vintage competitions. Full details are available from the Hon. Assistant Secretary, 123, Whyteleafe Road, Caterham-on-the-Hill, Surrey.

CLUB AFFAIRS

The Fairey Aviation M.C. & C.C. will hold driving-tests at Heston Aerodrome on November 7th, starting at 11 a.m. Details from J. S. Moreland, Technical Office, Fairey Aviation Co., Ltd., Hayes, Middlesex.

* * *

A new club, primarily for owners of pre-war Austin Sevens, but open to all Austin owners, is being formed. Details of this Austin Owners Club from C. Morris, " Li-on-Ror," Riverbank, Shoreham-on-Sea, West Sussex. Pre-war membership 10s ; post-war Austin owners £1.

* * *

The Falcon M.C. plans a trial in the old, classical pre-war tradition with its Guy Fawkes 200 on November 6th/7th. Starting from London, Birmingham and Taunton, there will be seven Cotswold observed sections, two hills at night and three timed climbs in the 180-mile route. M.C.C., London M.C., Herts County Sunbac, Kentish Border, Chiltern and Taunton clubs eligible. Finish near Oxford. Entries have closed. Details from H. W. Tucker-Peake, Sheford & Crowe, Ltd., Stevenage, Herts.

* * *

The Lea-Francis C.C. meets on the 2nd of each month at the Albert Hotel, Kingston Hill, Surrey. Hon. Sec. : P. G. Tomson, 3, Effingham House, Kingsaympton Park, Surrey.

* * *

The French Ambassador will attend the Bugatti O.C. Silver Jubilee Ball at Grosvenor House on November 26th.

* * *

The new Secretary of the Morgan Three-Wheeler Club, which now has over 600 members, is P. Davis, 36, Arbouretum Road, Worcester. 311 new members have been enrolled this year.

FIXTURES FOR NOVEMBER

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

6th.—Scottish S.C.C. Rally, Glasgow. *C.*
Cheltenham M.C. Cheltenham Trial, Forest of Dean. *R.*
Old Merchant Taylors M.C. Rally.
Lagonda C.C. Trial, S. England. *C.I.*
Newry & Dist. M.C. Trial, Newry. *C.*
Citroën C.C. Rally. *C.I.*

6th/7th.—Riley M.C. (N.W.). Rally, Wales. *C.*
Riley M.C. Rally, Blackpool. *C.*
Peterborough M.C. Rally, Peterborough. *C.I.*

7th.—Bolton le Moors C.C. Trial, Lancs. *C.*
Chester M.C. Trial. *C.*
Brighton & Hove M.C. Rally, N. Wales. *C.I.*
Falcon M.C. Trial, Stevenage. *C.I.*
Newcastle & Dist. M.C. Trial, Newcastle. *C.*
Eastwood & Dist. M.C. Trial, Notts. *C.*
Shenstone & Dist. M.C. Chase Trophy Trial, S. Staffs. *R.*
Bedford A.E.C. Rally, Bedford. *C.*
Cornwall V.C.C. Rally, Cornwall. *C.I.*

10th-13th.—M.C.C. " DAILY EXPRESS " RALLY. *N.*

11th.—Armagh & Dist. M.C. & C.C. Trial, Armagh. *C.*

12th.—King's College M.C. *C.*

13th.—Harrow C.C. Cottingham Memorial Trial, Home Counties. *R.*
B.A.R.C. (S.W.). Trial, S.W. Counties. *C.I.*

14th.—R.A.C. VETERAN CAR RUN TO BRIGHTON.
Grimsby M.C. Trial, N. Lincs. *C.*
Yorkshire S.C.C. Trial, Halifax. *C.*
Nottingham S.C.C. Trial, Nottingham. *C.*
Windsor C.C. Driving tests. *C.*
Cambridge 50 C.C. Trial, Cambs. *C.*
Northampton & Dist. C.C. Trial, Northants. *C.*
Lancashire A.C. Trial, Whalley. *C.*
Swanage C.C. Trial. *C.*
Furness & Dist. M.C. Trial, Lake District. *C.*

14th.—Riley M.C. (Scotland). Trial. *C.*
N. Devon M.C. *C.I.*

19th.—Mid-Antrim M.C. Trial, Co. Antrim. *C.*

20th.—Bristol M.C. & L.C.C. Trial, West Country. *C.I.*
Eastern Counties M.C. Trial. *C.*
V.S.C.C. Rally, Lancs/Yorks. *C.*
Thames Estuary A.C. Rally, Essex. *C.*
Herts County A.& Ae.C. Trial, Herts. *C.I.*
Armagh & Dist. M.C. & C.C. Trial.

20th/21st.—N. Staffs M.C. Rally. *C.I.*
750 M.C. Trial, Hants. *C.I.*
Aberdeen & Dist. M.C. Trial. *C.*
Riley M.C. (Scotland). Trial, Aberdeen. *C.*

21st.—Blackpool & Fylde M.C. Trial, Lancs. *C.*
Stockport M.C. Rally, Derbys. *C.*
Wolverhampton & S. Staffs C.C. Rally, Ches./Staffs. *C.*
Morecambe C.C. Rally, N. Lancs. *C.*
S. of Scotland C.C. Gymkhana. *C.*
Plymouth M.C. " 200 " Trophy." *R.*
Birmingham Univ. Rally. *C.*

26th/27th.—Margate & Dist. C.C. Rally, Home Counties. *C.I.*

27th.—Herefordshire M.C. Rally. *C.*
Bristol M.C. & L.C.C. Trial.
Ulster A.C. Trial.

27th/28th.—Loughborough College M.C. Rally, Leics. *C.I.*
Plymouth M.C. Rally. *C.*
Morgan 4/4 Club. Rally, N. Midlands. *C.I.*

28th.—Kentish Border C.C. Kentish Border Trial, Kent. *R.*
Huddersfield M.C. Trial. *C.*
Lancs & Ches. C.C. Rally, Cheshire. *C.*
Berkhamsted M.C. & C.C. Trial. *C.*
Leicestershire C.C. Trial, Leics. *C.I.*
Fylde Motor Sports Committee. *C.*
Cambridge Univ. Rally.

RUMBLINGS

A DIFFERENT SPHERE

Feeling considerably out of his depth, the Editor drove to the Demonstration of British Military Vehicles, which the S.M.M.T. and M.O.S. had arranged on September 30th, at the F.V.R.D.E. near Chertsey, as a break from the Commercial Motor Show—rather as, later, the Guild of Motoring Writers provides its Test Day at Goodwood as a change from the Private Car Motor Show.

The event was very well organised, although a grey sky which exuded continual rain did its best to spoil the party. We enjoyed an admirable buffet lunch in the Press tent and, being tax-payers, left with a clear conscience.

The star turn of the afternoon was a demonstration lap of the test track by the first gas-turbine tracked vehicle. This was the initial public appearance of this massive test-bed and after its run the happy designer was seen to shake hands with the Army driver.

Very interesting to a mere motorist was the demonstration of cross-country vehicles, which climbed two steep humps (which had been thrown up for the occasion by a bulldozer and consequently had no hard bottom to the surface), climbed a 1-in-4 mud lane, and negotiated first an unmade road, then an undulating course and finally a ribbed track. The military drivers handled their vehicles in expert fashion and a first-class technical commentary was given by an Army officer. Only one failure was seen, when an *old-type 6 by 4 couldn't manage the second hump—we were assured* it had done so earlier that day, before the rain fell in earnest, and it should be remarked that all vehicles undertook the demonstration fully ballasted, some carrying as much as 20 tons!

Extremely impressive were the Alvis Saracen armoured car and Daimler Ferret Mk. 1 scout car. The full value of supple suspension, as now used for G.P. cars, was admirably demonstrated on the ripple-surface of the last test track. The bouncing of huge tyres was truly formidable, especially on the bogies of vehicles such as the 10-ton Thornycroft, yet we were told that the F.V.R.D.E. requires vehicles to cover 250 or even 500 miles of this sort of punishment before they are passed for Army service.

Very sensibly some older vehicles were put into the demonstration for purposes of comparison, such as the rather slow but sure Ford V8-engined scout car and the war-time Daimler scout car, which is absolutely no match for the new Daimler Ferret.

The Scammell 10-ton recovery tractor was highly spoken of, and got over the very tricky hazards.

Indeed, watching these demonstrations we felt that a trials-special is a very puny cross-country vehicle indeed and quite outdated for storming the unbeaten areas! What the 30/98 Vauxhall in one of the car parks thought about it all we cannot imagine . . .

The water-proofed electrical equipment was cleverly displayed in tanks containing rare shells and live gold-fish (the names of the shells were quoted on the aquarium) and the lamps lit and horns blew after three days' continual submersion—just the job for cars on wet winter nights!

Another imposing exhibit was the Jaguar 90-deg. V8 9-litre power unit, with twin o.h.c. to each bank of cylinders, which develops 320 b.h.p. at 3,750 r.p.m. in carburetted form, and is reminiscent of two XK engines formed into a vee.

The F.V.R.D.E.'s test track, bridged by an imposing girder-bridge of their own devising, is an elongated oval with banked bends and a lap distance of two miles. We gather that it has been lapped by a C-type Jaguar at over 90 m.p.h. but club secretaries need not bother to apply for a meeting there!

Anyone interested in military vehicles will find the catalogue of the static exhibition a valuable work of reference.

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PARIS PROGNOSTICATIONS

At the meeting of the C.S.I. in Paris on October 6th the following matters came up :—

1. *International Calendar.* The following dates were allocated for races in Great Britain :—

April 11th	Goodwood
May 7th	Silverstone
July 16th	British Grand Prix
August 1st	Brands Hatch
August 20th	Oulton Park
September 3rd	Aintree
September 17th	Tourist Trophy

March 8th-12th was approved as the date for the R.A.C. International Rally and May 30th-June 3rd for the Royal Scottish A.C.'s Scottish Rally. [Rumour has it that the British G.P. will be run by the B.A.R.C. at Aintree.—Ed.]

2. *World Championship of Drivers.* The following events rank in this Championship : the Grands Prix of Argentine, Monaco, Belgium, Holland, France, Great Britain, Germany, Switzerland, Italy and Spain, and the Indianapolis 500-Mile Race.

A driver's five best performances will count for marking and where more than one driver accomplishes the fastest lap, the one point scored will be divided amongst the drivers.

3. *Sports-Car Championship.* In this Championship the following events rank : 1,000 km. of Buenos Aires, Sebring, Mille Miglia, Le Mans, 1,000 km. of Nurburgring, Tourist Trophy, Targa Florio and Pan-Americana.

As 1955 marks the 50th anniversary of the Targa Florio, it was agreed that Italy should have two races in the Championship as a special exception.

The C.S.I. would not agree to a reduction in the minimum distance for Championship races, this minimum distance remaining at 1,000 kilometres.

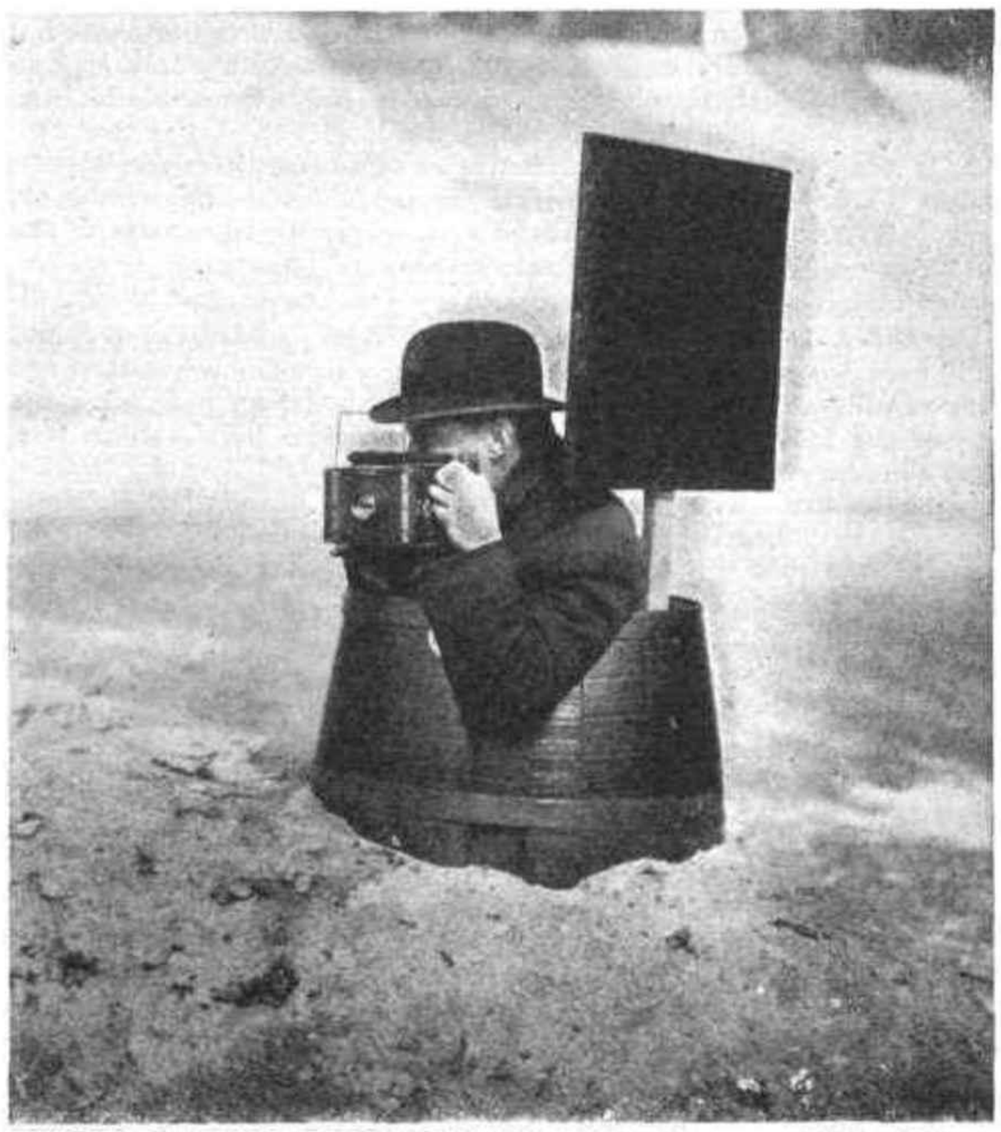
In view of the possibility of races being cancelled, it was agreed that points should be scored in half the number of races run, plus one half; *i.e.*, if seven races are run the best performance in four will count.

4. *Touring Championship of Europe.* The suggestion of the R.A.C. that this should be renamed the "Rally Championship" was not accepted.

The R.A.C.'s suggestion that points should be scored on "general classification" was also not accepted, it being decided that the Championship should be confined to cars in Groups 1 and 2, *i.e.*, Normal Series Production and Grand Touring Cars.

The rallies ranking for the Championship are : Monte Carlo, Sestriere, British, Tulip, Nurburgring, Midnight Sun, Alpine, Adriatic, Liège-Rome-Liège, Viking and Geneva. The best performance in five will count.

5. *Re-formation of International Sporting Code.* It was decided that the actual grading of drivers should be done at a further meeting of the C.S.I. to be held in Monte Carlo on January 25th. The R.A.C.



MOTOR-RACING PHOTOGRAPHERS take appreciable risks to provide their papers with good pictures. Usually they position themselves with discretion, but this cannot be said of the optimist seen above, who occupied a unique "line of fire" at a pre-war Brooklands meeting. The B.A.R.C. was not amused!

was successful in opposing a suggestion that action in grading drivers should be delayed for another year.

6. *Appendix J of the International Sporting Code (Regulations for Touring and Sports Cars).* Opposition by the R.A.C. to a complete revision of Appendix J was successful and it was agreed that the present Appendix should merely be modified, leaving five groups of cars as eligible for the International Rallies, the actual groups to be included in any particular rally being at the option of the promoters. Various modifications to Appendix J were approved. These were as follows :—

(*a*) If the coachwork of a Normal Series Production (*i.e.*, Group 1) car is modified, the car passes into Group 2, *i.e.*, Grand Touring.

(*b*) If a Group 1 car is modified mechanically, as before it goes into Group 3, *i.e.*, Special Series Production Cars, whether or not the coachwork also has been altered.

(*c*) In the case of a manufacturer marketing cars of an apparently similar specification but with in fact a difference in performance, only the car with the lowest performance will be accepted in Group 1.

(*d*) Reboring is permitted in all groups.

(*e*) A change in the method of attachment of the brake linings is permitted.

(*f*) A change in the make and type of shock-absorbers is permitted provided the method of operation is not changed, *i.e.*, friction may not replace hydraulic.

(*g*) A single brake master cylinder may be replaced by a dual cylinder without changing the group of the car.

(*h*) A 2 per cent. allowance is made in checking weight of all groups.

7. *Size of Sports Cars.* The proposal of the R.A.C. of Belgium to limit the engine capacity of vehicles in sports-car races will be examined by the C.S.I. at their Monte Carlo meeting. This proposal is supported by Italy and the United States.

8. *Starting Monies.* The proposal of the R.A.C. of Belgium that starting money should be limited for classic events will also be studied at Monte Carlo. This proposal is not supported by Italy and the announcement was made that France is preparing to spend more in 1955 than ever before on the French Grand Prix.

9. *Formula III.* At the request of the R.A.C. the C.S.I. rescinded the decision to limit Formula III races to a fuel of petrol or petrol-benzole. The following proposal was accepted :

Fuel shall be free provided that the following fuels and components are not used :

Nitro-methane; nitro-propane; hydrogen peroxide; di-tertiary butyl peroxide; ethyl nitrate; isopropyl nitrate; amyl nitrate; iso-butyl acetate; oxygen (liquid or compressed); nitrous oxide.

The use of nitro-benzene in quantities exceeding 30 c.c. per litre is also forbidden.

10. *Racing Colours.* Mexico was allocated gold with a blue stripe.

V.S.C.C. PRESTEIGN RALLY

(Oct. 2nd/3rd)

This year's Vintage S.C.C. Welsh Rally attracted an excellent entry of 45 vintage and Edwardian cars and one veteran—W. C. Hughes' 1904 Clement-Talbot.

The first " section " of the trial held on the Sunday was a straight climb up a lane and along a grass track. This proved easy and failed no one except J. Benbow's 1928 Fiat tourer. B. B. Whitehouse produced a delectable 2-litre Ballot saloon and picked a good path, W. L. T. Winder's 1924 Humber with 9/28 engine ascended quickly, C. B. L. Harding's 1927 12/50 Alvis actually indulged in a tail-slide, and H. Spence climbed fast in his special, stark Lea-Francis.

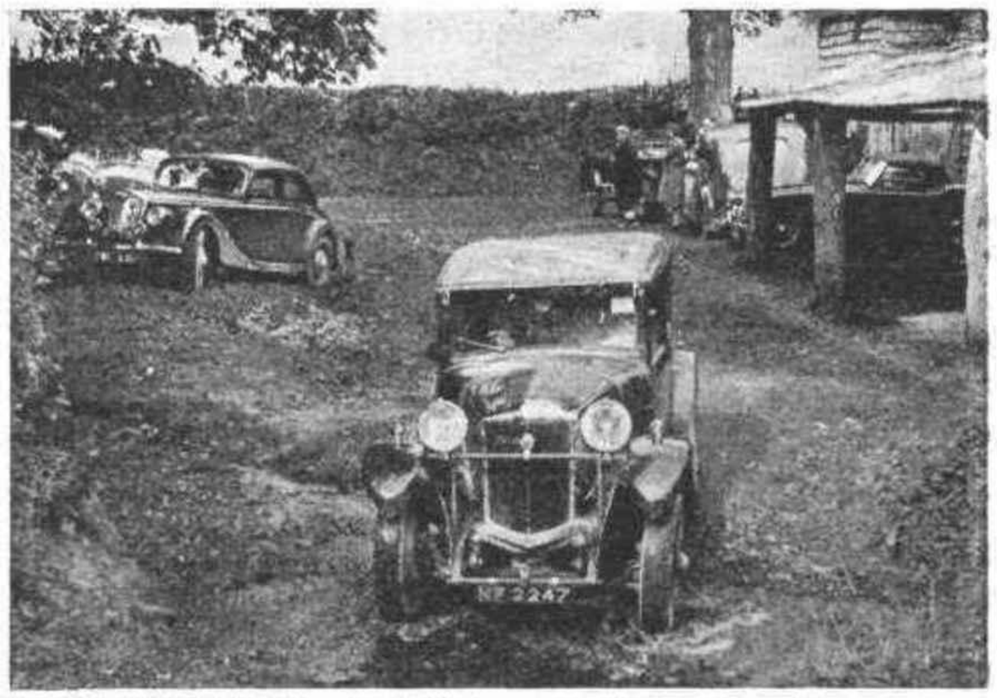
J. M. Hinchcliffe effected a smart piece of downward cog-swappery on his 1925 Austin Seven Special, Harry Bowler blipped up his 1929 4½-litre Bentley, M. R. Lovell's passenger made full use of the flexibility of Austin Seven back springs for bouncing purposes, while Peter Binns came up steadily in his well-known, and nice, O.M.

All three Trojans—of Miss Stocken, Nigel Arnold-Forster and A. F. Scroggs—not only ascended in typically sure fashion but proved very nimble at getting through a particularly tricky gate after the end of the long observed-section. Miss Stocken had a short blue 1924 chummy-model, Scroggs his " G.R. Special." L. L. Beavis' " beetle-backed " 1929 Riley Nine was steady, likewise L. J. Wickham's 1929 " beetle-back " 12/50 Alvis, but J. Wheeler's 1922 Bugatti was slow. Shortly after this section Harding's Alvis was reported to be seen *sans* the top of its gearbox while its owner peered within.

Two very choice sections followed, necessitating negotiation of deep mud and then long climbs of gradients said to reach about 1 in 2 at the summit.

The Trojans proved adept at getting through the mud, as did B. E. Brown's 1930 Frazer-Nash with " straight " front axle and replica T.T. Replica body. At the top Scroggs' Trojan unfortunately slid into a tree and came to rest. No one climbed all the way, but J. D. Roberts' 1930 Austin Seven got into sub-section 5 and Arnold-Forster (Trojan), Spence (Lea-Francis), Brown (Frazer-Nash), Winder (Humber) and Lovell (Austin Seven) as far as sub-section 4, the last two putting up very fine performances. M. A. L. Coote's 1925 Diatto had retired with nasty noises, and Barnard's 1922 Fiat was also a retirement.

After lunch and a chance to admire such " additional " vehicles as a white 40/50 Rolls-Royce tourer with wooden artillery wheels (and John and Mrs. Bland in the back), an imposing blue Phantom Rolls-Royce, a 16/55 Daimler tourer with unbelievably small brake drums and the traditional faint oil-haze, and a very fine long-chassis 7/17 Jowett two-seater, we repaired to the fourth hill, known as Snatcher.



GETTING READY.—B. Whitehouse's 2-litre Ballot saloon prepares to tackle the first " section " in the trial which formed part of the V.S.C.C. Presteign Rally.

This was steep but not too slippery, with an S-bend just after the start and a stop-and-restart operated by Anthony Heal (who had motored down in his very nice twin-cam 3-litre Sunbeam) near the top. Unfortunately the hill was in difficult mood and after repeated failures a torrential rain-shower did not help matters and the section was cut-out. Not, however, before Arnold-Forster and Spence had proved it to be quite climbable, restart and all, when cars like the high-geared Bugattis of D. Webb, a keen Canadian Molsheim-believer with a fine 1924 Brescia, and J. Wheeler, and Sam Clutton's E-type 30/98 Vauxhall had found it impossible.—W. B.

Results :

Rally : Class I : Special Award : S. J. Skinner (Rolls-Royce).
First-Class Award : J. K. Blarney (Belsize).
Class II : Special Award : H. Clarke (Alvis).
First-Class Awards : E. K. Poynter (Lea-Francis), A. J. Ayers (Jowett).

Trial : Special Award : H. Spence (Lea-Francis).
First-Class Awards : W. L. T. Winder (Humber), J. D. Roberts (Austin), B. E. Brown (Frazer-Nash).
Second-Class Awards : N. Arnold-Forster (Trojan), P. Binns (O.M.), H. P. Bowler (Bentley).
Third-Class Awards : R. Noble (Alvis), E. S. Easton (Lancia).
Meritorious Award : A. F. Scroggs (Trojan).
Light Car Award : M. Lovell (Austin).

THE B.A.R.C. AUTUMN MEETING

GOODWOOD closed its 1954 season on a strong note, for many interesting cars were present at the International Meeting on September 25th, which was graced, moreover, by fine weather. Of the competitors, Wharton returned to drive a B.R.M., although his Dunlop-disc-braked Maserati non-started, Stirling Moss drove a sports Lister-Bristol, Masten Gregory, fresh from his fine showing at Prescott, brought his 4½-litre Ferrari, Hawthorn drove Kelly's latest four-cylinder 3-litre sports Ferrari, and, perhaps most interesting of all, Peter Collins and Mike Hawthorn handled the Vanwall Special, which had the 2.5-litre engine and promises well for Mr. Vandervell's team next year, although this car, which looks very much like a Ferrari, breaks away more readily at the back than Enzo Ferrari would allow. Bicknell had his own version of two-plug cylinder head that he had used at the Crystal Palace on his Revis-Norton.

An International aspect was definitely achieved this time, for, apart from Gregory, the American Pennybacker drove a TR2 Triumph, Rosier, in the absence of his nominated driver Estager, drove his new de Dion Maserati in all its races.

Practice was notable for Tony Gaze ground-looping the H.W.M.-Jaguar when going too fast into Woodcote Corner, thereby bruising himself and, incidentally, providing Fairman with another drive.

* * *

THE MADGWICK CUP

(7 Laps, Scratch, Non-s/c. 2,000-c.c. Racing Cars)

Bob Gerard led from start to finish in his Cooper-Bristol, with 7.00–16 tyres on its back wheels to steady the rear end. Michael Keen would have been second in Chase's Cooper-Alta, but he spun off at Woodcote, letting Don Beauman in Sir Jeremy Boles' Connaught into second place. For once Horace Richards became tired of bringing up the rear and retired his six-carburetter Riley after three laps.

1st :	F. R. Gerard (Cooper-Bristol)	11 min. 36 sec. ...	86.89 m.p.h.
2nd :	D. B. Beauman (Connaught)	11 min. 39.4 sec.	
3rd :	M. Keen (Cooper-Alta) ...	11 min. 51.6 sec.	

Fastest lap : Beauman and Gerard, 88.34 m.p.h.

500-C.C. RACE A (5 Laps, Scratch)

This was the best race of the day, because excitement never waned for one moment. Stirling Moss made a bad start and was fourth on lap one, waving a fist at Russell, who was just in front. Then he got out of the "box," after falling to sixth place, and by lap three was second, right up behind Don Parker, who had the lead. Moss tried to go by coming out of Madgwick but had to drop back. Once he got by but Parker instantly drew ahead again and it was a case of the Kieft being about a length ahead down Lavant Straight and half a length in front everywhere else, with Bicknell and Bueb as close up again. These four had a simply tremendous tussle, so that Russell's departure onto the grass at Madgwick went almost unnoticed. In the course of this stirring race Moss set a new 500-c.c. lap record with the Beart Cooper-Norton.

1st :	D. Parker (Kieft)	8 min. 50.8 sec. ...	81.39 m.p.h.
2nd :	S. Moss (Cooper-Norton) ...	8 min. 51.0 sec.	
3rd :	R. G. Bicknell (Revis-Norton)...	8 min. 51.8 sec.	

New 500-c.c. lap record : Moss, 83.88 m.p.h.

SPORTS-CAR RACE A

(5 Laps, Scratch, Non-s/c. Sports Cars up to 2,000 c.c.)

Salvadori was never really troubled, keeping the Gilby Maserati just sufficiently far ahead of Stirling Moss in the Lister-Bristol throughout. Tony Crook's Cooper-Bristol held second place for the first lap, after which Moss passed, and on lap four Alan Brown in the Cooper-Bristol entered by Chase also went by.

The Maserati snaked somewhat, but Moss' Lister-Bristol was noticeably steady, and lost by only 0.6 sec., making fastest lap.

At the tail-end of the race three TR2 Triumphs indulged in a high-speed tour led by Pennybacker's yellow car, which had survived a panel-denting practice incident.

1st :	R. F. Salvadori (Maserati) ...	8 min. 46.0 sec. ...	82.13 m.p.h.
2nd :	S. Moss (Lister-Bristol) ...	8 min. 46.6 sec.	
3rd :	A. Brown (Cooper-Bristol) ...	8 min. 51.2 sec.	

Fastest lap : **Moss, 83.72 m.p.h.**

THE GOODWOOD TROPHY (21 Laps, Scratch, F. I)

Having netted two seconds, Moss made no mistake about winning the big race of the day. Peter Collins tried exceedingly hard in the 2,490-c.c. Vanwall Special, the car looking quite dangerous as Peter turned on the power out of St. Mary's, with the tail all over the road. The exhaust note is very encouraging and the car's performance on its first appearance in 2½-litre form most imposing. The chassis is tubular, with Ferrari-like suspension and de Dion rear-end, the four-cylinder, four-carburetter engine having twin o.h.c., hair-pin valve springs and rubber-bag fuel tank beside the engine.

Parnell's Ferrari lasted a lap in third place before retiring (on lap three), after which Salvadori occupied this position to the end. Gerard lay fourth until Beauman pipped him on lap 14, but this didn't suit Bob, who reversed matters one lap from the end. After four laps the Emeryson drew in—it spent the practice period having trouble with its fuel-injection system, which makes use of a diesel-injector pump.

Stirling calmly lapped the slower stuff, holding back a bit as he took Riseley-Pritchard's Connaught at St. Mary's on lap 14; he had to pass Gibson's Cooper-Bristol at the same place on the next lap. Leslie Marr (Connaught) passed Hughes' Cooper-Bristol on lap 16 and Young's Connaught on lap 17, but Rosier, while earning some more starting-money, kept ahead, in eighth place, in his blue Maserati. These cars all kept close station but were well back, even Keen, who finished sixth, being a lap behind the leaders, Beauman (Connaught), ahead of him, taking the 2-litre prize. Boulton's Connaught dented its tail at the *chicane*.

1st :	S. Moss (Maserati)	33 min. 03.2 sec. ...	91.49 m.p.h.
2nd :	P. J. Collins (Vanwall Special) ...	33 min. 23.6 sec.	
3rd :	R. F. Salvadori (Maserati) ...	34 min. 20.6 sec.	

Fastest lap : Moss, 92.9 m.p.h.

SPORTS-CAR RACE B (5 Laps, Scratch, Unlimited)

Some fine traffic jams at the *chicane* resulted from a field of 24 varied starters. Salvadori drove the Ecurie Ecosse XK120C Jaguar and led all the way, pursued by two Ferraris, Masten Gregory's white and blue 4½-litre and Hawthorn in Kelly's new green 3-litre car. Hawthorn took third place on lap three but on lap four he waved Gregory to pass at St. Mary's and coasted onto the grass with back-axle failure. This put Abecassis (H.W.M.) into third place. Titterington's Ecurie Ecosse Jaguar, which clipped the *chicane* wall with its tail, was fourth. Cuff-Miller brought up the rear in Alexander's Allard.

Cliff Davis was trying out the Gilby Maserati, perhaps with a view to buying it for next season, but took things easily. The Sphinx spun at St. Mary's but continued. Protheroe escaped unscathed when his Jaguar overturned at Woodcote.

1st :	R. F. Salvadori (Jaguar) ...	8 min. 35.0 sec. ...	83.88 m.p.h.
2nd :	M. Gregory (Ferrari)	8 min. 35.2 sec.	
3rd :	G. Abecassis (H.W.M.)	8 min. 40.6 sec.	

Fastest lap : Hawthorn (Ferrari), 86.4 m.p.h.

WOODCOTE CUP (10 Laps, Scratch, Formule Libre)

Much swopping of motor cars preceded this race, Wharton, his own Maserati unusable, taking a B.R.M., Peter Collins the Thinwall Ferrari, so that Hawthorn was in the Vanwall, Gould having Gibson's Cooper-Bristol and Flockhart the other B.R.M.

Peter Collins had matters all his own way, giving another fine driving display, complete master of the 4½-litre Thinwall Ferrari, which he flung through the corners, although lapping at under 94 m.p.h. sufficed to win by six seconds from Wharton's B.R.M.

Wharton showed how a B.R.M. should be handled and, in spite of misfiring, finished 3.6 sec. ahead of Moss' Maserati. Great interest was lent to the race by Hawthorn keeping Moss' tail warm through the corners, although along Lavant Straight the Maserati pulled out about six lengths' lead over the Vanwall by reason of superior acceleration low down. Hawthorn never attempted to snatch a corner, following Moss through in impeccable style, but on lap eight, braking late for Woodcote, he looked about to pass but couldn't quite manage it. Nevertheless, the Vanwall Special created a very favourable impression and Mr. Vandervell is to be warmly congratulated on fielding the first really effective British F. I car.

Continued on page 639

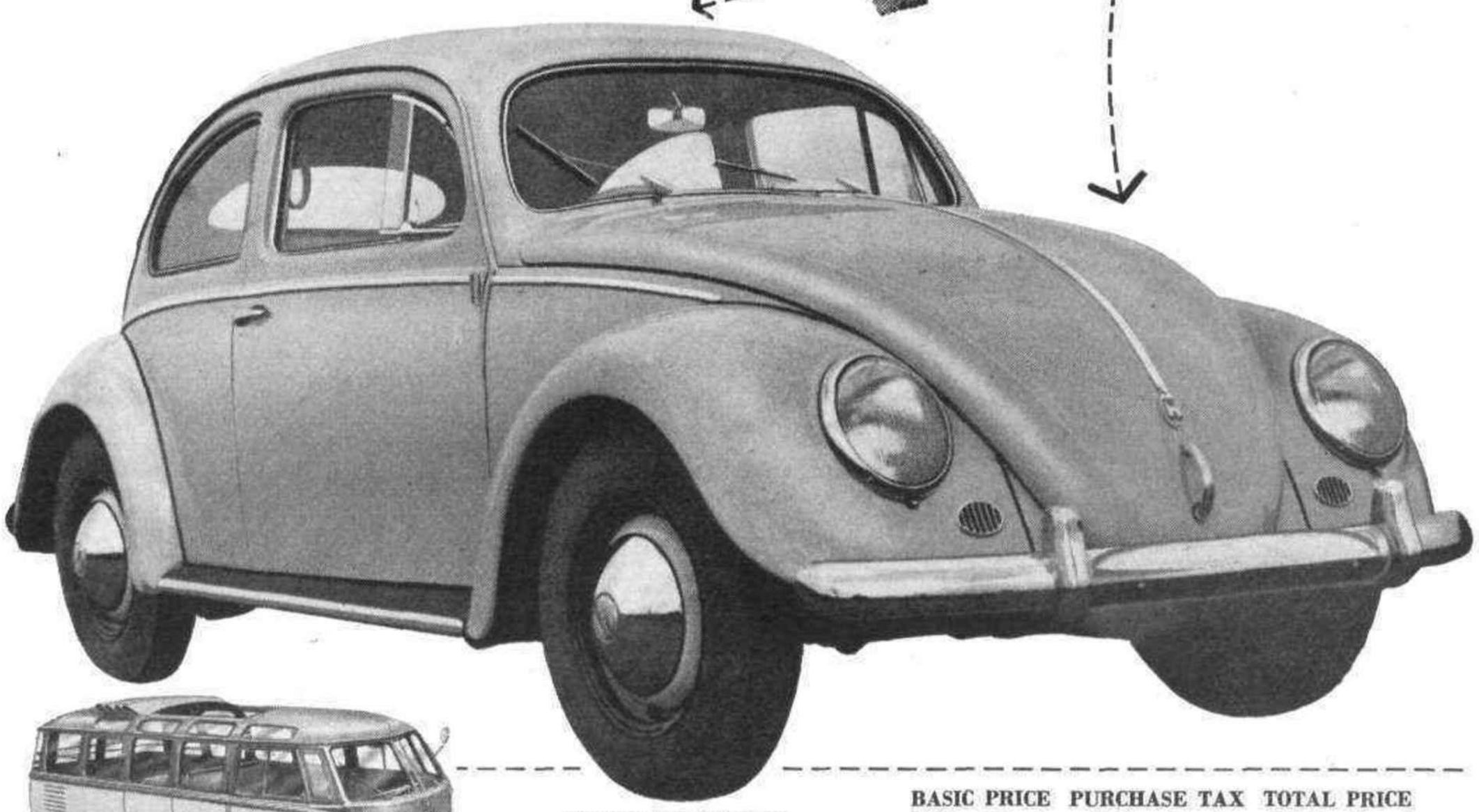
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TRIPLE VICTORY FOR MOSS AT AINTREE

THE *Daily Telegraph*-sponsored, B.A.R.C.-organised Aintree Automobile Racing Company's Meeting on October 2nd was a well-deserved Stirling Moss benefit. The British driver won the Formula III race in Beart's Cooper-Norton and the Formula I and Formule Libre races (all were over 51 miles of the three-mile circuit) in his Maserati, and there was no other driver who could get anywhere near him. The Vandervell Thinwall Ferrari driven by Peter Collins led for a while in the Formule Libre race and might have held the Maserati off had it not suffered from tired internals.

The meeting was well organised and some very close racing for the places resulted, but only a moderate-sized crowd was present to appreciate this, in spite of pleasant weather conditions. The races were on this occasion run in a clockwise direction and the new lap record was established by Moss, at 2 min. 0.6 sec. (89.55 m.p.h.).

* * *

SALOON-CAR AND SPORTS-CAR RACE (5 Laps)

Run concurrently, this event consisted of three separate races, for saloons up to 1,600 c.c., saloons over 1,600 c.c., and those sports cars which had not been fitted into the later 17-lap sports-car race.

In the saloon-car category W. H. Aldington had wisely entrusted his 1,500-c.c. Porsche to C. A. S. Brooks. Although Brooks was left on the grid as the other cars disappeared towards Waterway Corner, due to having depressed the brake pedal in mistake for the clutch, he rectified this "cockpit-error" by his usual skilled driving and was soon in the lead, with Rogers' 2½-litre Riley in pursuit, blowing its horn, followed by Wadsworth's Porsche and Gelberg's Riley. Behind the Simca Aronde of A. E. Marsh had got comfortably ahead of de Mattos' Ford Consul, which led Peter Reece's new M.G. Magnette saloon, which should provide food for thought for the saloon-buying public.

Meanwhile, out ahead of the weatherproof-racers, Dick Shattock held a comfortable lead in the sports-car category in his Jaguar-engined R.G.S. Atalanta, until Page's H.W.M. with 5.4-litre V8 Cadillac engine took it from him a lap from the finish. However, in his exuberance Page damaged his back axle after leaving the road and Shattock ran in to win a well-driven race from Goodhew's game old Darracq and Deeley's Austin-Healey. Buckley's Bristol 403, much fancied for the saloon-car race, retired with a cracked brake drum.

Results :

Saloon Cars up to 1,600 c.c. :

1st :	C. A. S. Brooks (Porsche) ...	14 min. 07.2 sec. ...	63.73 m.p.h.
2nd :	E. B. Wadsworth (Porsche) ...	14 min. 38.4 sec.	
3rd :	A. Wake (Jowett Javelin) ...	14 min. 45.0 sec.	

Saloon Cars over 1,600 c.c. :

1st :	A. P. O. Rogers (Riley) ...	14 min. 34.0 sec.	
2nd :	G. Gelberg (Riley)	14 min. 39.2 sec.	

Sports Cars :

1st :	R. G. Shattock (R.G.S. Atalanta)	12 min. 28.8 sec. ...	72.14 m.p.h.
2nd :	J. Goodhew (Darracq) ...	12 min. 45.2 sec.	
3rd :	J. Deeley (Austin-Healey) ...	13 min. 05.0 sec.	

Fastest lap : R. A. Page (H.W.M.-Cadillac), 75.10 m.p.h.

500-C.C. RACE (17 Laps)

Stirling Moss ran right away from the field from the start and, displaying his brilliant virtuosity, pulled out an ever-increasing lead in the Cooper-Norton. J. Russell, who has been known to provide some opposition to Moss, started from the back row of the grid due to having failed to practise because his Cooper-Norton had clutch trouble. He drove a fine race, but never got amongst the place-men, and the real interest lay in the battle for second place and the subsidiary battle between Parker and Leston which was to decide the 500-c.c. Championship.

Parker held second place from his rival on laps two and three, then both Bicknell in the Revis and Leston passed him. On lap five Bicknell took Leston and one round later Bueb got by Parker.

This order held until the 11th lap, when Bueb moved up ahead of Leston. These four—Bicknell, Bueb, Leston and Parker—were in a close bunch, none giving an inch, but Bicknell damaged the off side of his car and paid a brief visit to his pit on lap 12, after which he never regained his opening form.

Parker now began to pull out the stops, getting the Kieft past Bueb and Leston on successive laps, but the battle still raged furiously, so that the order—Parker, Leston, Bueb, at the end of lap 15—changed to Bueb, Leston, Parker on lap 16, and that is how they finished, with only some three seconds between the three, and Russell, who tied with Moss for fastest lap, coming up fast. But as all this duelling terminated with the chequered flag Moss had been comfortably home for over a quarter of a minute.

His negotiation of the fast S-bend at Milling Crossing was an object lesson in making a small motor car do as it was told—Stirling never relaxed the power for an instant, whereas Bicknell cut-out momentarily and even Russell arched his throttle-foot ever so slightly.

1st :	S. Moss (Cooper-Norton) ...	39 min. 28.0 sec. ...	77.53 m.p.h.
2nd :	I. Bueb (Cooper-Norton) ...	39 min. 53.8 sec.	
3rd :	L. Leston (Cooper-Norton) ...	39 min. 54.8 sec.	

Fastest lap : Moss and Russell (Coopers), 78.72 m.p.h.

THE AINTREE "DAILY TELEGRAPH" TROPHY RACE—F. I (17 Laps)

This race, major event of the meeting, lacked Wharton in the Owen Maserati, which had been internally-ruptured in a big way while practising for Goodwood a week-end earlier, the Turner, Chase's Cooper-Alta, Young's Connaught and Whiteaway's H.W.M., but the field was still a good one, of 19 cars.

Moss and Mantovani had the latest Maseratis, Rosier his new car of this make, Parnell his "Reg" Ferrari, Hawthorn the 2½-litre Vanwall Special which had gone so well at Goodwood, Salvadori the repaired Gilby Eng. Maserati, Harry Schell his 1953/4 Maserati, Behra and Pilette were driving five-speed Gordinis, and there was a strong supporting cast of Connaughts, Cooper-Bristols and the fuel-injection Emeryson.

Moss immediately took the lead, followed by Hawthorn and Behra. Mantovani was in fourth place at the end of the first lap, followed by Schell, who was pressing on hard in his blue and white Maserati.

This order held for nine laps, Hawthorn never able quite to close up on Moss, but Schell hard on the tail of Mantovani, so that places were swapped between these two on lap 10. One lap later Schell passed Behra and went in pursuit of the Vanwall Special. Three laps from the finish the American, hunched over his steering wheel, passed Hawthorn, and on the same lap Behra stopped on Sefton Straight with clutch failure, making the order of the leaders, Moss, comfortably out in front, Schell, Hawthorn, Mantovani, Pilette and Rosier.

Hawthorn did not allow this order to stand, taking second place from Schell on the final lap—again a race which showed up the splendid style and skill of Moss but was interesting on account of the battle for second place.

The remainder of the field tagged along behind, that is, those which had not run into trouble, some of the English racers clearly being now rather sorry for themselves and not up to running a 51-mile race. The Ecurie Ecosse Connaught had severe fuel starvation and spent most of the race in its pit, Hall in the Border Reivers Cooper-Bristol lost oil pressure due to a sticking oil relief valve and retired with loss of water, the Emeryson was losing oil, Boulton's Connaught, after a bad start, retired with erratic ignition, Whitehouse's Connaught broke an oil pipe, and Parnell appeared to have gearbox trouble and retired—a sorry story.

1st :	S. Moss (Maserati)	35 min. 39.0 sec. ...	85.43 m.p.h.
2nd :	M. Hawthorn (Vanwall Special)	36 min. 03.4 sec.	
3rd :	H. Schell (Maserati)	36 min. 04.4 sec.	

Fastest lap : Moss and Hawthorn, 86.54 m.p.h.

SPORTS-CAR RACE (17 Laps)

This was sub-divided into 1½-litre, 1½-2-litre and over 2½-litre categories, but as all ran together a most interesting race resulted, with a total field of 25 mixed, road-equipped cars.

The American newcomer to British racing, Masten Gregory, held the lead from lap two onwards in his blue and white 4½-litre V12 Ferrari, the 22-year-old family man showing sensible restraint in the handling of this fierce machine, relying on its superior acceleration and speed to keep ahead of Collins in a works DB3 Aston Martin.

Collins tried very hard but never quite got to grips, although he left his team-mate Parnell well behind, both these drivers spinning their inside back wheels until the tyres smoked leaving the corners.

Continued on page 639

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VICTORY FOR HAWTHORN AND THE NEW FERRARI

BARCELONA, October 24th.

AFTER being abandoned for the past two years the Spanish Grand Prix was held this year and was the last round in the 1954 World Championship series. With the Grand Prix teams getting more and more into their stride throughout the season the Pena Rhin club benefited from this and had a remarkably strong entry for their event to close the 1954 season. The greatest interest was undoubtedly the presence of the new Lancia team and just as Mercédès-Benz dominated the practice periods for the French Grand Prix, back in July, being new and interesting cars that were proving very fast, so the practice for the Barcelona race was dominated by the Lancia team, equally new and equally interesting.

Held in the late afternoon on the Thursday and Friday before the race the first practice period saw Ascari and Villoresi, with the new Lancia V8 Grand Prix cars, surprising everyone with their speed. The Pedralbes circuit on which the Grand Prix has been run since 1946 is a fast one, but at the same time has some difficult and bumpy corners so that driving and the qualities of the car count for everything. Lancia arrived with three cars in their huge Lancia diesel transporter and an Aprilia van in attendance to carry the tool-boxes, while their drivers were Ascari and Villoresi, the third car being used by both of them for practice as well as their race cars. These new cars from Turin were extremely small and squat, with their fuel tanks on outriggers alongside the body, the 4 o.h.c. V8 engine set at an angle in the frame, the hydraulically-operated clutch, gearbox and final drive in one unit at the rear, and great detail attention having been paid to weight-saving. The suggested four-wheel drive theory expounded in MOTOR SPORT last month proved to be entirely false, there being no sign of such a layout nor any possibility of there ever having been such a system of transmission. A full description of these cars with illustrations will appear in the December issue of MOTOR SPORT. In opposition were three Mercédès-Benz cars, two the exposed-wheel type and one a streamlined model, the all-enveloping one still having the front inboard brakes coupled by a limited slip device. There was no obvious sign of any of the Stuttgart cars having been altered in any way from the cars that appeared at Monza, though the anchorages for the rear radius arms had been strengthened, and the drivers were the same three, Fangio, Kling and Herrmann. The Ferrari team were not in a very happy state, having only two drivers available, Hawthorn and Trintignant, for Farina was still in hospital and Gonzalez was not fully recovered from the arm injury he received at Dundrod. Since Monza the Maranello firm had been doing some intensive experimenting and testing and Hawthorn had a modified version of the "stumpy" 553 model. This had coil springs for the front suspension in place of the usual transverse leaf-spring and rubber block, and in fact was the first Ferrari to be fitted with coil-spring suspension. The wishbone layout was unaltered, but an anti-roll bar had been fitted running under the front of the car. Also in search of improved roadholding and handling the de Dion rear end had been the subject of much research and though no visible changes had been made little things had been modified and the result had been an improvement of 3 sec. round Monza. Trintignant was driving one of the earlier cars fitted with an engine from a 553 model, which is to say it had the water pump mounted above the horizontal magnetos in front of the engine.

The Maserati team were out in full force with their de Dion cars, the drivers being Moss, Musso, Mantovani, Mieres and Schell, while the new car that appeared at the Paris Salon was spare, Schell driving one of the earlier ones. Finally there was the Gordini team, there being only two cars driven by Behra and Pollet; the former was making yet another "last appearance" for Gordini and was driving the 1955 car that was at the Paris Salon but it was fitted with the normal six-cylinder engine, the new one with the separate camboxes not being ready, while the latter driver had the normal 1954 Gordini with 2LS brakes. To make up the entry were a sprinkling of private runners, Bira and Rosier having their de Dion Maseratis, Wharton the Owen-modified car, de Graffenried was driving his 1953/54 Maserati, while the Spanish driver Godia was practising on the spare works Maserati. Swaters was driving the Ecurie Francorchamps Ferrari, still with the new engine with 100 deg. valve layout and Manzon was driving Rosier's blue Ferrari four-cylinder fitted with his own engine. To complete the list was Collins with the Vanwall, as raced at Aintree and Goodwood and having its first outing in a Grand Prix in 2½-litre form.

Ascari proved easily the fastest during the first practice with a lap in 2 min. 18.1 sec., though this was nearly 2 sec. down on the absolute record for the course set up by Fangio with a 159 Alfa-Romeo in 1951. Villoresi was second fastest and then came Moss driving the latest works car as his own was not ready. This car had a smooth body devoid of louvres, with two large openings in each side of the car to let under-bonnet air out. Before the end of practice he, Collins and Hawthorn all blotted their copybooks, for they all spun off the road, oddly enough on the same corner. Moss was in the process of sorting out a spin when he trod on the throttle instead of the brake as the works car had the pedals the opposite way round to his own car, while Collins turned the Vanwall right upside down. The Maserati was only dented in the nose, but the Vanwall was badly damaged about the back-end and had to be withdrawn, which was most disheartening for the Vandervell team as they had hoped to learn much from this race which would give them something to work on during the winter; Collins himself was quite undamaged, as was Moss. Just to complete an English trio of "bad boys," Hawthorn spun the new Ferrari and crumpled the tail but with no serious effects. Fangio was the only hope for Mercédès-Benz, driving the streamlined car, but could do no better than fourth fastest, while the two German drivers were down in the middle of the list.

Friday's practice again saw Ascari dominating the scene with the new Lancia, though Fangio in the open Mercédès-Benz began to get into his stride and he got within 0.6 sec. of his chief adversary on this day. These two were the only ones to get below 2 min. 20 sec., Ascari recording 2 min. 18.5 sec. and Fangio 2 min. 19.1 sec. Hawthorn was going well in the new Ferrari, making up for his previous mistake and he recorded 2 min. 20.6 sec., and this was equalled by Schell and they were followed by Musso, Villoresi, Moss, Herrmann, Mantovani and Trintignant in that order, their times being covered by 1 sec. The Lancia team seemed very happy and gave the appearance that they were doing some long-distance testing on the spare car for both drivers thrashed it round for lap after lap, occasionally doing laps on their own cars to record official times, and at no time did any of the three cars appear to give any bother. Mercédès-Benz were continually juggling with race numbers, the drivers all trying all the cars, unable to come to any decision about streamlining, while there were so many red Maseratis about the pit area that it was difficult to keep track of which was which. Moss was not at all happy with the lap times he was making and consequently tried all the works Maseratis, but with no improvement, though Schell was going well he did not lend his car to Moss. With only two runners the Ferrari team were at a bit of loss to find anything to do, though Hawthorn's car needed a little work done on it. When practice finished the factory teams were by no means organised and everyone went away that evening to try and convince themselves that the times recorded in practice were not really genuine; all, that is, except the Lancia team who returned to their garage, at the Pegaso service station, to prepare for their first full length motor-race with a Grand Prix car.

There was more than enough time for the various teams to have a real go at sorting things out for on the Saturday a sports-car race took place over the same 6.316 kilometre circuit, for a distance of 40 laps. This event was for International sports cars, which produced a good free-for-all in the ideas of sports cars and twenty-three cars lined up on Saturday afternoon. The race was entitled the First Premio Pena Rhin for Sports Cars and attracted a truly International entry, there being two Ecurie Ecosse Jaguars, driven by Salvadori and Sanderson, the Whitehead brothers, Peter with his fierce-looking Cooper-Jaguar and Graham with his DB3S Aston Martin, and Beauman with Sir Jeremy Boles' blue DB3 Aston Martin from Great Bitain; Picard with a Ferrari Monza 750S, Rosier with his old Formula I Ferrari 4½-litre converted into a "single-seater" all-enveloping sports car, Behra with the single-seater sports Gordini 3-litre, Estager driving Rosier's Le Mans Talbot, Michy driving Estager's Maserati A6GCS, from France, Claes with an early 2-litre Ferrari and Arnoldt with the Ecurie Francorchamp Jaguar XK120C with disc brakes, representing Belgium. From Switzerland was a strong contingent led by Musy (Maserati A6GCS) and Ducrey (Alfa-Romeo 2-litre) supported by Jenny and Jonneret with Jaguars, and Felman with a Lancia G.T. Local opposition came from three Pegasos fitted with superchargers, and two of them modelled on the Mondial Ferrari as far as the body lines went, Mascarehas with a Ferrari and the Portuguese drivers Nogueira and Sameiro with Ferraris, the former with a 12-cylinder and the latter with a four-cylinder, both being 3-litres in old-type chassis.

Weather conditions were ideal as the field got away from a normal clutch start, with Behra, P. N. Whitehead, Salvadori and Rosier in the front row, positioned in order of practice times, but at the end of the opening lap it was Sanderson who led, followed by his team-mate and Behra with the Spanish driver Villamill hard on their heels with the noisy Pegaso. Of the three Pegaso drivers he was the only one showing any sort of form and he kept in the leading group for some time. As at Montlhery for the Coupé du Salon, recently, Behra was in a class of his own and had no trouble at all in taking the lead on lap two and drawing right away from the rest of the field. Until lap 11 the big Gordini drew farther and farther away into the lead, followed by Salvadori, Picard and Sanderson. Then came Peter Whitehead, Sameiro and Villamill. On lap six Villamill spun as he entered the main straight, while Peter Whitehead got past Sanderson and Picard began to close up on Salvadori. Lap 12 saw Behra motor slowly into the pits and his mechanics peered under the back of the car and wheeled it away, which left Salvadori in the lead but with Picard closing on him rapidly, so much so that after another five laps he got past. From then on the 750S Ferrari was uncatchable and though Salvadori tried all he knew he could not make up any ground. Whitehead was a certain third, Sanderson fourth and the rest of the field

Continued on page 637

PICTORIAL REVIEW

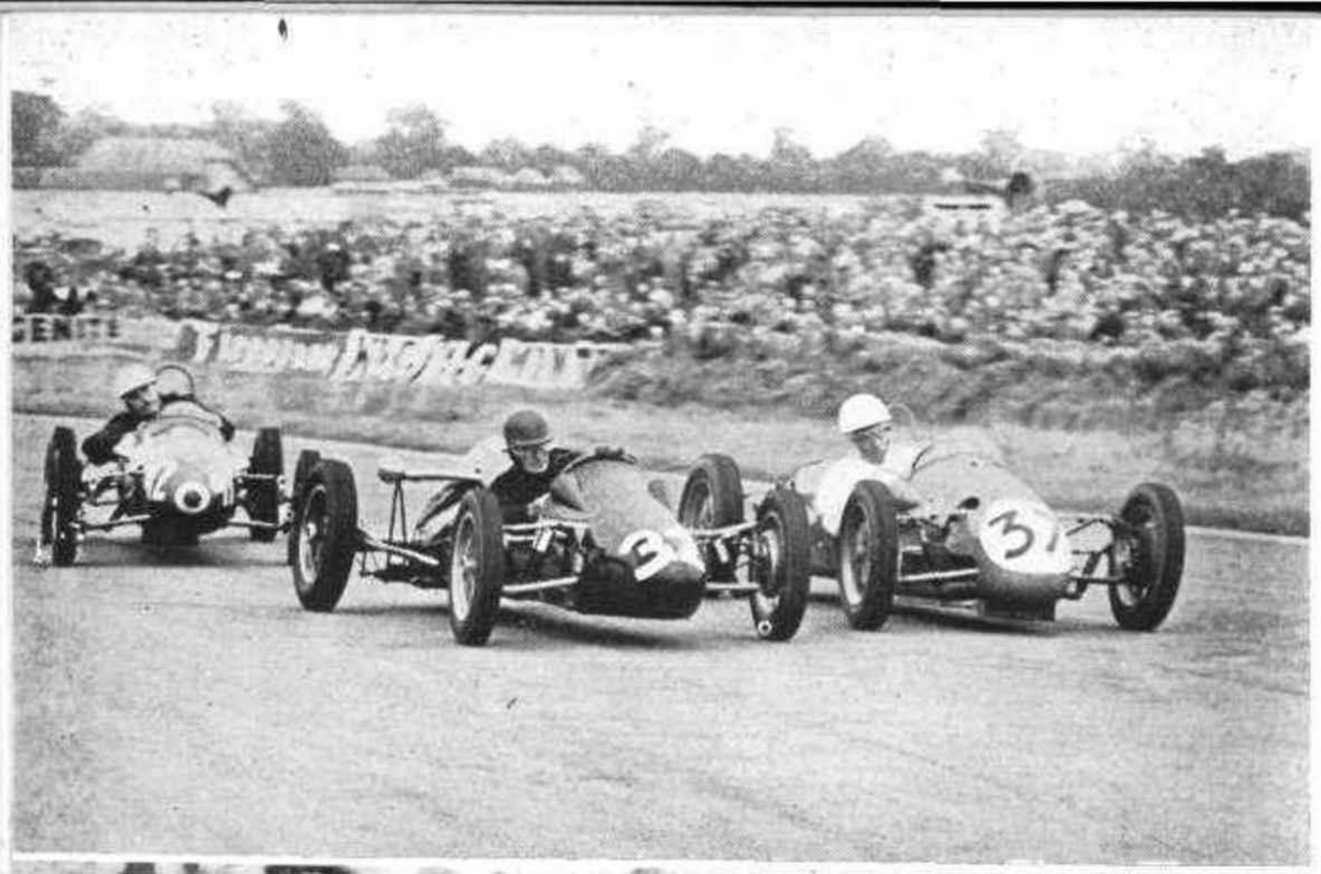
B.A.R.C. International Meetings at Aintree and Goodwood

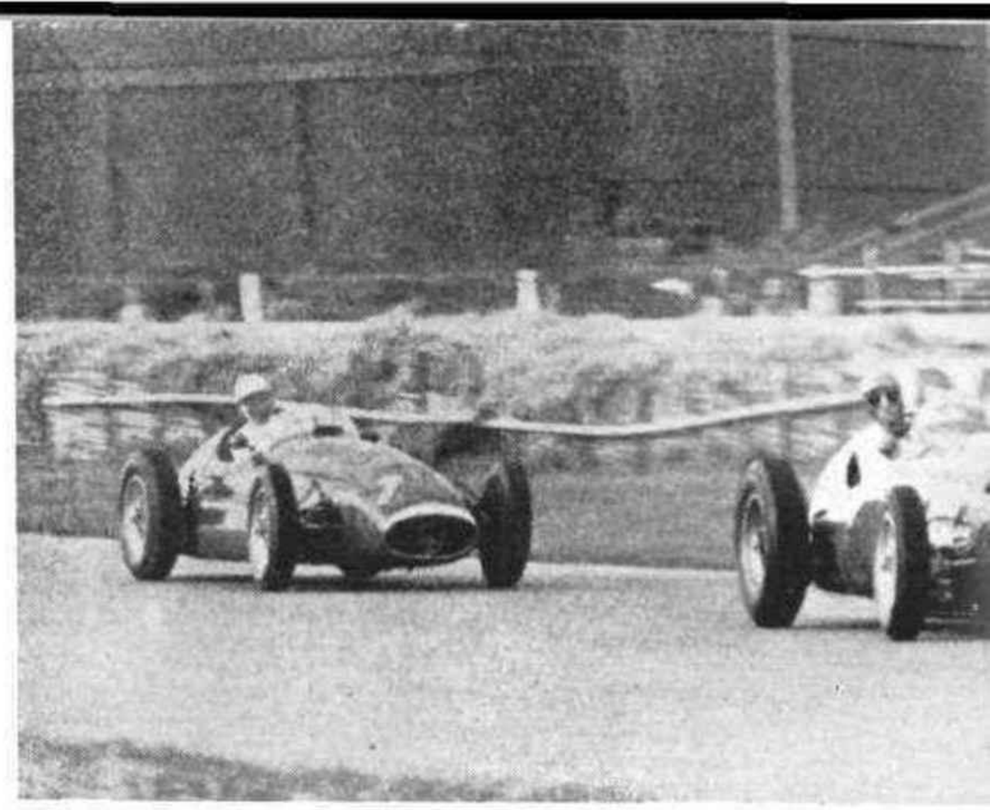
Eastern Counties Motor Club Meeting at Snetterton

Top : ON FORM.—Stirling Moss was on the top of his form at Goodwood and Aintree. He is here seen in action at the former circuit on the occasion of the B.A.R.C. International meeting of September 25th, when he won the Goodwood Trophy Race in his Maserati.

Bottom : STIRLING AGAIN.—Moss (No. 37) coming through the field at Goodwood to finish second, the first of the 500 c.c. races at the closing meeting. Eric Brandon leads at this point, with Russell in the centre of the road, followed by Bicknell's Revis, with Leston and Parker (the ultimate winner) on the outside, while Moss leads Bueb and Fenning—close work at Madgwick Corner after the start.







FORMULE LIBRE.—Wharton in the B.R.M. before he was o surprisingly, stayed in third place, finishing



PHOTO FINISH!—Only it wasn't the finish. Moss in Beart's Cooper-Norton comes to grips with Don Parker's Kieft during the first of the two 500 c.c. races held at Goodwood. (Subsequently Moss was beaten by Parker by a matter of 0.2 sec.)



BIG STUFF.—Peter Collins in Tony Vandervell's for Formule Libre cars at Goodwood, leading Whar did not pull out a record lap. He is seen he

SIR JEREMY BOLES is fortunate in having Don Beauman to drive his F.II Connaught for him. Here Beauman, driving very nicely, is in second place behind Gerard in Goodwood's September Madgwick Cup Race.

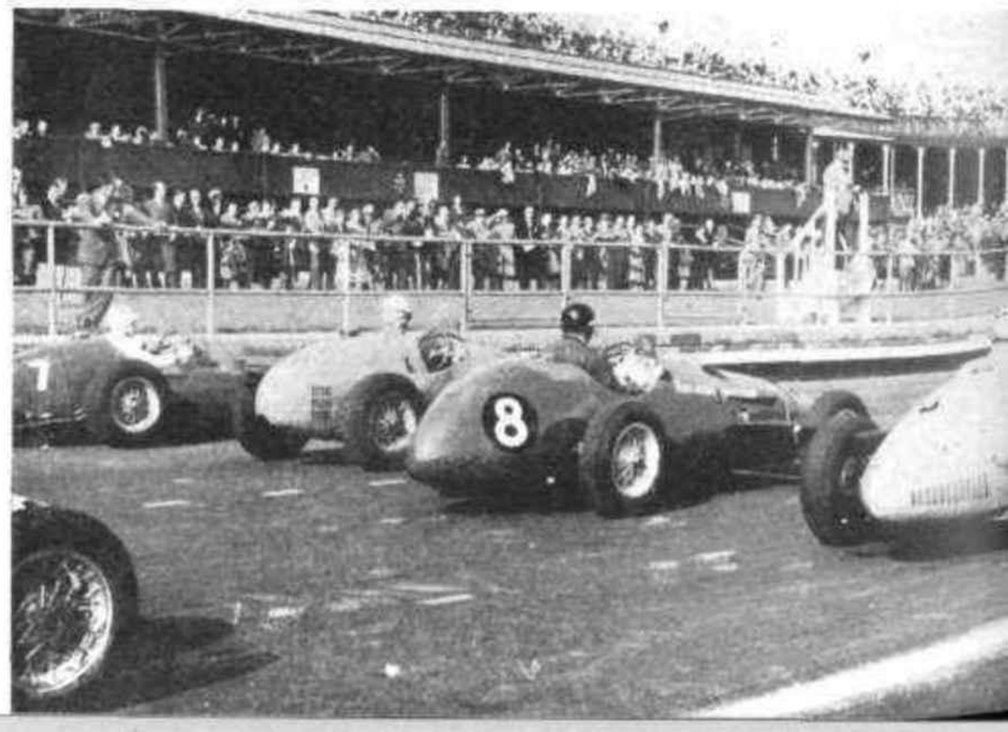


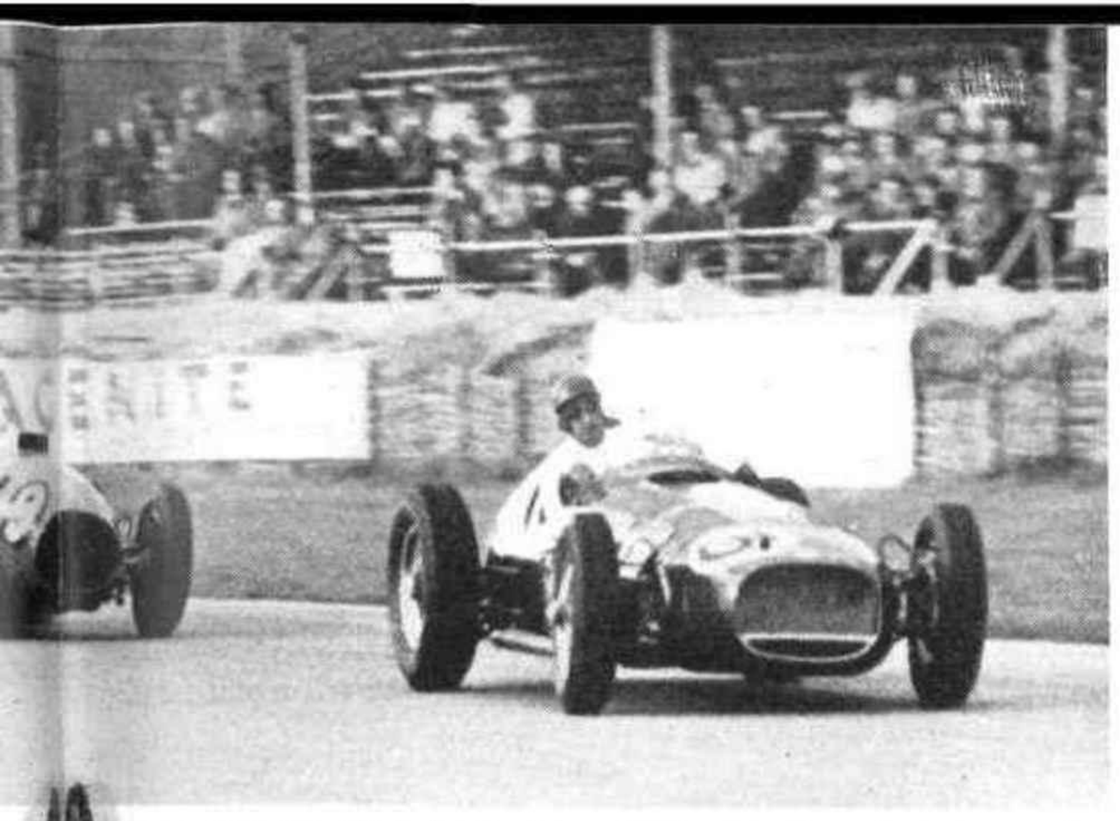
CALM VISITOR.—In spite of having the power of a 4½-litre V12 Ferrari under his throttle foot, young Masten Gregory refuses to get flurried. He finished second at Goodwood, as seen here, to Salvadori's Ecurie Ecosse Jaguar in the unlimited sports-car race.



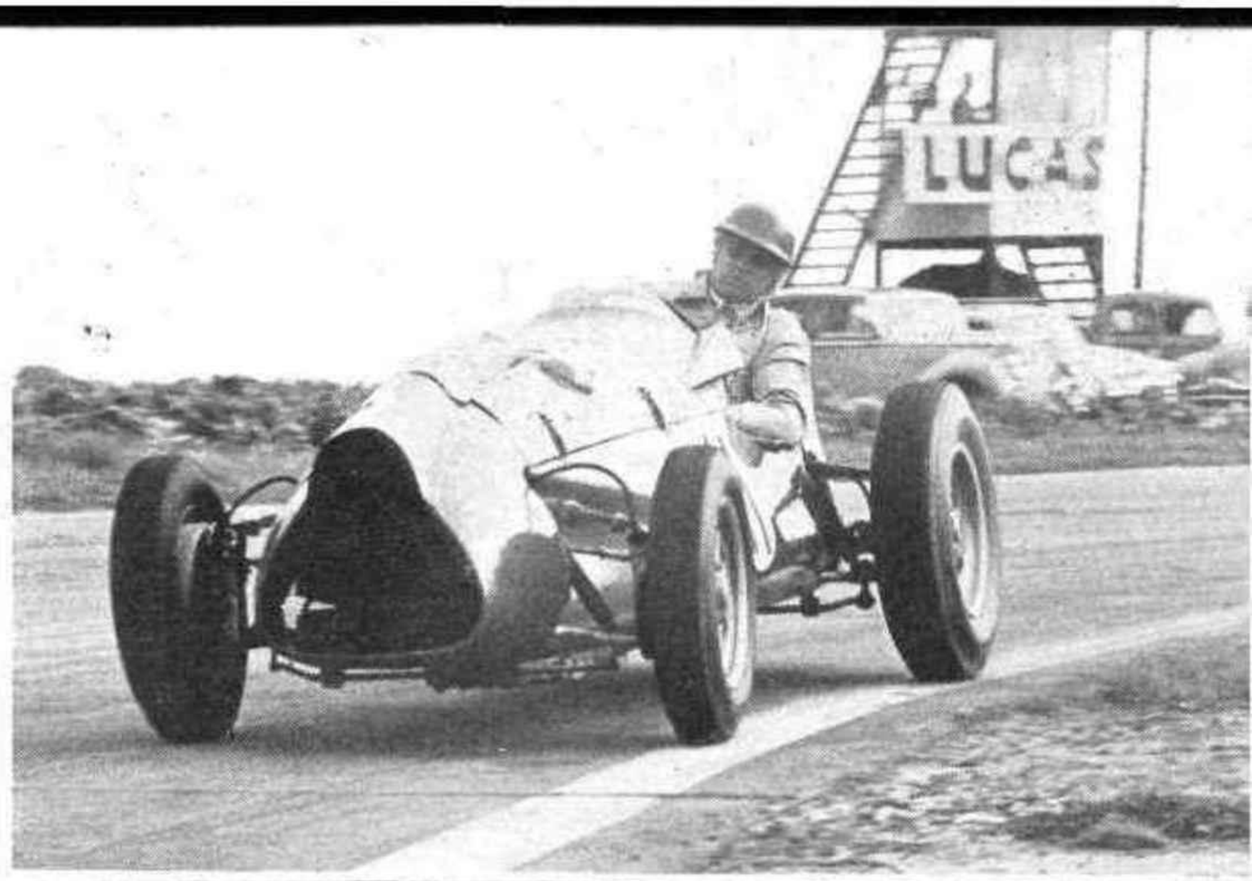
CUTTING IT CLOSE!—Mike Hawthorn in full cry at St. Mary's Corner on the Goodwood circuit in J. Kelly's new acquisition, the latest sports 3-litre four-cylinder Ferrari. Before the back axle broke Mike made fastest lap. at 86.4 m.p.h.

TENSE MOMENT.—The flag falls at Aintree for start of the Daily Telegraph Trophy Race. F l. to r. in the front row are Moss (Maserati), B (Gordini), Hawthorn (Vanwall) and Schell (Maser Moss won from Hawthorn, with Schell third, but B retired with clutch trouble after we had seen that Gordini was no match for the Vanwall Special.





...at Goodwood by Collins in the Thinwall Special Ferrari. Moss, perhaps 9.6 ... behind the Ferrari and 3.6 sec. behind the B.R.M.

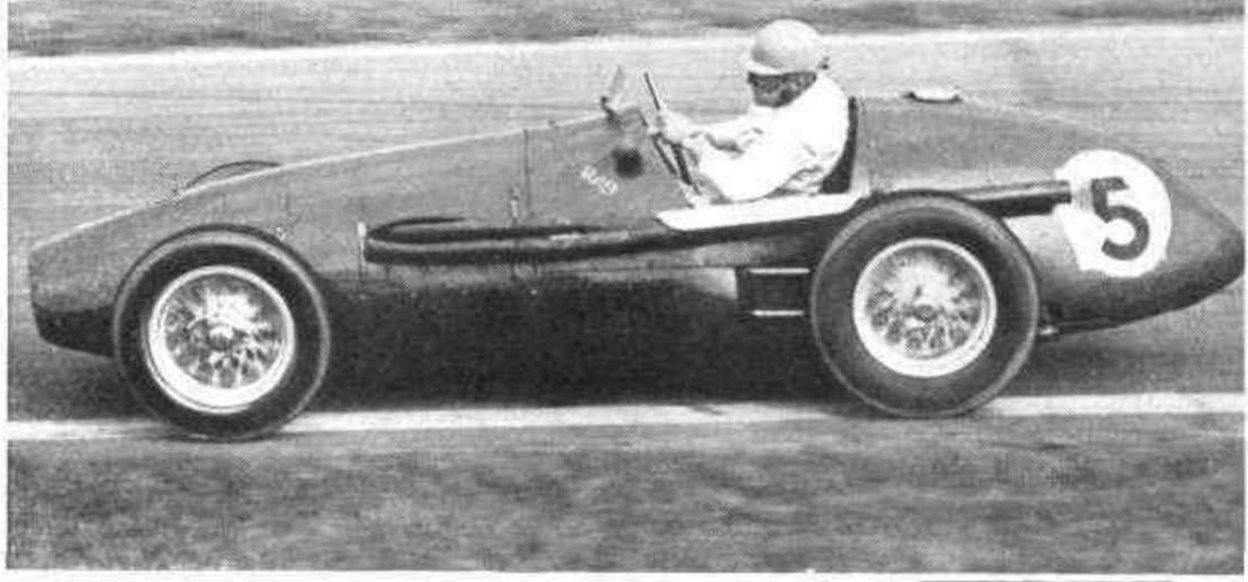


IRREPRESSIBLE.— Bob Gerard throws his faithful Cooper - Bristol through the curves of St. Mary's at Goodwood, rear-end adhesion enhanced by the oversize back wheels. He finished fourth in the Goodwood Trophy, his the first 2-litre car to finish, after which he went on to win the F. II Madgwick Cup race at 86.89 m.p.h.



...s Thinwall Special Ferrari was invincible in the Woodcote Cup ...on's B.R.M. by 6 sec. at the end of the 10-lap race, although he ...e at Aintree before retiring from the Formule Libre race.

LINED UP. — Reg Parnell, late "King of Goodwood," concentrates on placing his 1953/54 Ferrari for a corner where, alas, his hard-used engine elected to break a piston.



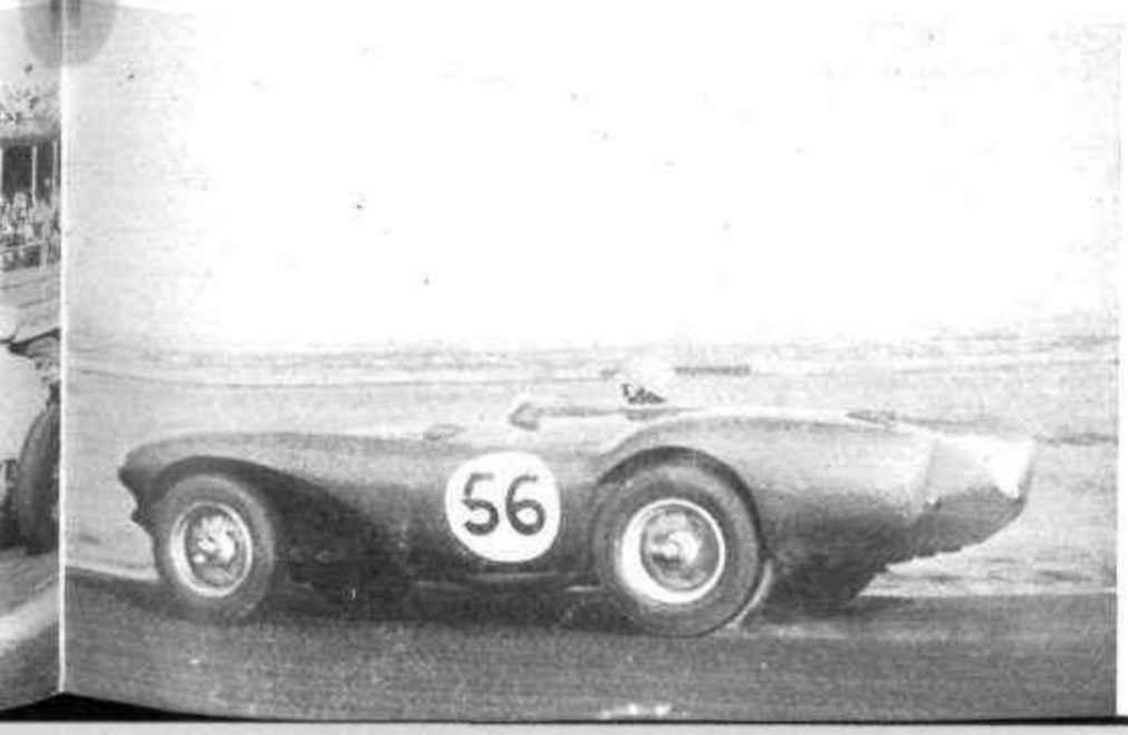
NO NEED TO GUESS. The registration number of George Abecassis' Goodwood mount gives its identity! In this Jaguar-engined H.W.M. Abecassis was placed third in the unlimited sports-car race behind Salvadori (Jaguar) and Gregory (Ferrari).



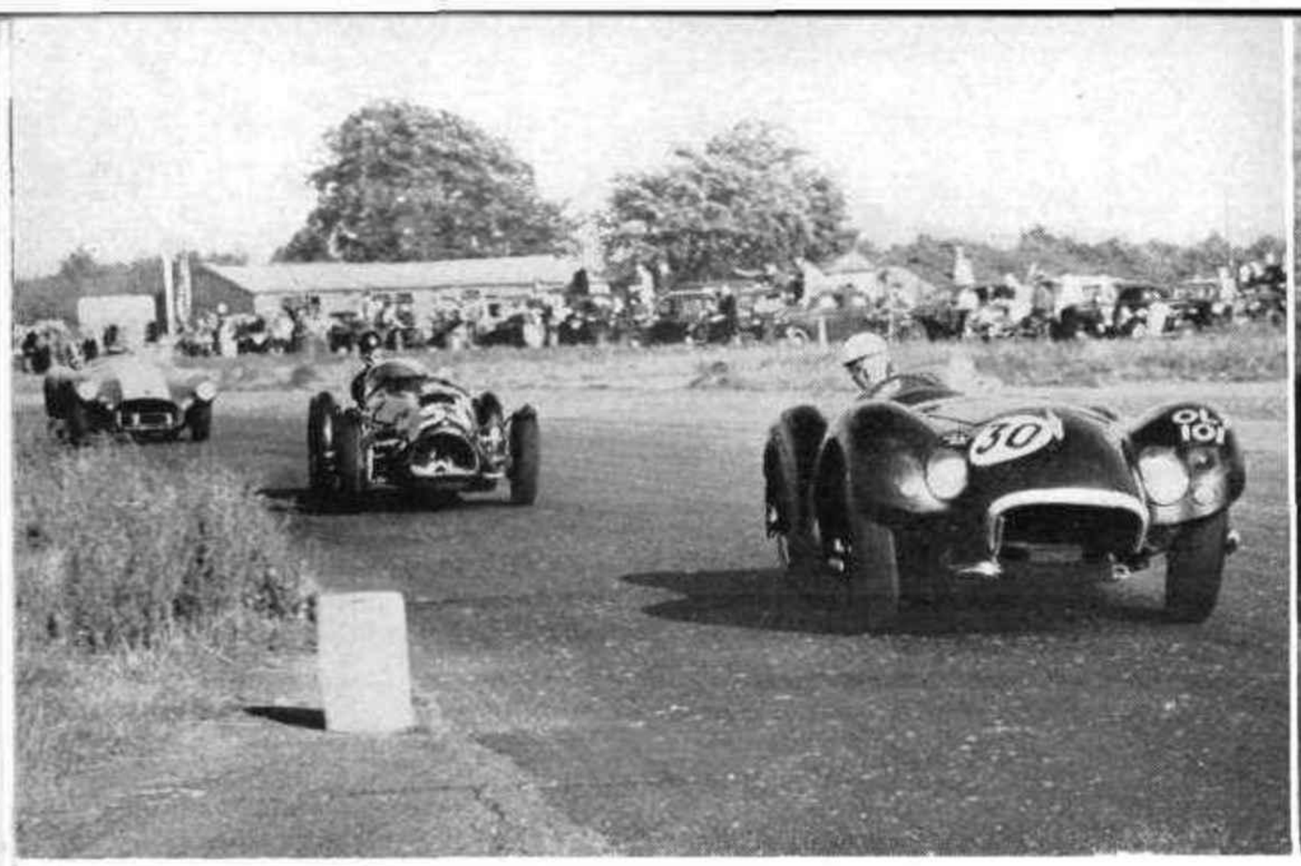
BRITISH-ENTERED MASERATI. — Roy Salvadori coming out of a drift through St. Mary's corner during Goodwood Trophy Race. This driver has not had much success lately, but finished third behind Moss' Maserati and Collins in the promising new Vanwall Special.

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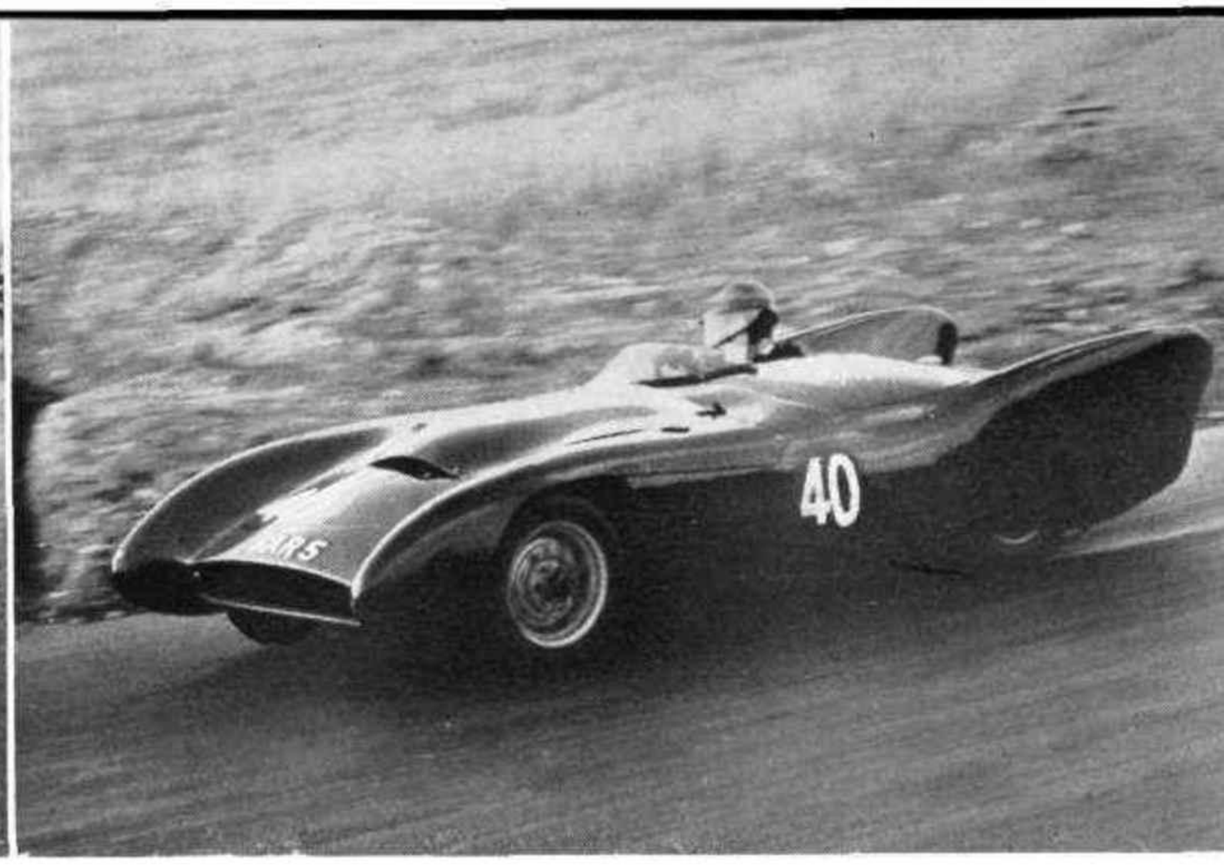
CHASER.—Peter Collins did all he could at Aintree to catch Gregory's Ferrari, practically setting the back tyres of the Aston Martin on fire in the process, without avail. He was 2.2 secs. behind the Ferrari at the finish but considerably in front of Reg Parnell in a similar Aston Martin.







ABOUT CHANGE.—T. Sopwith (Sphinx) leading Tony Crook (Cooper-Bristol) and Scott-Brown (Lister-Bristol) through the Esses at Snetterton. Two laps later Crook retired and Scott-Brown overtook the Sphinx to win the race.

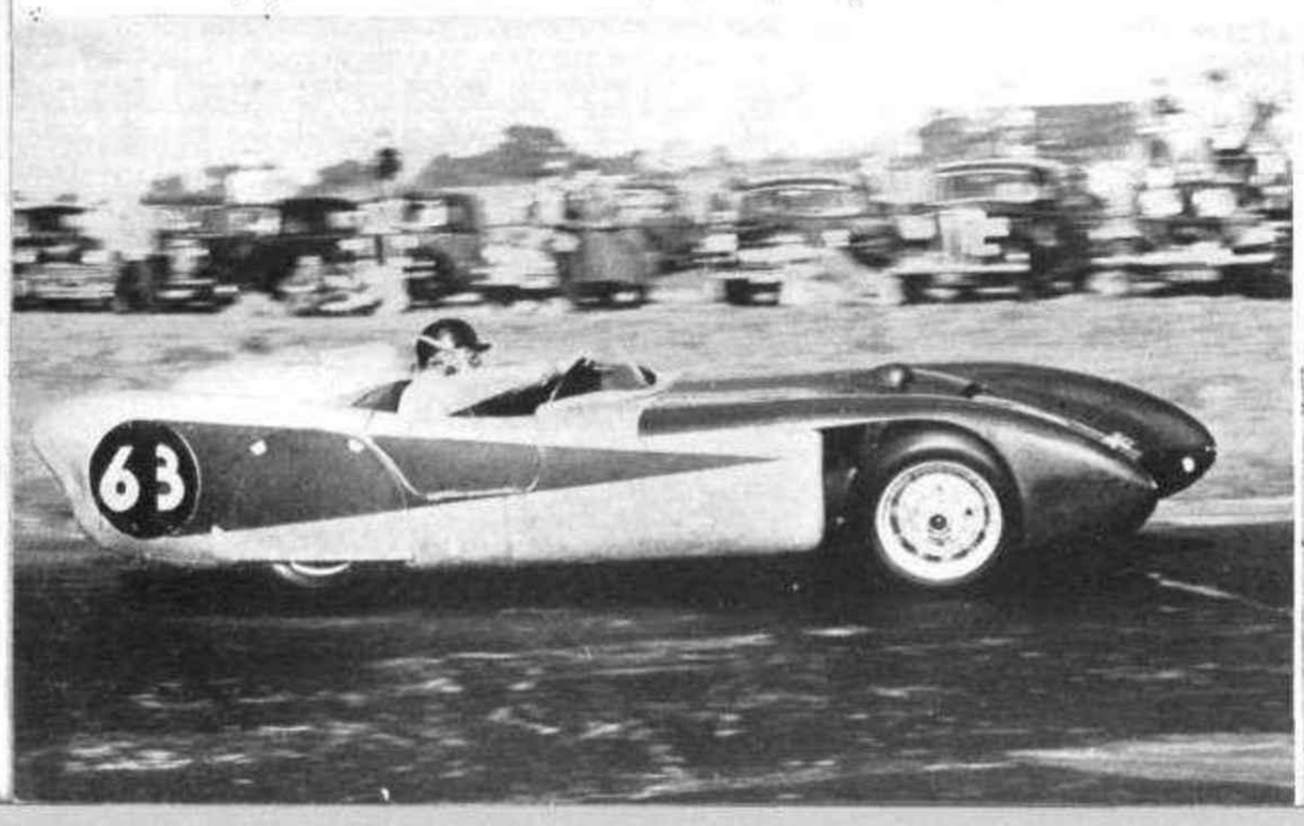


WINNER of the combined 10-lap scratch race at Snetterton for 1½-litre sports and racing cars, Colin Chapman's Lotus is seen leaving the Snetterton Esses.



AT SPEED.—Roy Salvadori going rapidly at the end of Snetterton's home straight, the Maserati in third place in the sports-car race after Tony Crook's retirement.

THROUGH THE S-BEND at Snetterton goes Coombs' Lotus, to finish second in the 10-lap sports/racing-car event.



OFF!—The field gets away at the start of a race at the closing meeting at Snetterton. From left to right, front row: Salvadori (Maserati), Beauman (Connaught), Whitehouse (Connaught), Marr (Connaught), Williamson (E.R.A.), with Riseley-Pritchard (Connaught) already in the lead.



VICTORY FOR HAWTHORN—continued from page 632

settled down into a procession, the only drivers that were engaged in a struggle being Graham Whitehead and Nogueira who ran in very close company throughout, victory finally going to the Portuguese driver. Only five laps before the finish the Jaguar engine in Whitehead's Cooper car made a horrid noise and he came to rest out on the circuit, while a lap later Musy, who had been in eighth place and well up with the bigger cars driving his 2-litre Maserati, also stopped by the wayside. Picard was quite unchallenged and finished the race comfortably in front of Salvadori and Sanderson, who had moved up through Whitehead's misfortune. While it was good to see the two Ecurie Ecosse cars in second and third places, it was rather sickening to think that the D-type Jaguar at Earls Court could have been sold to them and they could have won the race with it. As so often happens Great Britain lost the Barcelona Sports Car race due to being six months behind in development and production.

After having their appetites whetted by the Saturday race the Spanish populace turned out in vast numbers for the Grand Prix and the starting grid was a fine example of the healthy state of Grand Prix racing. In the front row, in order of practice times, were Ascari (Lancia), Fangio (Mercédès-Benz), an exposed wheel-type, the streamlined car being abandoned, Hawthorn (Ferrari) and Schell (Maserati), four different makes and four very different designs, all capable of giving the same result; also, the front row drivers were from four different countries, altogether a most satisfactory line up, though Schell's time of 2 min. 20.6 sec. was not announced in practice. In row two were Villoresi (Lancia), Moss (Maserati) and Musso (Maserati), followed by Trintignant (Ferrari), Herrmann (Mercédès-Benz), Mantovani (Maserati) and Mieres (Maserati). In row four were Kling (Mercédès-Benz), Godia (Maserati) and Wharton (Maserati), while the rest of the slower cars made up the field of 21 starters. Only 3.9 sec. covered the difference in times of the first 10 cars, and as the sun shone down on the starting grid there was a tension in the air and the feeling that this end-of-season race was going to be a hard battle. Ascari, Fangio and Schell got away wheel to wheel with the rest of the 21 cars in hot pursuit and at the end of the opening lap it was the blue and white de Dion Maserati of Schell in the lead, closely followed by Hawthorn, Ascari, Trintignant, Moss, Fangio, Herrmann, Villoresi, Mantovani, Kling, Musso and Mieres, all going by in a continuous string. It was not until the last five or six cars passed that the field broke formation and hardly had the dust settled before they were all round again, that is all except Villoresi. His Lancia had been driven out to the start some while after the other cars were in place on the grid and appeared to have had some last minute work done on it and on lap two it succumbed and he came into the pits after everyone had passed, and retired, the car being driven round the back. Ascari made up for this first retirement by moving up into second place, but still Schell was driving all he knew determined to set the pace. He started the race with a light load of fuel and was out to break up the opposition, but on lap three Ascari passed him and began to draw away. The order settled down for a moment, being Ascari, Schell, Hawthorn, Trintignant, Fangio and Moss, the rest beginning to lose ground a little, while after Kling, in 11th position, there was already a long gap before the "also-rans" began to come by headed by Behra in the new Gordini. Ascari began to gain at the rate of 2 sec. a lap and on lap nine when he seemed quite settled he suddenly drew into his pit, staying there and talking to his pit-staff before Schell, Hawthorn and Trintignant went by, now in a close bunch. Ascari restarted but only did one lap before stopping for good, the second Lancia also being driven round behind the pits, the reason given as clutch trouble. In 10 laps both new Lancias had been withdrawn, but at least they had shown remarkable speed up to the point of retiring. The leading trio were still very close together followed by Moss who had overtaken Fangio, the Mercédès-Benz team being right out of the running, with the other two cars in sixth and tenth position, being Herrmann and Kling respectively. Hawthorn had a slide and lost the other two cars, dropping behind Moss for a moment but he soon got back into third place and began to catch up on Schell and Trintignant again, they still being wheel to wheel. Moss was now slowing and also trailing a tank strap and on lap 18 he pulled into the pits as it seemed his oil scavenge pump was not working properly and two laps later he retired.

After 20 laps Trintignant was just leading from Schell and Hawthorn and the three of them had left Fangio far behind, and only Herrmann and Musso were keeping up with the Argentinian, all the others dropping a long way back, though the pace was still fast. The leading trio now changed places rapidly, the lead being taken again by Schell, then Hawthorn, then Schell and then the American overdid things and spun, denting the Maserati tail and dropped back to fourth place leaving the two Ferrari drivers only 2 sec. apart and with a lead of 30 sec. over Fangio. After five more laps Schell appeared going slowly and drew into his pit to retire with a damaged gearbox having had a real go, setting up fastest lap in 2 min. 17.8 sec., and showing some of the form he had at the end of the season last year. The event was now only just over a third of the way through, the race being 80 laps in length, and trouble was setting in, for Trintignant stopped with a broken oil feed on his gearbox and lost a lot of time while a repair was made and Herrmann's Mercédès-Benz was not sounding too happy. At the back of the field there was trouble, both Gordinis having been into the pits, Behra to retire with disc-brake trouble, while Wharton had also had a stop with the Maserati. Hawthorn was now 23 sec. in front of Fangio and it did not look as though the German car had any more speed in hand, while 20 sec. farther back came Musso, driving a beautifully steady race and gaining on Fangio. Herrmann was going by with his engine popping and banging and he eventually stopped at his pit to talk to Uhlenhaut while the plugs were changed. A new problem was affecting things, for a high wind was blowing down the long straight carrying clouds of dust and paper and leaves, with the result that drivers' goggles were getting covered and the radiator intakes were becoming choked with debris, some of the cars having as much as 20 per cent. of the opening blanked off by leaves and newspaper, with subsequent overheating. Herrmann was now only able to keep going by pumping furiously on the hand-circulating pump for the injection system, there obviously being an obstruction in the lines somewhere, while Bira was in trouble with boiling and stopped for water. Musso was driving a very nice race, running a steady third, with his team-mate Mantovani not far behind, but all the time Hawthorn was going round well in the lead, the "stumpy" Ferrari really behaving itself for once and though he slowed occasionally Fangio could never get closer than 18 sec., the Argentinian driver's lap times being a model of consistency in 2 min. 24 sec. Herrmann's trouble became worse and worse and he eventually retired on the 50th lap, while Trintignant also stopped about this time, the temporary repair being ineffective and all the oil coming out of his gearbox. All this time Kling had been running steadily but without showing any great turn of speed, though as cars ran into trouble he moved up until he was in sixth place, shortly after to go into fifth place when Mantovani retired. The young Italian had suddenly put on a spurt and caught Musso, only to have his brakes lock on and disappear up an escape road. Though he got going again he stopped two laps later and retired with a damaged rear-end. What had started as a furious battle had now turned into an endurance race with Hawthorn comfortably in the lead, though with a notoriously unreliable type of motor-car, followed 30 sec. later by Fangio with a car that had already had a lucky win under similar circumstances. Musso was another 33 sec. behind, going very nicely and a lap later came Mieres and Kling, though a long way apart. Wharton stopped once more, this time for a plug change which did not cure a rough-sounding engine, Bira was still stopping at intervals for water and Rosier was going along gently. Graffenried had been going round quite well, but now let Volontario drive for him and the car slowed noticeably, finally stopping, while all this let the Spanish driver Francisco Godia into sixth place with the new "un-louvred" Maserati team car.

There seemed no hope of anyone changing places and the race settled into a procession until the finish, with the exception of Fangio. With 12 laps to go it became obvious that hot oil was spraying over his left arm and shoulder from somewhere within the car and he began to lose ground to Hawthorn and the next lap the Mercédès-Benz was smoking. A lap later it sounded very rough and began to slow visibly so that Musso gained ground rapidly. Fangio was now suffering badly, the whole of his left side being soaked in hot oil, but drove on as hard as the sick Mercédès-Benz would go, but he could not stop Musso going by into second place only six laps before the finish. It seemed now that Hawthorn must win, though remembering the Moss episode at Monza no one uncrossed their fingers and in addition it did not seem possible that Fangio could keep going in his bath of oil, nor that the Mercédès-Benz could finish the race losing so much oil. Two laps before the end Hawthorn lapped the unhappy Fangio and only Musso remained on the same lap as the leader. A few minutes after three hours of racing Hawthorn received the chequered flag to win his second major Grand Prix race for Ferrari, but more important to chalk up the first real success for the Type 553 that has given so much trouble all the season. Musso finished a worthy second, having driven a faultless race, looking entirely unruffled throughout, the gallant Fangio limped home third, followed by Mieres and Kling both of whom had driven steady unspectacular races, while the remaining four runners were some way behind.

The Spanish Grand Prix had finished off the 1954 season in a most resounding manner, no one being in a position to say which of the four big teams in Grand Prix racing had the advantage after the first season of the new Formula I, while there was no doubt that as a Grand Prix formula it has proved a great success. The Spanish race had been satisfying in many ways, for Ferrari went away with renewed life after a disastrous season. Mercédès-Benz were by no means as victorious as expected, but were certainly well in the running, the Maserati team proved once more that their cars are as fast as any, but also showed that reliability was not a strong point, while Lancia must have left with a grin, thinking that at least the long wait to see their cars in action had not been wasted, having dominated the practice periods, and the race while the cars lasted. For the private-owners and Gordini there was no pleasure, just the realisations that Grand Prix racing was becoming fiercer at every meeting and the survival-of-the-fittest was going to be the rule, for starting as well as finishing.—D.S.J.

Results:

SPANISH GRAND PRIX—80 Laps—505.280 Kilometres—Warm and Sunny.

1st:	J. M. Hawthorn (Ferrari Type 553)	3 hr. 13 min. 52.1 sec.—157.734 k.p.h.
2nd:	L. Musso (Maserati 250/FI)	3 hr. 15 min. 05.3 sec.
3rd:	J. M. Fangio (Mercédès-Benz W196)	1 lap behind.
4th:	R. Mieres (Maserati 250/FI)	1 lap behind.
5th:	K. Kling (Mercédès-Benz W196)	1 lap behind.
6th:	F. Godia (Maserati 250/FI)	4 laps behind.
7th:	L. Rosier (Maserati 250/FI)	6 laps behind.
8th:	F. Wharton (Maserati 250/FI)	6 laps behind.
9th:	B. Bira (Maserati 250/FI)	12 laps behind.

Fastest lap: H. Schell (Maserati 250/FI) in 2 min. 17.8 sec. — 165.9 k.p.h.

Retirements: Manzon (Ferrari), lap 2; Villoresi (Lancia), lap 2; Ascari (Lancia) lap 10; Swaters (Ferrari), lap 16; Behra (Gordini), lap 17; Moss (Maserati), lap 20; Schell (Maserati), lap 29; Pollet (Grodini), lap 38; Trintignant (Ferrari), lap 48; Herrmann (Mercédès-Benz), lap 50; Graffenried (Maserati), lap 58; Mantovani (Maserati), lap 58.

World Championship Result: 1st, Fangio; 2nd, Gonzalez; 3rd, Hawthorn.

THE GUILD AT GOODWOOD (Oct. 24th)

The annual Motor Show Test Day at Goodwood, organised by the Guild of Motoring Writers, was this year attended by some very distinguished foreign visitors and nearly 70 cars were made available by their manufacturers, including a D-type Jaguar and an Aston Martin DB3S. Jaguar allowed anyone to sample the docile D-type but Aston Martin only let the DB3S be driven by holders of a Competition Licence.

The day took heavier toll than usual, for the Daimler Conquest Roadster was abandoned after, it was said, a valve had dropped into a cylinder, the Sunbeam Alpine had fuel pump failure (soon cured), the Allard Palm Beach burst a water hose, and the Healey 100S was withdrawn to preserve it for future competition commitments. In addition, a rather inexperienced Irish photographer hit a concrete wall with the Sunbeam and later inverted the Jaguar XK140 drophead coupé at Woodcote, luckily with more damage to the car than to himself. Earlier the XK140 had shed a rear-wheel spat.

Foreign visitors had first call on the cars, but we were able to enjoy the Triumph TR2 hard-top (in spite of a loose floor panel and hitting one's hand on the dash in changing from third to top) and commit smooth lappery in the Ford Consul, and dignified lappery, surrounded by lavish and nicely-planned fittings, in the Rover 60.

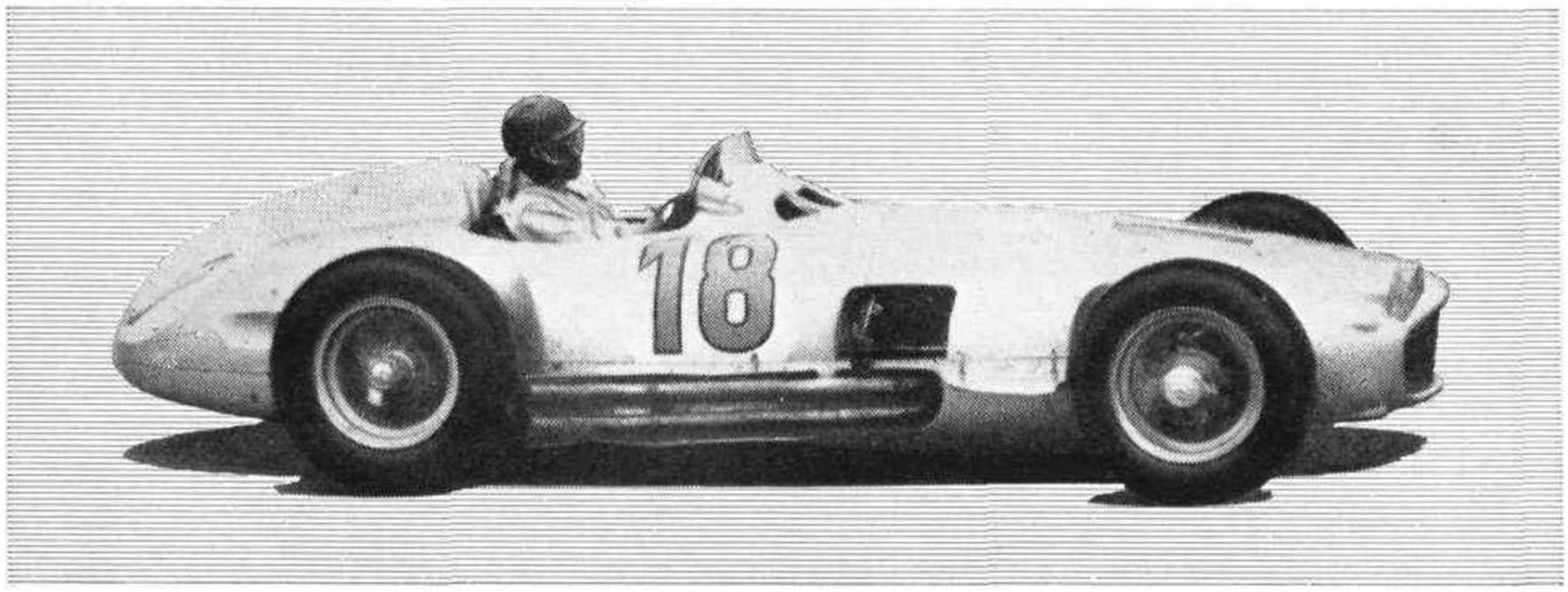
The Morris Oxford has a remote, silvered dashboard, a horrid clutch and a steering-column gear-lever with astonishingly long travel, but shows an indicated 60 m.p.h. in third. The Standard Ten saloon needed third speed for almost the entire circuit, which caused it to fade away with fuel starvation, and the Sunbeam Mk. III convertible also took third for long periods, which it didn't mind, although its steering is very spongy, and heavy when the car is held round a bend, and the steering-column gear-lever wouldn't always go easily into third.

The Hillman Husky held down better than expected; but the rear seat is somewhat restricted and there is not much floor space behind, while the general effect is "tinny."

The Jaguar XK140 fixed-head coupé has an excellent gear change, the rigid remote lever perhaps a shade far back, and 4,500-5,000 r.p.m. came up easily, the car handling well, although the seat squab could profitably provide more support.

We badly wanted to sample an A.C. Ace, but that brought down by K. N. Rudd apparently required two people to drive it. Mr. Rudd and myself, which seemed too complicated, while the other was in such demand that we never got near it (does this answer the query of those who wondered how non-standard was Rudd's car at Brighton?).

Some lappery with Paul Frere proved that he could make the Daimler Regency smell hot even in the rear seats (a beautifully appointed car, this, with all-wood dashboard at which the instruments seem to have been hurled a bit haphazardly, vizors like great trap-doors in the roof, and two polished occasional tables folding up in front of the rear-seat occupants). The Bentley Continental drophead went very well but is extremely draughty in the back seats with the head folded. The engine is just not too rough for such a car, which had the automatic transmission. The Rolls-Royce Park Ward saloon was sheer luxury, allied to good performance, and is obviously an ideal chauffeur-driven carriage. Going from the sublime to the 350-c.c. air-cooled, B.S.A. rear-engined Fairthorpe Atom Mk. II, we had difficulty on first acquaintance with the gear-change but after a lap in this glass-fibre coupé are able to say truthfully that at last we have taken Woodcote flat-out.—W. B.



Congratulations to

MERCEDES-BENZ

and to JUAN MANUEL FANGIO

MERCEDES-BENZ CHOSE
CASTROL TO WIN

Grand Prix D'Europe
French Grand Prix
Swiss Grand Prix
Italian Grand Prix

WAKEFIELD
Castrol
MOTOR OIL
(PATENTED)

TRIPLE VICTORY FOR MOSS—continued from page 630

Peter Walker's Ecurie Ecosse XK120C Jaguar occupied a steady third place, followed for seven laps by Peter Whitehead's compact Cooper-Jaguar, which thereafter fell back, displaced by Roy Salvadori in Graham Whitehead's DB3 Aston Martin. Behind, and in sixth place as Whitehead fell back, was Scott-Brown, leading the 1½-2½-litre section in the Lister-Bristol, with Tony Crook in the Cooper-Bristol looking up his exhaust pipe.

On lap 13 Crook got by and then went in pursuit of Salvadori, getting right up to the bigger Aston Martin but just not having the extra ½ m.p.h. to draw away. This exciting duel was watched by Wharton, at a discreet distance in third place in this category, at the wheel of the works de Dion Frazer-Nash with a new cowled radiator.

Quite as absorbing a battle was being waged in the 1½-litre class, for Ken McAlpine in his Connaught was having an almighty tussle with Colin Chapman in the Lotus-Nuffield, which was going splendidly after catching fire on the warming-up lap. Chapman may have been misled by incorrect pit-signals early in the race but towards the end must have been aware of the Connaught challenge, notwithstanding which McAlpine passed the Lotus three laps from the end, to a close finish—to the downfall of those who report races from the bars, for the official result gave No. 38 as second in error for No. 35.

Alan Brown suffered from a slipping clutch on the Coombs Lotus-Connaught, Rogers' Cooper-Bristol broke its fan-belt, McMillan's Cooper-Bristol blew its gasket, Brooks' Frazer-Nash lost its clutch-linkage, Baxter's XK120C Jaguar was very slow, and Cliff Davis found the Gilby Eng. Maserati too-fast-for-temporary-owner, spinning off at County Corner on one lap, while Riseley-Pritchard was getting the feel of the H.W.M.-Jaguar and Peter Reece's 1½-litre Osca and Horridge's Jehu-Riley were outclassed. An *interesting* race!

1½ litres:

1st:	K. McAlpine (Connaught), 16 laps in	38 min. 23.4 sec. ...	75.0 m.p.h.
2nd:	C. Chapman (Lotus), 16 laps in ...	38 min. 24.0 sec.	
3rd:	A. E. Marsh (Connaught), 16 laps in	39 min. 21.2 sec.	

1½-2½ litres:

1st:	T. A. D. Crook (Cooper-Bristol)	39 min. 31.0 sec. ...	77.44 m.p.h.
2nd:	W. A. Scott-Brown (Lister-Bristol)	39 min. 32.2 sec.	
3rd:	K. Wharton (Frazer-Nash) ...	1 lap behind.	

Over 2½ litres:

1st:	M. Gregory (Ferrari)	38 min. 12.4 sec. ...	80.09 m.p.h.
2nd:	P. J. Collins (Aston Martin) ...	38 min. 14.2 sec.	
3rd:	R. Parnell (Aston Martin) ...	38 min. 36.4 sec.	

Fastest lap: Gregory, 81.57 m.p.h.

FORMULE LIBRE RACE (17 Laps)

This consisted of those cars which had survived the Formula I race, with the addition of Wharton and Flockhart in the short-chassis Mk. II B.R.M.s, running with long exhaust pipes, and Peter Collins in the Thinwall Ferrari Special.

Hawthorn again drove the Vanwall Special. There was some doubt as to whether the Thinwall Ferrari would last the distance and, sure enough, after keeping in front of Moss' Maserati for five laps, Peter Collins lost some of the twelve cylinders and fell back, to retire after nine laps.

Moss led from then on. He had been second previous to this, with Schell in third place, followed by the B.R.M.s and the Vanwall.

Wharton had been in trouble again with the Girling disc brakes during practice and on the opening lap he had gone wide at Cottage Corner, while Collins had pushed Flockhart out at the same place. Both B.R.M.s then went in pursuit of Schell and Wharton passed the blue and white Maserati to take third place on lap three. On the next lap the back brakes locked on, and refused to unstick, as Wharton came into County Corner. The B.R.M. spun and Schell ran into it, both cars sliding onto the grass on the outside of this left-hand corner. The Maserati burst its off-side front tyre and broke a steering connection, forcing Schell to walk in. By adopting trials tactics Wharton recovered from his Girling-gyration and drove to the pits with the exhaust pipes on the near side stove in, to "interview" the brake company's representative!

This removed much of the excitement from the race. Moss continued to drive in his impeccable style, followed by his team-mate Mantovani and, after Collins had retired, by Flockhart, who was bringing the other B.R.M. along gently in third place.

Much was expected of the Vanwall Special, which had easily vanquished the Gordinis in the Formula I race and shows extreme promise of effectively "wearing the green." Alas, on this occasion Hawthorn spun off when chasing Mantovani and the oil-cooler became filled with earth, which caused the oil temperature to soar, the oil pressure to drop, and Hawthorn to retire after six laps.

Moss pulled out real speed along Railway Straight (here Wharton had got up to nearly 160 m.p.h.) and was well ahead of his Italian team-mate. Flockhart held an unchallenged third place, while Pilette's Gordini was fourth and Salvadori's rather sick Maserati fifth, just ahead of Beauman, who was pressing on very nicely in Sir Jeremy Boles' Connaught. Gerard followed, then Rosier, and Lawrence was driving well in the Ecurie Ecosse Cooper-Bristol.

Graham Whitehead's E.R.A. had differential trouble, Riseley-Pritchard's Connaught broke its transmission, and Boulton's Connaught and Edwards' E.R.A. were both delayed while plugs were changed.

Moss set a lap record for the clockwise lap of 89.55 m.p.h.

1st:	S. Moss (Maserati)	35 min. 53.4 sec. ...	85.26 m.p.h.
2nd:	S. Mantovani (Maserati) ...	36 min. 04.4 sec.	
3rd:	R. Flockhart (B.R.M.)	36 min. 21.2 sec.	

Fastest lap (new record): Moss, 89.55 m.p.h.

B.A.R.C. AUTUMN MEETING—continued from page 627

(Rumour was murmuring that his 1955 team will be Hawthorn, Moss and Collins!)

Salvadori was fifth and Gerard sixth throughout, with Keen drifting his corners in pursuit. Flockhart lost an exhaust pipe from the B.R.M. and, after spinning ignominiously at the *chicane*, retired on the first lap.

1st:	P. J. Collins (Thinwall Ferrari)...	15 min. 38.4 sec. ...	92.07 m.p.h.
2nd:	K. Wharton (B.R.M.)	15 min. 44.4 sec.	
3rd:	S. Moss (Maserati)	15 min. 48.0 sec.	

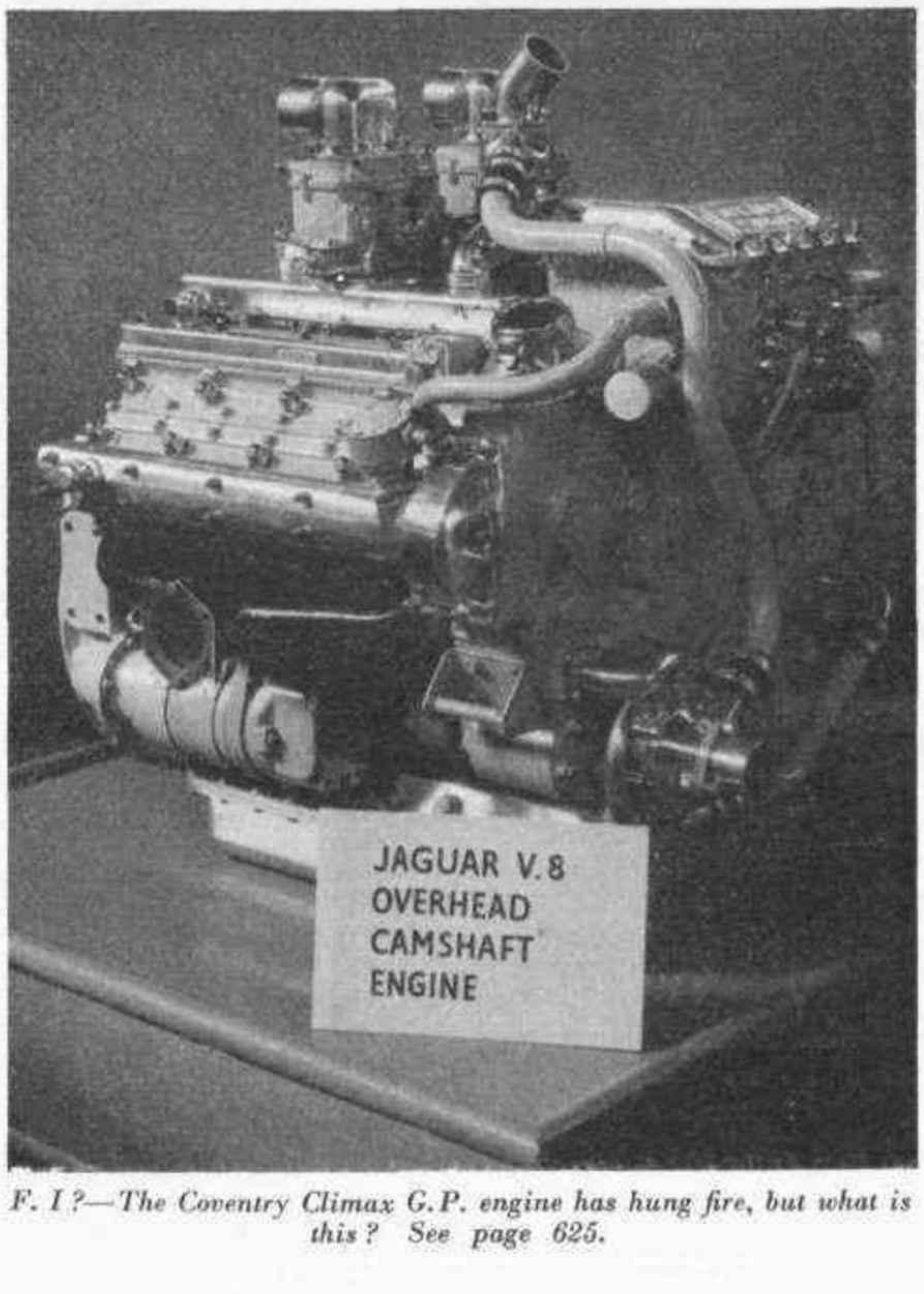
Fastest lap: Collins, 93.71 m.p.h.

500-C.C. RACE B (5 Laps, Scratch)

After various poor starts and spins by Raby in the I.E.R. Midget, with "Puddle Jumper" on its side, and Zains' Cooper, Berrow-Johnson's Martin-Special won from Cowley's Cooper.

1st:	N. Berrow-Johnson (Martin-Special)	9 min. 10.2 sec. ...	78.52 m.p.h.
2nd:	A. J. Cowley (Cooper)	9 min. 11.6 sec.	
3rd:	J. Denley (Cooper)	9 min. 18.4 sec.	

Fastest lap: Cowley, 81.2 m.p.h.



F. I?—The Coventry Climax G.P. engine has hung fire, but what is this? See page 625.

"MOTOR SPORT" TESTS—

THE 2-LITRE SWALLOW DORETTI

A Smart, Nicely-Finished, Lively 2-seater with the Well-Established Two-Carburetter Standard Vanguard Engine



AT HOME.—A Doretti standing outside the Swallow Coachbuilding factory at Walsall, Staffordshire.

EARLIER this year the Swallow Coachbuilding Company of Walsall created much interest in sporting circles by announcing their Doretti sports roadster. Like the very successful Triumph TR2 and latest Morgan Plus Four, this car is powered with the 83 mm. bore, twin-carburetter, high-compression-version of the dependable and durable Standard Vanguard push-rod o.h.v. four-cylinder engine. It follows current ideals in possession of a rigid tubular chassis frame, independent front suspension and all-enveloping bodywork, but aims at considerable refinement of appointments and finish, at the expense of some extra weight and a basic price of £777.

The Doretti is an interesting compromise between sports model and roadster. That is to say that it has the firm suspension, remote gear change effected by a short, rigid lever, bucket seats and restricted luggage space of the sports car, but the comfort, good appearance, all-weather equipment and economical docility of a roadster.

This two-model characteristic is emphasised by the Doretti's speed and transmission arrangements, by which we mean that although the car has reached just over 100 m.p.h. under favourable conditions, its more usual maximum under normal road-conditions in this country is 90 m.p.h., while the provision of an electrically-selected overdrive top gear of 3.03 to 1, as compared to the normal top gear ratio of 3.7 to 1, while contributing nothing to maximum speed, does endow the Doretti with very effortless running qualities and a fuel consumption which can be as modest as 28 m.p.g.

The lines of the car draw admiring glances and closer inspection reveals a high standard of appointment and detail finish. The interior is luxuriously upholstered and carpeted, with padding on doors and scuttle secured by imitation Osca-lacing. The dashboard is covered with leather which matches the upholstery and the wool-lined, easy-to-erect hood with its big plastic rear window, rigid Perspex sidescreens with hinged signalling flaps, and provision of a well made, full-width tonneau cover are complementary to the car's air of quality and good breeding. Self-cancelling winking indicators, a Smith's 2 kw. heater (with screen ducts) as standard, and provision for a radio are other notable "roadster" features. The bucket seats grip their occupants firmly, and the slightly curved, full-width windscreen efficiently deflects air from the interior of the car.

The instrument panel, too, is in quiet good taste, with indicator lights only for ignition-discharge, indicators-working and full-headlamps beam, neat dials of uniform size keeping the driver informed as to water temperature (normally 140 deg. F.), oil pressure (normally a shade over 50 lb./sq. in.), fuel contents and dynamo charge. Set within these dials are pleasing black knobs of small size controlling the panel lighting, bonnet fastener, screen wipers, lamps, choke setting, overdrive and starter, that for the latter being a press-button. Although close-set and identical, these knobs are clearly lettered.

The dash carries, outside this central panel, a big Jaeger speedometer (with trip and total odometers) and matching tachometer, heater control by the driver and grab-handle before the passenger. There is no cubby hole, but both doors possess very large, exceedingly useful rigid pockets, in which the interior door handles are recessed. The outside door handles are of push-button type with useful hand-grips.

In considering the positioning of speedometer and tachometer the first faint suspicion dawns that the car has not been laid-out by experienced fast-car drivers, for the speedometer confronts the driver, while the tachometer (or if you prefer not calling a spade a spade, the rev.-counter) is before the passenger. This is not as inconvenient as it sounds, yet a reversal of instruments would presumably be acceptable to most owners. In other matters evidence of casual planning is more seriously apparent.

For example, the seat, in its farthest-back position (it slides and locks impeccably) is too close to the steering wheel for even a driver of moderate height to adopt a "Farina" driving position. Moreover, as the gearbox cover forms an enormous cockpit-protrusion fully as awe-inspiring as the Zoller compressor which Raymond Mays used to have between his legs in the famous black E.R.A., and the propeller-shaft tunnel is of sizable diameter, the seats have to be set far apart, so that the driver's right elbow is in close proximity to the un-cutaway door. For the same reason there is very restricted parking-space for one's clutch foot.

Nevertheless, in spite of this rather cramped driving position, the travel of the clutch pedal is inconveniently long, especially as the hydraulic actuation, although smooth, lacks "feel." Indeed, all three pedals are of pendant-type and not altogether pleasant to operate, and the accelerator pedal has a tiny roller on which the foot is apt to slide about.

A tall driver, although discomforted by the driving position, has an excellent view of both front "wings" flanking the wide bonnet, but a medium-height driver finds the large centrally-placed rear-view mirror in his line of vision so far as the near-side "wing" is concerned. The three-spoke spring steering wheel has a thin, polished rim which could be improved by more prominent finger-grips; the big button in its hub sound a rather blatant but useful horn. The screen-wipers are non self-parking, there is no clock and the fuel gauge is rather erratic. The seat cushions are on the hard side and

the passenger tends to slide forward, as the cushion is not fully supporting.

The central gear lever is very short and absolutely rigid but, vertical in the third and top gear position, it cants over to the near side to select first and second gears and is rather far from the steering wheel. This is not serious in itself, but the joy of using this rigid, remote short-travel lever is somewhat marred by the harsh action, while in snatching a hasty change from second to third gear it is possible inadvertently to lift the lever against the reverse-position safety spring and come to a dead-end. Bottom gear was somewhat difficult to select, and the lever gets quite warm. A central hand-brake with a hefty grip is situated between the gear lever and the driver. It has a fly-off action, with locking button at its extremity, but for a horizontally-placed lever is too high-set and long for convenient operation.

In such matters the Doretti has room for improvement, but after prolonged acquaintance a driver becomes used to minor inconveniences and gets much pleasure from the car.

In its "engine-room" appointments the car is well thought out, battery, fuses, distributor, hydraulic brake and clutch master cylinders, radiator and oil fillers, dip-stick, etc., being readily accessible on lifting the bonnet top-panel, released by pulling out the appropriate knob on the dash; there is an adequate support and the panel is hinged at the front, a practical arrangement. The oil filler-cum-breather is rather stiff to remove; it is covered by a bonnet "power-bulge" which otherwise wouldn't be necessary.

The boot lid is released by pulling out a knob above the shelf behind the seats where the sidescreens, hood and tonneau-cover are stowed; the lid does not lock externally. This boot provides accommodation for the spare wheel and tools, but for scarcely more besides than the proverbial clean collar and tooth-brush. The rear number plate is at an inclined (illegal) angle. A small, Enots quick-action fuel filler is set forward by the boot-lid on the off side. Chromium-plated stone-deflectors are somewhat flimsily secured to the rear lower edges of the back-"wings," presumably mainly for ornament.

On the road the Doretti has all the life and verve one would expect from a 19 cwt. car using the sports version of the Vanguard engine, the compression ratio of which is 8.5 to 1, in comparison with 7.25 to 1 of the normal single-carburetter 2,088 c.c. unit. The acceleration is clean and third gear an exceedingly useful ratio, as it can be held to as high a speed as 76 m.p.h.

Actuation of the overdrive-top by an electrical solenoid might be considered hard on the transmission, but for the fact that under normal conditions overdrive will not be used, so that its selection is a matter more of terrain than as an adjunct to the gearbox, *i.e.*, continual operation of the controlling switch is unnecessary, as the change of ratio does not apply to any but top gear. On long Continental roads or when bowling along the boulevards this usefully high gear is a godsend, but for fast motoring along England's twisty and/or traffic-infested roads the normal top offers better speed and acceleration, while still enabling the Doretti to idle at a crawl with a docility which would shame some touring cars.

The measure of the Doretti's manner of covering the miles can be assessed from the performance figures in the accompanying data table. It remains to add that the engine is smooth, starts promptly, hot or cold, *sans* choke, and does not run-on, while only very slight pinking on Premium fuels is evident and then only when taking liberties in the 3.07 to 1 overdrive. The safe maximum is 5,000 r.p.m., which comes up readily in all the indirect ratios, representing speeds of 30, 50 and 76 m.p.h., respectively, in first, second and third gears. The exhaust note has a semi-Ferrari hard, harsh note above 2,500 r.p.m., but this soon dies out, so that the car does not attract unwelcome attention in the higher speed ranges. The engine is otherwise unobtrusive and the gears quiet.

During the test no water was required, the oil consumption was negligible, and a tank of Esso took us 339 miles of rapid motoring, equal to 27.1 m.p.g., a very creditable figure.

The oil gauge had a disconcerting habit of reading zero at idling r.p.m. There is, by the way, no proper hand-throttle, this being combined with the choke control.

The engine, with its two inclined Type H4 S.U. carburetters, peaks at 4,800 r.p.m., which represents 100 m.p.h. in normal top gear; as has been stated, this speed is not normally achieved on English roads, but 80 m.p.h. is readily available and 90 m.p.h. takes only a little longer.

One of the Doretti's outstanding features is the Bishop cam steering, which is very light and smooth; it transmits no reaction or vibration but some column float, and is quick and accurate, with keen castor action. It enables the best use to be made of small gaps between obstructing vehicles, and is reasonably high-geared.



HANDSOME LINES characterise the Vanguard-engined 2-litre Doretti two-seater.

At 2⅓rd turns lock to lock this calls for mere wrist movements on such occasions. The steering lock is unimpressive.

The suspension is by coil springs and wishbones at the front and underslung ½-elliptic leaf springs at the back with fore-and-aft axle-locating arms, damped, respectively, by Amstrong telescopic and Armstrong piston-type dampers. It is on the hard side, resulting in mild road shocks being felt but almost a complete absence of roll.

The suspension is softer at the back than at the front and the tail breaks away first, with somewhat disconcerting suddenness. On long, gradual bends which can be taken with power on the Doretti is very pleasant, but on more twisty roads increased damping at the back, or conversely softer front springs, would probably be an advantage. Bumps affect rear-end stability, although the damper action is effective, and slight swaying on the steering results. On corners and when braking heavily the Dunlop Road Speed tyres make sounds like a sports-car race. The understeer changes too suddenly to oversteer, when driven in competition fashion.

These observations on handling apply to somewhat extreme driving conditions, when there is the impression that the back axle is inadequately located transversely, a thump under fast cornering presumably being the propeller-shaft fouling the tunnel in which it is imprisoned. The car accelerates with a notable absence of wheel-spin, evidence of the value of the arms which locate the back axle fore and aft.

The rigid chassis suits the type of bodywork fitted, and the only rattle was a slight one from the driver's door.

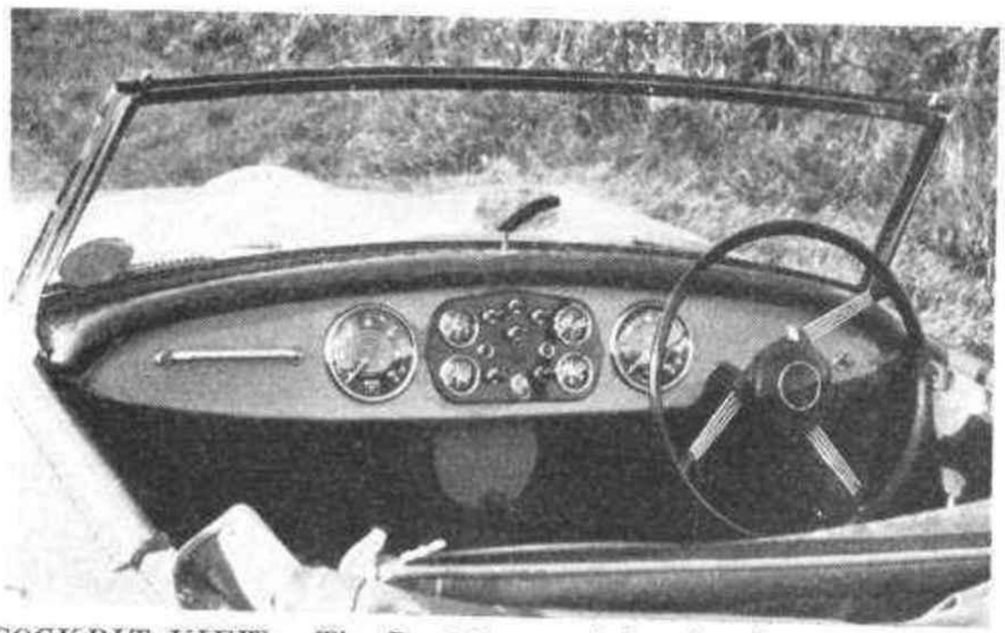
The Lockheed hydraulic brakes are powerful but harsh and spongy; they required topping-up during the test.

The Doretti provides extremely rapid and enjoyable travel over long distances, as we were able to prove on peregrinations taking us from London to the Sussex coast, up to Aintree, into Wales and back to Walsall.

The total distance covered was 803 miles; 452 miles in a black and green model which we afterwards exchanged for a similar grey and red Doretti, which we drove for 351 miles. This latter car showed a noticeable improvement in oil pressure (80 lb./sq. in.) and possessed a nicer clutch action. In it we did an appreciable amount of night driving, finding the Lucas in-built headlamps fully adequate on main beam, but less so when dipped. The foot-dipper is close to the clutch pedal but convenient to use. The full-beam warning lamp is incorporated in the speedometer dial; it is non-dazzling and affords a useful degree of speedometer illumination. The panel lighting is rather bright and the indicator warning light excessively so.

In the second car the bonnet release button was abnormally stiff to pull and there was an irritating squeak from the steering column. In it we encountered some typically Welsh weather and discovered that unless the sidescreens are erected the door pockets fill with rain-water which blows in because of the position of the doors relative to the hood. Also, a stream of water came in from under the windscreen at the corner on the passenger's side and dripped on the floor, while the hood appeared to be somewhat porous as the lining became discoloured. The screen-wipers wipe an adequate area but function in opposition and there is a small unwiped area in the centre of the screen. The heater is very effective in demisting the screen but the demister cannot be used independently of the heater. The wipers seized-up momentarily from time to time.

Both cars showed approximately 5,000 miles on their odometers.



COCKPIT VIEW.—The Doretti not only has handsome lines but it is very nicely appointed. Note, in this view, three-spoke steering wheel, central instrument panel, full-width screen, grab-handle and very efficient internal heater, the latter useful for drying wet hats and caps.

The Vanguard engine is geared to run at 1,000 r.p.m. = 20.2 m.p.h., or at 24.6 m.p.h. per 1,000 r.p.m. with overdrive top engaged. This Laycock de Normanville overdrive costs £40, putting the basic price up to £817 and the taxed price to just over £1,158. At this price the Doretti represents very good value to those seeking a handsome, well-equipped car in the popular 2-litre class, possessing excellent roadholding, able to perform outstandingly in relation to more staid forms of transport and yet, by reason of a clean exterior and high gear-ratios, to return a fuel consumption as good or better than that attained by family saloons.

The name of this welcome newcomer and the prancing-horse aspect of its badge could give the impression that it is of Italian origin, but it is actually named after the daughter of an American distributor and is the product of the Swallow Coachbuilding Co., Ltd., of Walsall.—W. B.

THE 2-LITRE SWALLOW DORETTI 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 Dunlop "Road Speed" on bolt-on steel disc wheels (centre-lock wire wheels extra).

Weight : 19 cwt., without occupants, but ready for the road with approximately 1 gallon of fuel.

Steering ratio : 2⅓ turns, lock to lock.

Fuel capacity : 12½ gallons. Range approximately 339 miles.

Wheelbase : 7 ft. 11 in.

Track : Front, 4 ft. 0 in; rear, 3 ft. 9½ in.

Dimensions : 13 ft. 0 in. by 4 ft. 4½ in. by 5 ft. 1 in. (high).

Price : £777 or £817 with overdrive (£1,101 17s. 6d. or £1,158 10s., respectively, with p.t.).

PERFORMANCE DATA

(*Average of figures for two cars; speedometer corrected.*)

Acceleration :

0–30 m.p.h.	in 3.8 sec.		0–70 m.p.h.	in 17.6 sec.			
0–40 ,,	,, 6.0 ,,		0–80 ,,	,, 23.9 ,,			
0–50 ,,	,, 9.0 ,,		0–90 ,,	,, 35.0 ,,			
0–60 ,,	,, 12.8 ,,		s.s. ¼-mile	in 18.9 ,,			

Speeds in gears : First, 30 m.p.h.; second, 50 m.p.h.; third, 76 m.p.h.; top, 97 m.p.h.

Makers : The Swallow Coachbuilding Co. (1935) Ltd., The Airport, Walsall, Staffordshire.

THE GOSPORT SPEED TRIALS

ON September 26th the Gosport A.C. held another of their delightfully informal sprint meetings over a standing ¼-mile on the Flight Test Road at Brockhurst. With the paddock arranged in a corner of the aerodrome, literally on the other side of the hedge, the Gosport enthusiasts gave the competitors two runs over the measured distance, timed electrically. In spite of numerous cars being driven by more than one driver, entailing extra runs after each class had been completed, the meeting was completed in good time for everyone to be home long before dark.

The ex-Walker E.R.A.-Delage was driven by A. V. Burnard and was interesting to compare with Wilkinson's E.R.A.-Cooper, both cars using similar power units but with chassis with 26 years between them. F.T.D. went to Rupert Instone's "special" called Djinn, its blown J.A.P. and de Dion rear end combining to make two most impressive standing starts, both his runs being comfortably faster than the next man. Among the sports cars Wick's Allard-Cadillac and Parker's Jaguara had a split-second battle and were way ahead of all other competitors in the sports classes, while a fleet of TR2 Triumphs were easily beaten by a lone A.C. Ace driven by K. N. Rudd. Among the many lady competitors in this ideal "beginners meeting," victory went to Mrs. Park, driving her husband's Le Mans' Replica Frazer-Nash, but Mrs. Fisher deserves a mention for clocking 19 sec. dead on both her runs; remarkable consistency!

The record set up by A. J. Butterworth with his four-wheel-drive "special" in 1951 with a time of 12.69 sec. for the standing-start ¼-mile still stands.—D. S. J.

Results :

Six Fastest Times :

1st :	C. R. Instone (1,097-c.c. Djinn, s/c.)	13.31 sec.
2nd :	A. E. Marsh (1,097-c.c. Cooper)	13.85 ,,
3rd :	M. Wick (5,420-c.c. Allard-Cadillac)	14.63 ,,
4th :	G. D. Parker (3,442-c.c. Jaguara, s/c.)	14.64 ,,
5th :	W. C. Cuff (1,097-c.c. Cooper, s/c.)	14.67 ,,
6th :	C. P. Vaughan (1,496-c.c. Frazer-Nash, s/c.)	14.81 ,,

Class Winners :

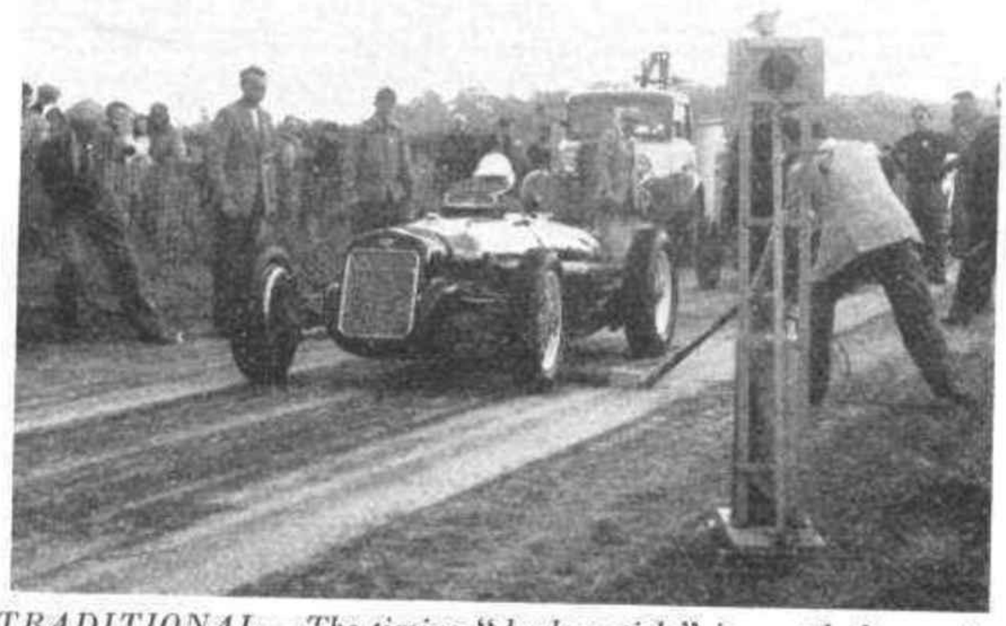
Saloons up to 1,300 c.c. :	R. Neate (Renault)	23.81 sec.
,, ,, **1,800 c.c. :**	C. Eagleton (Porsche)	19.24 ,,
,, ,, **3,000 c.c. :**	R. K. Clarkson (Morgan)	17.54 ,, *
,, over **3,001 c.c. :**	J. A. Shutler (Invicta)	18.56 ,,
750 Formula Austins :	L. Williams (Austin)	21.45 ,, *

Sports—750 c.c. s/c., 1,100 c.c. non-s/c. :	R. M. Smith (M.G.) ...	19.47	sec.
,, **1,100 c.c. s/c., 1,500 c.c. non-s/c. :**	J. Coombs (Lotus-Connaught)	15.50	,, *
,, **1,500 c.c. s/c., 2,000 c.c. non-s/c. :**	A. E. Brown (Cooper-Bristol)	15.39	,,
,, **2,000 c.c. s/c., 3,000 c.c. non-s/c. :**	P. A. Everard (Aston Martin)	15.93	,, *
Sports, Unlimited :	G. Parker (Jaguara)	14.69	,,
Formula III :	C. G. Arengo (Cooper-Norton) ...	15.49	,,
Racing—Up to 1,100 c.c. :	C. R. Instone (Djinn)	13.31	,, *
,, ,, **2,000 c.c. :**	C. P. Vaughan (Frazer-Nash) ...	14.81	,,
,, **Unlimited :**	M. Wick (Allard)	14.63	,,

Fastest time of day : C. R. Instone (Djinn), 13.31 sec.

Fastest time by lady : Mrs. S. L. Park (Frazer-Nash), 16.30 sec.

* *New records.*



TRADITIONAL.—The timing "hockey-stick" is snatched away by the starter as A. V. Burnard's E.R.A.-Delage leaves the starting line during the Gosport Speed Trials. A standing ¼-mile test on level ground that provides interesting comparative figures, the meeting was nicely informal, as this photograph shows.

LETTERS from READERS

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

ENGINE SIMILARITY

Sir,

After reading some comments in one or two of your contemporaries about certain new products of the B.M.C., I have made the following little chart, which I think is not without interest :—

	Engine Size	*Bore and Stroke*	*Valve Gear*	*B.H.P.*	*Compression Ratio*
Austin A50 ...	1,489 c.c.	73.025 × 89 mm.	O.H.V. (push rods)	50 at 4,400 r.p.m.	7.2 to 1
Morris Oxford II	1,489 c.c.	73.025 × 89 mm.	O.H.V. (push rods)	50 at 4,800 r.p.m.	7.43 to 1
M.G. Magnette	1,489 c.c.	73.025 × 89 mm.	O.H.V. (push rods)	60 at 4,600 r.p.m.	7.15 to 1

I am not an engineer, but it seems to me that, in these three instances, rationalisation has produced some rather irrational results. Presumably the Magnette has twin carburetters, but, even so, would one normally expect the same engine to deliver more power (20 per cent. more) with a c.r. of 7.15 to 1 at 4,600 r.p.m. than at 4,800 r.p.m. with a c.r. of 7.43 to 1 ? No doubt I am being silly, and the explanation is very simple.

I am, Yours, etc.,

Liverpool. J. STANSFIELD.

* * *

SPORTS-CAR RACE RULES

Sir,

With reference to the recent correspondence concerning the future of sports-car racing, I have been reminded by reading "Those Bentley Days" that the Le Mans regulations formerly required cars to be standard sports cars with four-seater bodies carrying ballast equivalent to the weight of three passengers.

I feel that a reversion to this principle would go a long way towards providing a solution of the present problem, make it a little more difficult to disguise Grand Prix cars as sports cars and lead to the production of sports cars slightly more logical than today's beautiful projectiles which use lorry engines to haul coachwork barely adequate to carry one of those Khirgiz Dwarfs in addition to the driver.

To the great regret of a good many people the sports four-seater has disappeared from the market and the reintroduction of the old regulations for all cars of over, say, 1,500 c.c. should lead to the production once more of sporting cars making provision for one or two additions to the family as a valuable by-product of the improvement of racing conditions.

Formula racing should provide sufficient experience in ultra-high speed conditions and sports-car racing give experience in load-carrying at speed instead of approximating to "real" racing as it does now.

I am, Yours, etc.,

Norwich. P. H. STARLING.

* * *

MOTOR-RACING CHARGES

Sir,

May I draw your attention, and that of all motor-racing enthusiasts, to what I consider to be excessive charges for spectators at Aintree ?

I recently received a circular from the Aintree Automobile Racing Co. soliciting my support for the meeting on October 22nd, and enclosing a form for advance booking of tickets. The circular promised that "the World's leading Grand Prix drivers are being *invited* to compete for the main event of the day"—17 laps formule libre, a total of 51 miles in all. How many of the World's Grand Prix drivers would be expected to rush their entry forms in I can leave your readers to guess. On the promise of such an entry I am asked to pay 35s. for an uncovered roof seat in Tatts or Aintree Stand, and those who attended the last meeting will agree that the word "seat" is hardly applicable. One cannot even expect to see any real pit work at such an event. A much better seat can be obtained at Silverstone, for less money, to witness real Grand Prix racing—but perhaps motor-racing is now expected to subsidise steeplechasing ? Furthermore—and think hard on this, chaps—if the motor-racing fraternity see fit to pay these prices for second rate stuff, what will they be expected to pay when there is real racing at Aintree ?

Aintree is a grand track and has many advantages over other circuits—such as catering facilities, ease of access, good car parks near main roads, etc. It could be *the* circuit, but don't let the owners think that the pockets of the racing enthusiasts are bottomless.

I am, Yours, etc.,

Liverpool. A. JOHNSON.

* * *

THE BISHOP BAN

Sir,

As I am not in the market for a new car, and don't like them much anyway, British or foreign, may I give the views of a detached and delighted observer of your little tiff with Nuffield's ?

The weekly motoring press gives us admirable objective road tests, with a wealth of statistical data. On their own admission, and quite rightly for their reading public, these tests are written for the average purchaser of the type of car under test.

We who read MOTOR SPORT are not "average" purchasers who regard their cars objectively. On the contrary we regard them in a highly subjective fashion. And so, of course, MOTOR SPORT gives us subjective road tests written from the point of view of a motoring enthusiast.

Enthusiasts are but a small percentage of the motoring public, and probably quite incomprehensible to Mr. Bishop and his team of "stylists." But we wield great influence among our motoring friends—count the people *you* have influenced. I did and it was quite gratifying.

If Gargantua does not like plain speaking, well, we still have our influence and can draw our own conclusions.

I am, Yours, etc.,

Stroud. "NIL NISI CARBORUNDUM."

Sir,

We do not agree with Mr. Bishop that the journals he mentions are beyond criticism over their road test reports. Any faults encountered are usually either muffled with apologia or damned with faint praise, so that it requires considerable experience of reading these reports to be able to assess their implications.

We prefer the frank opinions of MOTOR SPORT.

Secondly, is it not true that, except for the higher priced cars, the conservatively-designed British car is frequently inferior to its more progressive Continental counterpart ?

Finally, Mr. Bishop might well have given a sounder reason for the refusal of the B.M.C. to submit cars for test; namely, that B.M.C. cars are, with few exceptions, produced for the undiscerning masses and are unlikely to appeal to readers of MOTOR SPORT.

We are, Yours, etc.,

Bishops Stortford. J. A. M. REID.
J. P. SARGENT.

Sir,

Mr. Bishop's smug statement that the weekly motor journals' methods of road testing and reporting are surely beyond criticism from the readers' point of view rather savours of wishful thinking.

In the spring of 1949 I took delivery of a Morris Minor tourer in Trieste. This was an admirable car in most respects but suffered from two major defects in design.

The engine lacked "steam" with the result that most continental mountain roads, however well graded, brought the car down into second or even first gear. The cooling system, however, did not suffer from this complaint and it was necessary to replenish the radiator every two or three miles on the Dolomite Passes and on the Gross Glockner.

The electric petrol pump was located above the exhaust manifold which caused that instrument to work overtime in hot weather.

Now these two faults are not even hinted at in the eulogistic road tests in the early Minors which appeared in a weekly motor journal.

A letter I wrote to that journal criticising the cooling system was not published, but was acknowledged by the Technical Editor who admitted that he had suffered from the same trouble in his own car.

I now look upon the road test reports by these journals as merely factory publicity handouts and have now given up reading them regularly.

I am now running a 1927 Humber 14/40 purchased recently through your advertisement columns. This car has given every satisfaction and averaged 29 m.p.g. on a recent weekend trip from Preston to Goodwood to see the Anglo-American Vintage Car Contest. Oil is replaced at the rate of one pint per 500 miles.

I am, Yours, etc.,
M. C. POLYBLANK (Major)

Preston.

* * *

THE TOPOLINO

Sir,

With all this talk of Volkswagens, Renaults and 2 c.v. Citroëns in your columns, everyone seems to have forgotten the marque which did as much as any other to establish the baby-car cult, namely the Fiat 500.

Whilst this can be a horrible machine to anyone wishing to adjust its tappets or clutch without removing the engine, it has many virtues, most important being its superb roadholding at the miserable speeds of which it is capable.

My own example, a 1937 slightly-warmed convertible, averaged 42 m.p.h. for half an hour during the S.U.N.B.A.C. high-speed trial (this refers to the other entrants only) at Silverstone on September 18th, and I swear that from the second to the penultimate lap of the 12 I completed, my foot was pressed firmly down to the floor-boards with the car flat out in top.

This strategy produced an indicated 55 m.p.h. at Beckett's, and an indicated 65 at Woodcote. Unfortunately, the engine's abysmal lack of urge resulted in my leaving Beckett's at an indicated 40 m.p.h., having used up most of the available horses in producing an unholy howl from the tyres and groans from the chassis. On the first lap, deafened by these noises, I changed down halfway through at something like 45 m.p.h., resulting in an even more deafening scream from the engine. On the last lap, I used my brakes for the first and only time, at Woodcote, to avoid entering the boot of a Zephyr driven by a lady who had about three laps in hand to qualify. Luckily I didn't need them—I'm not strong enough to make them work properly.

So what have we got; an engine which, in spite of an aluminium head incorporating all Ricardo's precepts, produces less b.h.p. per litre than almost any other, excluding American cars and the Daimler Straight Eight; a gearbox which is excellent up to 35 m.p.h., and then runs out of gears; a prop.-shaft which constitutes a sound barrier which is only passed (down very steep hills) when the speedometer needle goes off the dial at 70 m.p.h.; a chassis which, though flexible, has roadholding qualities the equal of any, when used with the weight and weight distribution of the standard saloon Fiat; a longevity of life which, in my hands at any rate, is practically negligible.

I have today noticed my oil pressure has returned to the 10-15 lb. it had before the last blow-up, 3,000 miles ago.

The front end, having been partially renewed in respect of ball-joints and wishbone bushes, etc., for the S.U.N.B.A.C. meeting, will now have to be renewed completely.

Incidentally, the Friday before this meeting I broke the front leaf-spring while motoring very sedately round a bumpy corner that I normally take safely at twice the speed, and as a temporary bodge at short notice, I borrowed a very much flattened spring from Ken Smith, ex-, I think, the first Smith 500. This caused the car to ride firmly on the bump rubbers, and I wonder whether this introduction of increased roll-stiffness could account for apparently improved roadholding. Perhaps other Fiat owners can comment on this.

From the price angle, the car is damned expensive compared with English cars of similar intention. Spares, though plentiful enough, are not always cheap; *e.g.*, reconditioned exchange engines at £35 to £38, and at the other end of the scale, cut-out points—points only, mark you—at 8s. 11d. a pair, against a complete Delco-Remy cut-out at about 12s.

In spite of all this, I wouldn't part with my Fiat for anything except money.

I am, Yours, etc.,
DAVID R. KELSEY.

London, N.8.

* * *

THE 1,100 FIAT TV

Sir,

I wonder if any of your readers in Great Britain are lucky enough to be the owners of a Fiat 1,100 TV saloon! I acquired the first one



to come to New South Wales last May, and after 6,000 odd miles of delightful motoring in her, it is my considered opinion that there is no other car which combines all that is best in other makes, without any vices. Performance is terrific, and is really in the 1,500-c.c. class as demonstrated recently in competition.

On Sunday, Sept. 19th on Castlereagh airstrip, near Sydney, the Australian Sporting Car Club held their annual "Records Day"—standing quarter-mile and flying eighth. The TV ("Bellezza-Grigia" or Grey Beauty) established new records for both distances, viz. 21.41 sec. for quarter-mile and 5.76 sec. for eighth-mile. Surface was fairly heavy with loose screenings.

Then on the following Saturday at Newcastle, the Hunter Valley S.C.C. held the hill-climb championships in King Edward Park. It is a difficult hill, with two steep horseshoe bends about one in six grade and two nasty hairpins of one in four, the first one approached through a narrow stretch little more than car width. Owing to insufficient entries in the under 1,100 c.c. class the TV had to run in the 1,101-1,500 c.c. category, the previous record being held by an M.G. "Y"-type saloon, at 78.6 sec. TV bettered this on each of her three runs, finishing up with 75.52 sec., which I think you will agree is quite good, and caused quite a sensation among those present.

Second gear was used most of the way, up to 50 m.p.h. on speedo, but the last 200 yards was in third at 53 m.p.h. On Sept. 28th the motoring editor of A.M. weekly took her over his test course of 210 miles, during which two hill-climbs were made, also acceleration tests, full lock, rolling and braking, also two flying miles, and sustained 50 over three separate miles to check speedo (dead accurate). Brakes showed no fade after a long steep descent, rolling test at 30 m.p.h. recorded only 20 lb. resistance per ton on the "Tapley," lowest ever recorded by any car—next best being 30. Tachimedion average speed for the distance was 38 m.p.h., petrol consumption 39.1 m.p.g.

Peter Antill, who is Australia's foremost trials driver, conducted the test, and he definitely puts the car in the 1,500 c.c. class. It will give me great pleasure to forward the issue of A.M. containing his report to you.

I am also enclosing a press photo of the TV on the second horseshoe bend, showing how steady she is at speed on corners, no roll at all. The black lines are skid marks recorded by various other makes, and they show the different techniques employed by drivers in their approach to the bend.

I look forward to delivery of MOTOR SPORT every month, and think it is "on its own" for detailed interest. I think I'm probably the oldest competing driver in this country, being in my 66th year, but the "Sport" keeps one young.

I am, Yours, etc.,
E. D. (TED) ANSELL.

Narrabeen, N.S.W.

* * *

COMPARISONS

Sir,

During the past five years I have owned, or had a "family partnership" with, among other cars, five Nuffield products and two German cars, so I would like to make a few comments. To enumerate more fully, with some remarks.

M.G. M-type. My introduction to this marque was owned in partnership and I had little driving experience. Not a sports car, but quite an entertaining little tourer.

M.G. J2. Very different from its predecessor this little car, within the limits of its two-bearing crank, provided some very pleasant

driving in the true sports tradition. Such excellent points as the grouped greasing nipples could well be copied today.

M.G. TC. This was the car which took second place in the 1949 Alpine Rally and has worn its years well. I did quite a lot of rallying in it and raced it successfully in a handicap at Charterhall. The ride was a bit bumpy and the steering inclined to wander at speeds. Just a pity that it wasn't 1½-litres. Incidentally, the instruments were decidedly inaccurate, speedometer reading 15 m.p.h. fast and the rev.-counter being 500 r.p.m., optimistic, at maximum speed.

Wolseley 12/48. Somewhat overbodied, but soundly made, a sensible family car and possessing a pleasant mixture of unexpected performance and handling which one does not associate with a 27 cwt. 1½-litre car. Tyres ran 20,000 miles per set and it was first rebored at 52,000 miles, at which point the oil consumption was not high.

Wolseley 6/80. A very disappointing vehicle except on a straight dual-carriageway with no traffic, where, once speeds in excess of 70 have at last been reached, they can be held indefinitely. Cornering is admittedly better than many comparable cars, but the steering ratio of nearly five turns lock-to-lock of a not-very-generous lock made heavy by the vast o.h.c. engine makes it decidedly clumsy. The engine is incredibly sluggish for a 2¼-litre o.h.c. engine, uses oil and has burnt valves at 20,000 miles, fuel consumption is a ruinous 18 m.p.g., irrespective of what one does to the carburetters. Tyre consumption is about 6,000 miles per set. Whereas the 12/48 was notably safe on ice, the 6/80 is the opposite and driving is like walking on polished linoleum with new shoes, after someone has sprinkled the surface with banana skins. Once off the hard road you've got to hire the next tractor. Yes, it has its good points; nicely equipped even if the equipment is not very well made.

Opel Cadet. Much abused before we got it, but it had obviously been a design too far before its time and had not been particularly well made—although it's surprising how many are still running about the roads. Ours never went more than 40 miles without returning to the garage for repairs.

Volkswagen de Luxe (1,192 c.c.). By far the most outstanding car I have ever driven. Once one masters the oversteering tendencies (which took little time) it becomes incredibly delightful to handle and can be cornered much faster than anything I know personally, except perhaps the Buckler I assembled last winter. Due to the high gearing the engine is running so "slowly" that one very often does not realise just quite how fast one is entering a corner (unless one's eyes stray to the exceptionally steady speedo needle). As for engine performance, I was frankly expecting it to be a bit sluggish; that that is definitely *not* the case may be gauged from the fact that I have put 34 miles of varying roads into 35 minutes, with that feeling of safety only shared by the Buckler. The finish and equipment is excellent—you've virtually got to open a window before shutting the last door, so airtight is the body. Petrol consumption on hard driving is about 37 m.p.g. That high top gear (often described as an overdrive) is the thing that astonishes me most, for the low torque and resultant slogging power can take one up surprisingly steep hills before resorting to that most endearing feature of all—the synchromesh gearbox. I have always been in the habit of double-declutching my downward changes at high speeds—in the VW one can push the lever from top to third as fast as one can move it at car speeds approaching the mile-a-minute. I used to think that M.G. gearboxes were the cat's whiskers, but the VW has them beaten. Bad points? Yes, two: fierce traffic brakes and the difficulty of maintaining a straight line in a strong cross-wind.

It is easily apparent to me why the VW does, and will continue to, outsell British cars where they compete on equal terms. Furthermore, VW have an excellent service system; Nuffield groups are singularly unco-operative, frequently letters to the works remaining unanswered for weeks.

Your magazine and your road-tests have my full confidence, Mr. Boddy; much more than does the short-sighted action of Mr. Bishop!

I am, Yours, etc.,

Kelso. IAN W. SCOTT WATSON.

Sir,

I write this letter in appreciation of your judgment of the Volkswagen as from time to time expressed in your pages.

My de luxe VW is just a month old and is still a source of wonder and delight. It is an amalgam of most desirable, but what are generally conceded to be, irreconcilable attributes. The gearbox is wonderful. One can never catch it without a suitable answer to any situation. The steering, roadholding, and the "finish," deserve the highest praise. Only points of criticism—the clutch is a mite sudden, and the pedal not too well placed. The brake operating pressure is on the high side, but they hold their adjustment well, and really work.

Driven fast, it must surely be the most economical vehicle in production. Fully laden, I have had a carefully checked 41 plus m.p.g. (cooking petrol) on a Cornwall-Croydon trip, the going varying between main and unclassified roads, and with no attempt at economic methods. Crossing Salisbury Plain the speedo needle was "off the dial," and would have been showing 86-87 m.p.h. had the figures been there. (Probably a genuine 80.) At this speed no sound is to be heard, and ease of control is outstanding. Everything is performed effortlessly and with an entire absence of "fuss."

Thank you, MOTOR SPORT, for your sound and moderately expressed views which largely persuaded me to acquire this so unorthodox but roadworthy vehicle. I am well able to understand how 23 per cent. of all new Swiss registrations last year came to be VWs.

I must conclude by saying that although you have praised the VW (and have thereby been "accused" of being pro-German) you have not praised it nearly so highly as its merits deserve. This will indicate how I view the effrontery with which some interested persons claim that you are "Anti-British."

The truly anti-British among us are those who, assisted by the past hard earned slogan "British and Best" have during these post-war years been scattering shoddy, ill-made and faulty goods across the globe, to the defamation of our prestige, and to the long-term sabotage of our national effort. That this has been occurring is, unfortunately, beyond doubt, and no condemnation can be too severe for those responsible.

The ordinary citizen can only fervently hope that the eventual consequences of this act of folly will be less disastrous than might be logically supposed.

I am, Yours, etc.,

Old Coulsdon. E. F. GOLDSMITH.

Sir,

I wonder if you would like to hear from someone who holds the Volkswagen in as high esteem as yourselves. I got the VW after owning a number of cars—all new or newish. The first car was a TC M.G. which served me faithfully over 25,000 miles, fairly fast miles. The TC is so well known as to need no elaboration on its performance or handling. The next car was a newish Morgan 4/4 of which I rid myself as quickly as possible—fortunately I still had the TC. Then came a delightful little "buzzbox" in the form of an o.h.v. Minor saloon. What a pity it buzzed and vibrated at high speed and had such poor spacing of the third and fourth gears. The finish left a lot to be desired too. Next came the amazing Volkswagen which is truly the fastest slow car I have ever driven. I have read many letters regarding the performance of the VW and some have indeed made fantastic claims. I remember someone having claimed to have "dusted up" a pair of tuned M.G.s—this being at the time when I had the TC. I scoffed then but honestly I am not so sure now. On paper the VW should have no performance (24 b.h.p. at 3,000 r.p.m.) and I suppose if the last "rev." is wrung out of them most comparable British cars would out accelerate it and have higher top speeds. The secret of the VW, however, lies in its high, effortless and vibrationless cruising speed. Now that I have got accustomed to the oversteering characteristic, I think the VW is also the safest car I have driven—certainly the most comfortable. The finish is really excellent and the only complaint I have is about the lack of leg room for the rear passengers.

I am, Yours, etc.,

Durrington. L. R. JENKINS.

Sir,

Perhaps you will allow a new recruit to the ranks of Volkswagen owners to reply to one of the points made by Mr. Flickinger in his letter. I have driven 2,000 miles in three weeks in a 1954 de luxe 1,192 c.c. saloon which I bought secondhand with just over 2,000 miles on the clock. In that time I have learned to respect not only the obvious care with which the car has been built (only the hinges to the glove box lid seem to be exceptions to this); I have also learned that this little car can cover the ground amazingly fast. I am used to cars of the 3-litre Bentley, Light Fifteen Citroën and Alvis type, and far from finding the VW feeble on hills, I find that on one long local pull which I can sometimes top at 65 in my 1947 TA 14 Alvis, I usually manage 55-60 in the VW, which is surely very good. Mr. Flickinger should try pushing down his accelerator a little harder. A 31-mile run which I do frequently, ending near Gray's Inn Road, Holborn, can sometimes be done in the Alvis in as little as

56 minutes in morning traffic; my only trip so far in the VW returned 55 minutes—a result of smaller size coupled with reasonably quick acceleration and first-class gear ratios, which are, incidentally, both features of the TA 14.

I bought the VW entirely on the evidence of MOTOR SPORT reviews of the car; I had never sat in one till I bought it. I don't yet feel at home with the sudden oversteer on wet road corners, being used to vehicles about half a ton heavier, but no doubt experience will put that right. I am much impressed by the 34 m.p.g. average on my farm work, which is 12-14 miles better than I am used to from anything I have had before.

This includes a 1954 Consul, which returned a fast driving 22 m.p.g. in spite of every attention to its carburetter, no doubt partly because on farm work no gear but bottom was the slightest use over the rougher tracks, on which I do four to five miles each day. I have yet to drive a shoddier-built car. Worst feature of all was the bench seat; I always thought the purpose of this type of seat was to carry more than two people, but with three average-sized people it sagged so badly that a normally-poor driving position was made quite impossible. The handle-bar gear stick never once in 7,000 miles made possible a clean change to bottom gear, which often could not be selected when standing still. The back axle at 35 m.p.h. howled like an air-raid siren (pity the man who bought it at nine months old). As to the roadholding in the wet, the less said the better; even though I always carried two ½ cwt. weights in the boot. And to think that Austins now find it worth their while to build a Consul model.

I join issue with Mr. Elliott who denies the accusation of poor design on these new type Fords. I would instance two items on the Consul, presumably also featured on the Zephyr. First, the incredibly crude exhaust system—obviously a money-saver to the manufacturer, but surely very inefficient, and the first item which an enthusiastic owner replaces with something better. Second, the peculiar mushroom growth to the right of the throttle pedal. Perhaps the designer was afraid to put the throttle near the side of the car, where it should be, for fear of the customers rubbing a hole in the tin side-panel. But I found it essential to remove this foot-rest, since when I drove with my foot hard down I always found my shoe caught under the edge of the mushroom excrescence. And I had the same experience as another reader who took delivery of a Ford in a "partly-assembled state." Our Consul was so full of loose bits and pieces that it took several months to tighten them all up, by which time the first offenders were making themselves heard again.

I am, Yours, etc.,

Larkfield. R. D. ENGLISH, M.A.

* * *

A SMALL SPORTS FOUR-SEATER

Sir,

In your article on the "Decline (and Fall) of the Small British Sports Car," you omitted, I am desolate to say, to mention, to praise, to glorify one of the few excellent small cars, namely my one and only S.S.II, 1935, sports, four-seater.

When I was searching for a secondhand sports car I found no car with sufficient leg room for my own elongated chassis (legs 3 ft., bodywork ditto). The S.S.II, with its 9.9-h.p. engine, aluminium cylinder head, twin Arnotts, outsize rear wheels, leather upholstery, and a long graceful coachbuilt body, looking better than the latest M.G., is a sports four-seater which cannot be surpassed.

I am, Yours, etc.,

Little Hadham, Herts. EUNICE BLACK (Mrs.)

* * *

ALVIS SERVICE

Sir,

In recent issues of MOTOR SPORT there have been frequent letters complaining of the delay in getting spares for British cars abroad. Here is a pleasant change.

I have run a 1934 Speed Twenty Alvis in Germany since last November. At various times I have required quite an assortment of spares, ranging from oil-pump gears to a temperature gauge. Without exception I have received them, on writing to the makers, by return of post. I also had a photostat copy of the instruction book within a fortnight.

How sorry is the plight of friends who have not seen the Vintage Light. Their cars, ranging from Javelin to Vanguard, are less reliable and when they break their owners wait in vain for parts which literally have taken months. Readers of MOTOR SPORT doubtless know what sort of cars to buy!

I am, Yours, etc.,

B.A.O.R. A. B. MAXWELL HYSLOP, Lieut., 17/21 Lancers.

* * *

THE CITROEN IN AUSTRALIA

Sir,

May I, rather late in the day, comment on Mr. G. W. Taylor's letter (March issue)?

The Holden *is* by far the most popular car in Australia at the moment, as the following figures show. During March, new registrations included: 3,306 Holdens, 2,262 Fords, 1,086 Austins, 981 Morrises and 905 Standards. The total of new registrations in that month was 16,695, so it looks as though Holdens are capturing roughly one-fifth of total sales—the proportion for previous months has been much the same.

I would say that the reason for this is partly, as Mr. Taylor says, the good resale value and the almost universal good service one can get for the Holden—it is a comparatively simple car, and even the dimmest mechanic can't do it much harm—and partly its comparative availability. The average Australian buys "a car," simply in order to get from A to B in a reasonable time; he is not, by and large, a car-enthusiast in the true sense, although there is a very strong nucleus of this happy breed among the "Philistines"; and, unless he is a city-dweller, he is likely to be a long way from expert service. These factors, together with the Holden's economy and medium price, tend to make him overlook its manifold faults, especially as he can replace it every 20,000 miles or so with comparatively little monetary loss. He may have to renew his shock-absorbers once or twice during that time, but his overall maintenance bill is unlikely to be high. In the case of a bad accident repairs come pretty expensive, but then nearly everyone here carries full insurance.

But if Mr. Taylor is interested in a Continental car somewhere in the same price-range, I commend him to the all-French Citroën Light Fifteen. It's a sturdy, tough, no-nonsense job, and stands up to bad country roads and hard conditions amazingly well. Its roadholding and safety are second to none, and it is sheer joy to drive, especially on long runs when fatigue becomes a factor. Having driven English, American and Continental cars in many and various conditions, I can truthfully say that the Citroën is less tiring to drive long distances than any of them.

I've owned and driven my Light Fifteen for 16 months and 12,000 miles—many of the latter over pretty adjectival country roads—no decoke so far, the Michelin tyres are doing exceptionally well, and running costs have been remarkably low. The agents here have had the foresight to appoint expert service-agents at strategic points in country districts, so that the chief objection to running a fairly uncommon car away from the city is largely overcome.

But above all, the Citroën is immense fun to own and to drive. Its qualities are *almost* those of a sports car, combined with the comfort of a really well-sprung and particularly dustproof saloon (the latter is a boon without price here). It seems to enjoy being thrashed round on tough grades and rough roads, and although mine does get plenty of care and affectionate attention, it's by no means pampered. Anyway, you may possibly gather that I rather like it!

I am, Yours, etc.,

Willoughby, N.S.W. P. V. HETHERINGTON.

* * *

COMMENT

Sir,

Since my idea of motoring is a motor-cycle, perhaps I am on the outside looking in so far as your journal is concerned. However, as a matter of simple fairness, I want to reply to the letter of J. M. B. Dove.

I was rather amazed at your extreme enthusiasm for the 2 c.v. Citroën, and as I spent six weeks in France just after your road test, I took the opportunity of studying the little car closely (and there are certainly plenty of them to study on the roads of France).

I can now say that your attitude to the car is absolutely correct and justified. Watching them performing on Alpine roads amazed me. I would suggest that the car on which J. M. B. Dove is basing his comments was in a defective condition.

I am, Yours, etc.,

Newcastle-on-Tyne. WILLIAM T. BELL.

TO EVERY DRIVER OF A NEW CAR

How to keep your engine in peak condition

WHEN YOU HAVE invested a considerable sum of money in buying a new car you don't want to see it deteriorate quickly. But while any amount of care and elbow-grease is spent on keeping body-work gleaming, many drivers are inclined to neglect something far more important — care of the new engine.

If nothing is done about it, your engine will gradually accumulate a tenacious slate-like deposit on valve heads and cylinder-head surfaces. These harmful deposits cause loss of power and extravagant fuel consumption — until, before you know where you are, your 'new' car is approaching middle-age and needing an overhaul.

There is a way of checking this build-up of deposits in your engine. BP Super petrol, with its new additive, BP 08, keeps valves, plugs and piston rings cleaner. Run a new car on BP Super plus BP 08, and the bulk of the products of combustion which might otherwise form deposits are passed harmlessly out through the exhaust.

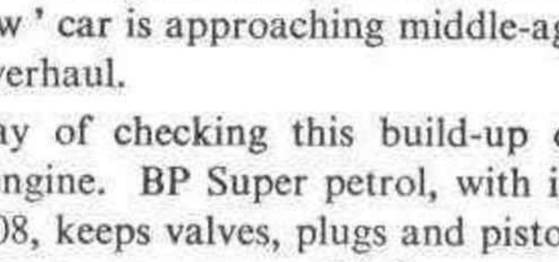
Maintain full compression with BP Super plus BP 08

Your new car will now behave like a new car for a much longer period. The lively performance, smooth running and instant starting, which the car was designed to give you in the first place, it will now go on giving you over thousands of miles.

This is an insurance for which there are no extra premiums. BP Super plus BP 08 costs you not a penny more at the pump. It will cost you far less in the long run, because you get still more miles per shilling, and you won't need to take your car off the road for an overhaul so soon. With BP Super plus BP 08 you are protecting a valuable investment in a safe, easy and economical way.



Change up to BP Super
for peak power per piston





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FOR SALE

1950 RILEY 2½ litre Drophead Coupé in black/red. Replacement engine fitted March, 1954. £650. Oldham Motor Co. Ltd., Oldham. Tel.: Main (Oldham) 3401. [3435

SPORTSMAN'S CAR. Silver-grey Alvis Speed 20, of distinction, exceptional condition, many extras, 5 new tyres, resleeved. £275 or offer. Seen West End. Tel.: MOUntview 8133. [3436

THE AUTOMOBILE, 1909. 3 large volumes. Vintage Car Clubs and others please note. Communicate 73, Guildford Street, Grimsby. [3437

CROSSLEY 10 h.p. Sports, 1936. Excellent condition, 30 m.p.g. £200 or near offer. Bruce. Thornton Dale, Yorkshire. [3438

VERY RARE Edwardian Hupmobile 1911 Roadster. Immaculate, original paint and upholstery, new tyres and hood, unused since 1922. Box No. B439, MOTOR SPORT, 15, City Road, London, E.C.1. [3439

PAIR GOODYEAR 33 x 4 Tyres, tubes and Rims, new, £5 10s.; Serpentine Bulb Horn and 12v. Klaxon, excellent condition; quantity ancient Speedometers and Badges. Box No. B440, MOTOR SPORT, 15, City Road, London, E.C.1. [3440

EXCEPTIONALLY smart drophead coupé, 1937, A.C. Immaculate, both mechanically and in appearance; probably the finest example of its type on the road. £275. 52, Stanley Road, Northwood Hills, Middx. Tel.: Northwood 3087. [3444

RILEY. Adelphi. 4/12, 1936. Very sound. £120 o.n.o. Seen weekends. Holyoake, 27, Laugherne Road, St. Johns, Worcester. [3445

HANDBOOKS—Austin, Ford, Hillman, Morris, Standard, Vauxhall, 5s. 6d.; Rover, Volkswagen, Wolseley, 8s. 6d.; Riley, Singer, 10s. 6d.; Alvis, Chrysler, M.G., 15s. 6d. Workshop Manuals—Morris, Wolseley, 16s.; Jowett, 19s.; Austin, 27s. 6d.; M.G., 31s. 3d.; Riley, 32s. 9d. Catalogue, 6d. Enquiries, stamp please. Gray, 4, Chantry, Hurstpierpoint, Sussex. [3446

FOR SALE—*continued*

LAGONDA 16/80 '33 Saloon. Sound throughout, well shod. £100 o.n.o. Tel.: MAI 5504, evenings. Box. No. B447, MOTOR SPORT, 15, City Road, London, E.C.1. [3447

AUSTIN 750 Sports/Racing 2-seater. Very low built, twin exhaust, D/D carb., 16 in. wheels, Ricardo head, rebored, etc.; spare engine and axle. £150 o.n.o. Tel.: Horsham 326, after 7. [3448

AQUAPLANE inlet and exhaust manifolds for Ford "10," inlet suitable for downdraught Zeniths, £3 10s. each, almost new. Dowling, 31, Castle Gardens, Belfast. [3449

A.C. GREYHOUND 2 litre 1935 sports saloon. Good tyres. £60. Edwards, 34, College Road, Bromley, Kent. Tel.: RAVensbourne 8104. [3451

S.S.I. Good condition. £90 o.n.o. Mr. Gardner, Tel.: FLA 0021, between 9.30-4.30. [3453

GENUINE BRESCIA BUGATTI, 1925. True Vintage 1½ litre, 80 m.p.h. Nearest £145. Box No. B454, MOTOR SPORT, 15, City Road, London, E.C.1. [3454

M.G. 14 h.p. Vintage 1928. Maroon, smart, in very good condition. £60. Boulton, Avon Mill, Limpley Stoke, near Bath. Tel.: 2127. [3455

LEA-FRANCIS (March, 1939) 14 h.p. Six-Light Saloon. Aluminium body, one owner since new, good tyres, good mechanical condition, bodywork good; inspection invited. Ross, Brushill, Whiteleaf. Tel.: Princes Risborough 96. [3456

ALVIS SPEED TWENTY. 1935 saloon in well above average condition. £185. 177, Great Tattenhams, Epsom Downs. Tel.: Burgh Heath 5798, evenings. [3457

ENGINEER just completed Talbot 75 touring utility, 1914 styling, superb visibility. Now promoted directorship: unconventional vehicle infra dig. Mechanically overhauled, 8:1 C.R. crash box, tele controls, new tyres, battery, spares. Anyone exchange small Opel, Ford, etc. Vintage days over. 1, Durham Street, Monifieth, Angus. [3458

1935 ALVIS SPEED 20. Only 5,000 since resleeve, new transmission complete, new starter motor. £125. Mathew, Selham Road, Midhurst. Tel.: 627. [3459

BENTLEY 4½ litre Black Label (1931). Engine completely overhauled. £125 o.n.o. Tel.: Woking 579. [3460

HILLMAN HAWK Drophead Coupé, 20 h.p., 1934. Superb condition, very fast, offers. Wort, 12, Heathway, Chaldon, Near Caterham, Surrey. [3461

RILEY SPARES. 12-6 engine, £40. 18 in. k.o. wheels and tyres, £3 5s.; c.w.p., self-change box, etc., etc., etc. Austin 16, 1949, immaculate, R. & H. seat covers, unblemished, £455. Morris Eight Tourer, fitted new Hardy Spicers, Duaflexed, new diff., stalwart performer, 38 m.p.g., £80. Northfield Garage, Northfield Avenue, Sawley, Long Eaton, Notts. [3463

ARNOTT SUPERCHARGER, up to 2 litre with carburetter, unused since reconditioned, £15 o.n.o. Water temperature gauge, unused, 7s. 6d. Bartrip, Langdales, Redmarley, Glos. [3464

ANYONE INTERESTED ? Unique vintage unused Schneider chassis, built 1926/8, definitely something good, only one existing. Parrott, 12, Durrants Drive, Croxley Green, Herts. [3465

FOR SALE—*continued*

BEDFORD 28 h.p. Coach 1944. Used as racing car transporter, body fair, fitted double rear doors, winch, etc., new engine. Price £125. Apply Feltham Lodge, Feltham, Middlesex. [3466

M.G. TYPE V.A. 1½ litre 1938 Salmon drophead coupé. Mechanically good, body fair. £225 or exchange vintage Bentley, Vauxhall or anything interesting. Cash adjustment. Cranmore, Avenue Cottage, Blackwell, Worcs. [3468

ENTHUSIAST'S opportunity to buy the potent AMAL-JAP 500 Special, cheap. Professionally built 1952 regardless of cost. Details and photo on request. Must sell, so any offer—£350, £250 or even £150—considered, or part exchange 197 DOT. Whiston, 305, Burton Road, Derby. [3470

1935 LAGONDA RAPIER. Engine, chassis only. Reconditioned, requires body. Sell or exchange. Vinson, 21, Albert Road, Middlesbrough. [3471

BREAKING. Standard 10/12 1935, Hornet 1932, no engines, Rover 10 1936 engine. S.a.e. for list. Russell, Healds, Bowdon, Cheshire. [3472

SHORROCKS SUPERCHARGER for S/V Minor, carburetter, fittings, 3,000 miles only; cost £80. Offered £50. K. Vasey, 128, Richmond Hill, Surrey. Tel.: Richmond 2094. [3474

ALVIS SPARES. Firefly crankcase, cylinder block, con-rods, dynamo, large bore reconditioned water pump, P.S. start ring; also 16-95 c.w. & p. R. Walmsley, 65, Gisburn Road, Barnoldswick, Via Colne, Lancs. [3475

J2 CRANKSHAFT and other M.G. J2 spares. Box. No. B476, MOTOR SPORT, 15, City Road, London, E.C.1. [3476

AUSTIN SEVENS of TODDINGTON. Tel.: Toddington 246. Always have selection of Austin Sevens, including Specials, and carry good stocks of new and used spares. Austin Sevens always wanted. 11, Station Road, Toddington, Dunstable, Beds. [3479

30/98 VAUXHALL SPARES. Including frame, front axles, radiators, steering box, wheels, many assorted items. Hall, Maple Cottage, Whipsnade. [3483

1923 TALBOT 10/23 D. Runner, ideal for restoring. £15 o.n.o. 83, Newport, Lincoln. [3486

ALVIS SPEED 20. 1936. Engine rebuilt, new hood, £160, photo. Also Riley Nine, 1934, parts, engine good, rear axle good, k.o. hubs. List by return. A. Palmer, Scaleby Hall, Carlisle. [3487

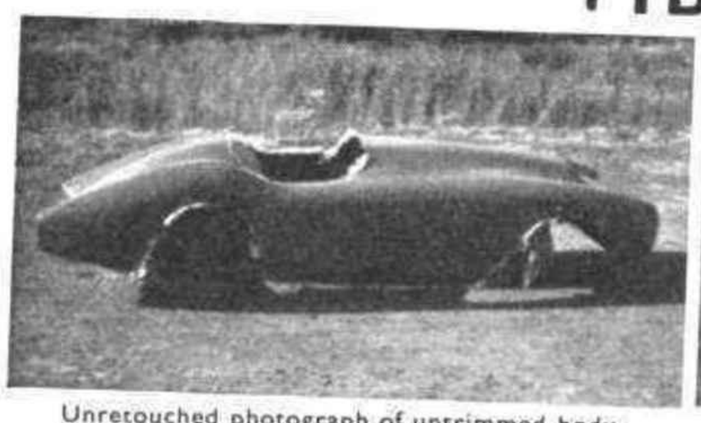
1938 B.S.A. SCOUT, 2-seater, new battery, starter ring, mains, reconditioned brakes, dynamo, starter, steering, resprayed, neglible oil, shabby hood watertight. £50 spent on spares. No further use for it, have you? £140. 258, Bath Road, Kettering, Northants. [3488

ALVIS SPEED 20 D.H.C. 1934. New tyres, lamps, major engine overhaul completed. All details, photo on request. About £200. Box No. B490. MOTOR SPORT, 15, City Road, London, E.C.1. [3490

FIAT 509 D.H.C., 1927. Very good condition, well shod. £75. Spares available. Box No. B491, MOTOR SPORT, 15, City Road, London, E.C.1. [3491

TYRES. Two 815/105. Unused Dunlops, new 1952. Tubes, also, £12. Thwaites, 9a, Kingsgate Street, Winchester. [3493

THE "MICROBOND" FIBREGLASS BODY SHELL £49 !!!

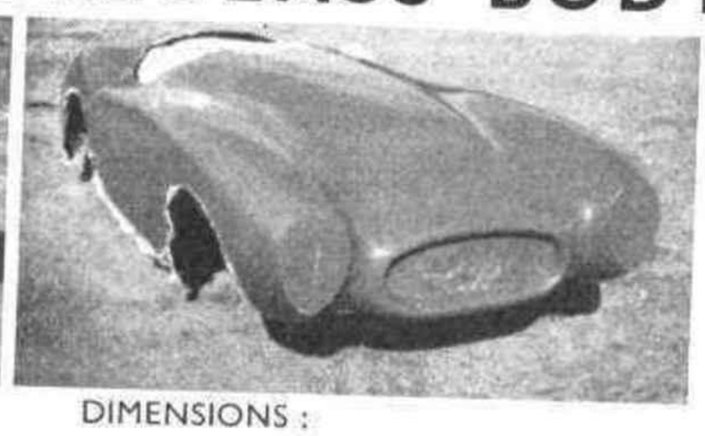


Unretouched photograph of untrimmed body shell, showing one-piece moulding, with high surface finish.

Other models in preparation for different wheelbases, including 6 ft. 3 in., 6 ft. 9 in. and 7 ft. 6 in. Send for details.

Kits supplied for experimental work, or for bodywork repairs. Prices, **12/6, 17/6, 28/6** and **45/-**. Bulk prices on application. Trade supplied.

Inspection of these bodies at our Rickmansworth works is invited during normal working hours, Mondays to Fridays, or at other times by appointment.



DIMENSIONS :

Wheelbase : 6 ft. 9 in.
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Rear Body width : 4 ft. 4 in. max.
WEIGHT of bare shell: 75 lb. (*approx.*)
DEPTH available for radiator : 25 in.

Designed basically for Austin Specials



Bare shell, untrimmed, in the following colours : Red, green, white, black or blue, with high surface finish as illustrated and inside trimmed with glass cloth **£49**

Extras available include :

Trimming off 'flash,' bonding mounting tubes, interior wheel-arches, doors, bonnet opening, boot floor panel, etc.

MICRON PLASTICS (Dept. M.S.2), HAREFIELD ROAD, RICKMANSWORTH, HERTS. Tel.: 3312

FOR SALE—*continued*

MORRIS 10/4 1934 SPARES. Engine needing overhaul, £20; front spring, 50s.; new crown-wheel, pinion, 9/47 races, complete differential, 30. Bennett, 29, Lynwood Avenue, Egham, Surrey. [3494

RUDGE WHEELS. 21 in. for Bentley or 30/98 with good 600 x 21 tyres, £5. Pair P100 headlamps, £5. 600 x 19 tyres, worn, £1. Bugatti gearbox, type 22, £10. Bentley 60 lb. oil gauge, £1. Tamplin 1921 cyclecar, completely restored, £50. Bowler, Herons Lodge, Heronsgate, Rickmansworth. [3495

VERY RARE 1934 CITROEN 12, Sports 4-seater, R.W.D. Excellent engine, chassis, etc., Ranalah body, blue with black leather, in remarkably good condition, weather equipment complete, very good tyres and battery, nice looking and reliable car. £85, consider exchange. 16, Preston Avenue, Eccles. Tel.: 1027. [3497

LAGONDA 16/80 SALOON, 1934 model. Good tyres, new Exide batteries, very good condition all round, 27 m.p.g. demonstrated. £200. Also 1934 Alvis Firefly 12 h.p., aluminium tourer body built on by aircraft company, radio, £150. Woods, 102, Preston New Road, Blackpool. [3499

DOLOMITE 2 litre Saloon, January, 1938. Very good throughout, new batteries, tyres, starter, twin windtones, fog lamps, heater. £200 or exchange 9/10 h.p. saloon equal condition, not earlier. 113, Constance Road, Whitton, Twickenham. Tel.: POP 4345. [3500

VINTAGE Rolls Royce Mascot. Tel.: Portsmouth 33248. [3502

4½ BLOWER BENTLEY, 1931. Blower removed, 2/4 D.H.C. Rebored, brakes, clutch relined, hood, tyres, steering excellent, 20 in. wheels, Zeiss headlamps, original and excellent condition, taxed. £250. Tel.: ARN 3361, after 6 p.m. [3504

M.G. 1938 T.A. Enthusiast owned, overhauled 1953, cream, heater, twin spares. Spares. Woodhead Shockers, £265. Hopkins, 59, Lilac Road, Southampton. [3505

WOLSELEY HORNET (Swallow). Good condition. £70, Sellers, 20, Claremont Avenue, Maghull, Liverpool. Tel.: Maghull 1805. [3506

TREEN RILEY NINE. Completely overhauled. All worn parts replaced. Engine not run in; suitable club competition work and eligible vintage events. £210 o.n.o. K. F. Morrice, 358, Hill Lane, Southampton. [3507

"INSTRUCTBOOX." See important announcement under Miscellaneous regarding Instruction Manuals. [3509

M.G. SPARES for J2 and D models. Enquiries to J.M. Garbutt, Garden Cottage, Poole Hospital, Nunthorpe, Middlesbrough. [3512

BENTLEY Supercharged Drophead Coupé, foursome. Recently overhauled and in exceptional condition, mod. cons. include hydraulic brakes, telecontrols, etc. Taxed. Very imposing car with performance to match. £275. Exchange Alvis 20 or 25. Box No. B513, MOTOR SPORT, 15, City Road, London, E.C.1. [3513

SPECIAL TWIN S.U.'s, Manifolds, Balance and Petrol Pipes, etc., complete for Triumph 1800 or 1½ Jaguar, £17 10s. Wilson, 64, Gatley Road, Gatley, Cheshire. Tel.: GAT 3341. [3515

LUCAS-LAYSTALL HEAD for M.G. 4,000 miles, perfect. £36. Saunders' Motor Works, Ltd., Cadnam, Hants. [3517

M.G. MAGNETTE with N.A. engine and professional body completed June, 1954. Being sold for room to assemble more potent special. New tyres, hood, tonneau, windscreen, instruments, accessories, everything. Taxed and insured. Best offer over £150. Box No. B518, MOTOR SPORT, 15, City Road, London, E.C.1. [3518

FOR SALE—*continued*

1937 FORD 10. Chassis broken, body rough, rest good. £45 complete or engine only £25. Wilson, 1, Kensington Road, Halifax, Yorks. [3520

LAGONDA RAPIER SPARES. Crankshaft, camshafts, con-rods, etc. Melton Grange, Woodbridge, Suffolk. Tel.: Woodbridge 588. [3521

FORD 8 SPECIAL, Reg. '52. New engine fitted '54, S.U. pump, magneto ignition, hydraulic brakes, taxed. £110 o.n.o. Tel.: GIP 0865, after 7 o'clock. [3522

BOA CONSTRICTOR vintage horn, replated, £7 10s. Tel.: WEL 8693. [3524

AUSTIN 7 CHASSIS. Overhauled throughout. Ideal for a "Special." £45. 36, Fir Tree Road, Banstead, Surrey. [3525

RILEY, 1933 Kestrel 12/6. Good mechanical order, body sound, fast, reliable. £120 o.n.o. Tel.: Mercer, Wittersham 55, after 6.30. [3526

M.G. M TYPE, 1932. Very good condition, £60 spent this year, any trial. £85. Evans, Piebalds, Burkes Road, Beaconsfield, Bucks. Tel.: Beaconsfield 237. [3527

MORRIS COWLEY, 1929, 4-seater tourer. Excellent condition, five good tyres. £30. Durrant, Lowdown Farm Cottage, Tachbrook, Leamington Spa. [3528

TRIUMPH "GLORIA," 1935, 15 h.p. black sports saloon. Radio, rebored, taxed, good condition. £130 o.n.o., or exchange Fiat "500" or Austin Special. 235, Selhurst Road, South Norwood, London, S.E.25. Tel.: LIV 1040, evenings. [3530

M.G. J1 4-seater (1933). Red. Recently rebored, crank reground, new big-ends and rockers, bodywork, etc., good. Lockheed hydraulics, well shod. Really nice car. £140 o.n.o. Would exchange for J4, good condition. Write J. H. Jones, 43, Harvey's Nurseries, Peppard Road, Reading. [3531

ASTON-MARTIN 1934 Le Mans L/C Tourer. Good condition throughout, recent engine overhaul, respray incomplete. Must sell. £245 or offers. "Pencaenewydd," Rhostryfan, Caernarvon. Tel.: Llanwnda 331. [3532

ROLLS. 1926 Phantom Limousine by Maythorn. Excellent order. £55. Also 1923 20 h.p. Rolls Utility, £85. Lack Space. Bowker, Burndale, New Brighton Road, Emsworth, Hants. [3533

RILEY 9, 1933, Falcon Saloon. Engine just overhauled, aluminium body, taxed. £140. Wood, 55, North Parade, Horsham. Tel.: 1584. [3534

BULL NOSE MORRIS, 1923. Excellent mechanically and bodily, good hood, brakes, battery, tyres. £80. Box No. B535, MOTOR SPORT, 15, City Road, London, E.C.1. [3535

RILEY 9 MONACO, 1932. Engine overhauled 100 miles ago; body useless. Offers. Will break. All parts. Cross, 32, Branson Road, Bordon. [3536

TWO INVICTA Black Prince chassis, torsion bar springing, front suspensions only, £7 10s. each (new). 2 litre Aston-Martin cylinder head complete with valves and rocker gear, new, unused, £10. 100 sets of new car pistons, cheap. New wings for 14 and 18 h.p. Wolseley, cheap. Various diesel engines suitable for cars from £75. Petrol tanks, radiators. Bowser petrol pump, 230v, A.C., £12 10s. 2 Wayne 863, £15 each, 230v. 94, Greenford Road, Harrow. Tels.: Byron 3209, Arnold 6349. [3537

ALFA ROMEO 1750 Single O.H.C. 4-seater coupé, 1931. 9,000 miles since complete engine overhaul, first - class all - round condition, thoroughly weatherproof and a delight to drive. Suit connoisseur with family. Offers over £150. Box No. B538, MOTOR SPORT, 15, City Road, London, E.C.1. [3538

FOR SALE—*continued*

1929 ROLLS 21-6 h.p. Limousine. Receipts recent engine overhaul (Rolls agents), excellent tyres, no faults. £130 o.n.o. Pound House Farm, East Street, Bovey Tracey, Devon. [3539

TALBOT 75, 1935. New battery, good tyres, decarbonised, etc., sound throughout, taxed (garage too small). Seen Leeds, Sheffield area. Nearest £70 or exchange 7-12 h.p. any make, condition, year; cash either way. Write Barber, 10, Helena Street, Mexborough, Yorks. [3540

MORRIS OXFORD 14.9 h.p. Saloon, 1931. Excellent condition. £45 or exchange W.H.Y. Box No. B543, MOTOR SPORT, 15, City Road, London, E.C.1. [3543

8th SERIES Lambda Saloon, engine, gearbox, prop-shaft, axle, springs, reconditioned. 2 spare 8th blocks, 1 head, etc. All sound body. Talty. Offers? Parr, Warden Court, Queen's Road, Maidstone. [3544

BROOKLANDS MORGAN 2-spd. K.M.C. O.H.V. Blackburne. A real showpiece. £85. Exchanges. Barnard, 34, St. Marys Grove, Canonbury, N.1. [3545

"J2," "F" MAGNA. Engine spares, axles, hubs. S.a.e. 30, Ashwood Avenue, Coventry. [3546

ALFA ROMEO 1750 cc. Single cam. Full 4-seater. Drophead coupé. £145. Tel.: Liberty 2959. [3547

M.G. MAGNETTE. N Type. Open four-seater. Black and red, new distributor, wiper, oil seal. Reconditioned valve gear, dynamo. Spare half-shaft, valves, wheels, etc. Good tyres, screens, cellulose. Taxed. £150 or near offer. Dibble, 49, Caroline Road, Pontypool. [3548

ALLARD 1949 Coupé, silver. Good condition, nearest £300. 2-wheeled Cooper trailer, 9½ ft. x 4½ ft. x 4 ft., covered van, doors both ends, loading ramps, trade adverts., nearest £85. Norton double knocker, £200. Norton gearbox, complete range of sprockets, other engine spares. Offers. 104a, Dundonald Road, Kilmarnock. Tel.: 1802. [3549

GARAGE CLEARANCE, 1930/33 Austin 16 gearbox, prop. shaft, rear axle. Riley radiator. 1933/34 Singer Le-Mans saloon doors, sliding roof, gearbox case. Court House, Mountfields, Shrewsbury. [3550

RILEY Adelphi Saloon, 12/4, 1937. Superb condition throughout. Black with red leather and carpets. Preselector. Transmission overhauled, brakes relined, good tyres, recent top overhaul, electrical equipment and all instruments perfect. Fuel 28 m.p.g. Oil 2,000 m.p.g. Fast, roomy, very comfortable. £260. Telephone (London) Riverside 6318. [3551

1937 ALVIS Speed 25 Saloon. Good original condition throughout. Mechanically sound. £200. 23, Broadfields, East Molesey, Surrey. Emberbrook 5760. [3552

M.G. 2-Litre 1938 D.H. Coupé. Excellent condition. 2,000 miles since major engine overhaul. Rewired electrics, replaced gearbox, back axle overhauled. £200. 113, Aldenham Road, Bushey, Herts. Telephone Watford 2273. [3553

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FORD TEN, '36, B.R.G. open 4-seater. All weather. Goldtop head. Twin S.U.s. Aquaplane manifolds. Buckler C.R. box. 37 m.p.g. cruising 50. Oil negligible. New Exide. 50 in 2nd. Smart. Wanted 3-litre Red Label. Jones, 107 Mill Road, Fareham. Phone 2120. [3555

M.G. Model J, 2/4 seater. Very good condition. £135 or easy terms. Seen Kensington. PARk 4100. [3556

AERO-MINX pillarless saloon, Dec. 1934. Taxed. Good running order. £90. 53, Wychall Lane, Birmingham, 30. Phone Kin 3017. [3557

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1928 MORRIS MINOR, o.h.v., 4-seater, open, museumish. Economical runner. Quick sale to right enthusiast. Rogers, Newtown House, Hatfield. Phone 3021 weekdays 10-5. [3560

STANDARD-AVON, 1934, Coupé. Immaculate. Recon. gearbox and clutch. £120 o.n.o. Write 59, Leeds Old Road, Bradford. [3565

FORD EIGHT, o.h.v. special, 1936. 2-seater. Aluminium body. £95 o.n.o. Martin, Sgts. Mess, R.A.F. Hawarden, Nr. Chester. [3567

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VINTAGE ENTHUSIASTS only. 1925 Cowley. £60. Evenings: Bibby, 35, Gower Street, W.C.1. Telephone Museum 3599. [3569

1950 FORD TEN Special. 2-3 seater. M.G. J2 chassis, engine 1954. Pretty aluminium body, all weather equipment. Offers after trial. B. Whittingham, 48, Boreham Field, Warminster, Wilts. [3570

PRESELECTOR GEARBOX Talbot 95. Sound. £7 10s. Light trailer £5. 31, Dornton Road, Croydon. Tel.: 0608. [3571

AUSTIN "Nippy" 1936. Excellent condition, B.R.G., original order. £80 o.n.o. Seen Devon. Box No. B573, MOTOR SPORT, 15, City Road, London, E.C.1. [3573

ROLLS ROYCE 20-h.p. 1924 Park Ward Coupé. In excellent order. Good tyres, two brand new. £195. A perfect vintage specimen. Perkins & Smith, Braunston, Rugby. [3574

SUNBEAM TWENTY, 1934 black saloon. Mechanically sound. Smart, well preserved body. Complete set spares. £160 o.n.o. Box No. B575, MOTOR SPORT, 15, City Road, London, E.C.1. [3575

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1932 TRIUMPH 12-6 "Scorpion" Saloon. Good mechanical condition. Good tyres and battery. Rough body. £50. R. W. Essam, 17, Manor Road, Rothwell, Northants. [3584

LAGONDA, 1933, 3-litre shooting brake. Good condition. £70. Sturgeon, 80, Palace Court, Bayswater. Phone 3922. [3585

JAGUAR, 1939, 1½ Saloon. Black, beautiful condition. £285. 3, St. Marks Road, Leamington. Tel.: 255 [3587

LAGONDA 4½-litre Saloon, 1935, M45. Just rebored, H.C. pistons, new brakes, tyres and batteries. Good performance. Twin mags. £190. T. S. Davies, Hensol Castle, Glam. [3588

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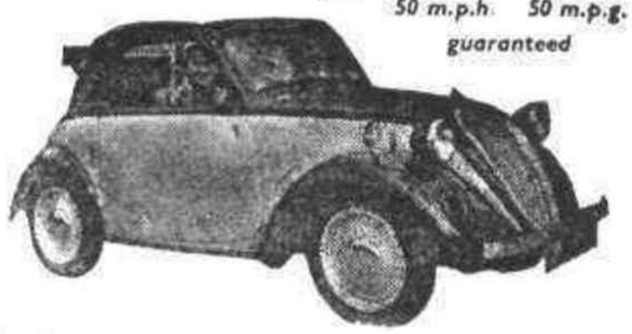
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ALVIS FIREFLY engine and gearbox complete power unit. Good condition. Several other Alvis spares. Full details available on application. Engine, etc., in Lancashire. Prices reasonable. Wanted, Riley 1½-litre 4 cyl. engine. Wetherell, 45, Nethervale Avenue, Glasgow, S.4. Phone Merrylee 5540. [3590

JAGUAR, 1937, 2½-litre hard top, fitted 1939 3½-litre engine Amazing performance, garage maintained by enthusiast. Spare 2½-litre engine, gearbox, etc. Reason for selling—new Mark VII, all at £195 o.n.o. Poppe, c/o Russells Garage, Teddington, Middlesex. Telephone MOLesey 631. [3591

AUSTIN, Hillman, Humber, Morris. Spares for all models, most parts available, prompt service export orders catered for. Park Garage, Warwards Lane, Selly Oak, Birmingham, 29. [3593

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PRAM REPLACES CHARIOT. Recent events force sale of Talbot 75 Saloon (1932). Over £100 spent recently including new battery, half shafts, big ends, dynamotor. Interior and exterior very clean except wings. Photo, bills, etc., on request. A gift at £85. Bowers Gift Shop, 86, Marine Road West, Morecambe, Lancs. [3605

ALVIS 1931, F.W.D. 11-9, 2-seater in excellent condition. £55. 14, Newlands Court, Streatham Common, S.W.16. [3606

FIAT, 500, 1937, rebored, reground, 8,000 miles ago. Good tyres. No oil, 50 m.p.g. £130. 4, Cottage Place, Forty Hill, Enfield. [3607

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1930 4½-LITRE INVICTA 4-door Tourer. Resprayed B.R. green and new disappearing hood year ago. Also fitted H.C. pistons, big ends remetalled, etc. Generally good condition, over £200 spent on reconditioning, spare engine. £145. 49, New Road, Solihull, Birmingham. Sol 3811. [3612

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1931 AUSTIN 7 SPORTS 2-seater. Several mods., taxed, insured. Offers. Box No. B621, MOTOR SPORT, 15, City Road, London, E.C.1. [3621

1931 3 LITRE LAGONDA. Breaking for spares. What offers? Body bad. K. Bichard, Officers' Mess, R.A.F. Driffield, Yorks. [3622

RILEY ENTHUSIAST has various spares surplus to requirements, including wheels, axles, springs, crankshafts, camshafts, cylinder heads, 1932 radiator. Tel.: Albrighton 446. [3623

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RED LABEL BENTLEY, 3 litre S/chassis tourer. Purchased in a moment of mental aberration. Horrible to drive. Suspension gives one hiccups, definitely a head turner—"Cor, wot is it." £150. 42, Park Road, Peterborough. Tel.: 3333. [3628

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RILEY 9. 1933 engine, good condition, new hood, body good, open 4-seater, family forces sale, £65. Letters only. Graham, 52, Penkett Road, Wallasey, Cheshire. [3636

3 LITRE BENTLEY. Long chassis, drophead, mechanically faultless, body much above average, twin S.U.'s, stone guard, P100, Marchal spot, heater, excellent tyres. Any trial. Full details of this year's renewals and photo to genuine applicants. Worth £180, will argue. Merchant, 39, Sussex Street, Balby, Doncaster. [3637

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1928 RED LABEL open four-seater, black, £225. 1929 Humber 15.9 open four-seater, £65. Both vehicles in sound condition throughout. Recently dismantled 4½ 1930 Bentley, all spares available. Complete diff. assembly 4½ Bentley. Heatherlands Garage, Helmshore, Rossendale. Tel.: Rossendale 1045. [3639

H.W.M. JAGUAR. 230 B.H.P. motor. Successes too numerous, condition too perfect to describe here. If interested make personal contact. Available with 1939 Bedford Duple coach caravan transporter. Large crate of spares, ratios, etc. Complete outfit £1,250: car £950 or coach £300. Tel.: Plymouth 60426, or write G. S. Scali, Osborne House, Underhill Road, Stoke, Plymouth. [3640

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LAGONDA blown 2 litre, Alvis Speed 20. Both tourers, restored as original. Phantom II sedanca, lovely condition, one must be sold to best offer, lack garaging. Tel.: New Milton, Hants, 2016. [3641

LANCIA AUGUSTA, 12 h.p., 1936, saloon. This car mechanically and structurally believed 100 per cent. Work this year includes completely reconditioned engine (new head), front suspension overhaul (new tyres and wheels), brakes relined, etc., etc. £185, no offers. Owner bought Augusta Coupé. Tel.: FREmantle 0677. Box No. B642, MOTOR SPORT, 15, City Road, London, E.C.1. [3642

1924 ROLLS ROYCE TOURER. Excellent original condition. Price includes complete chassis as above. £165. Tel.: TUD 4273. [3643

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SUNBEAM "DAWN" SALOON. 12.8. Well shod reliable. Nearest offer £100 secures. Goose, No. 1 Officers' Quarters, Deysbrook Lane, W Derby, Liverpool, 12. [3648

RILEY 9, 1931. Excellent mechanical order, body and paint good. Details on request. £60. 43, Kingshill Avenue, Worcester Park, Surrey. [3649

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ALVIS 1927 12/50 Beetleback. Mechanically good. 28 m.p.g. Hood, screens and criginal body all sound. £105. Write, Baillie, 37, Beltane Street, Glasgow. [3926

1½ LITRE RILEY LYNX. Rebuild and restoration 1,500 ago, engine overhauled, rewired, etc. New weather equipment throughout. Wizard appearance with true performance. Best over £150. 6, Stonyfield Drive, Stansted, Essex. [3656

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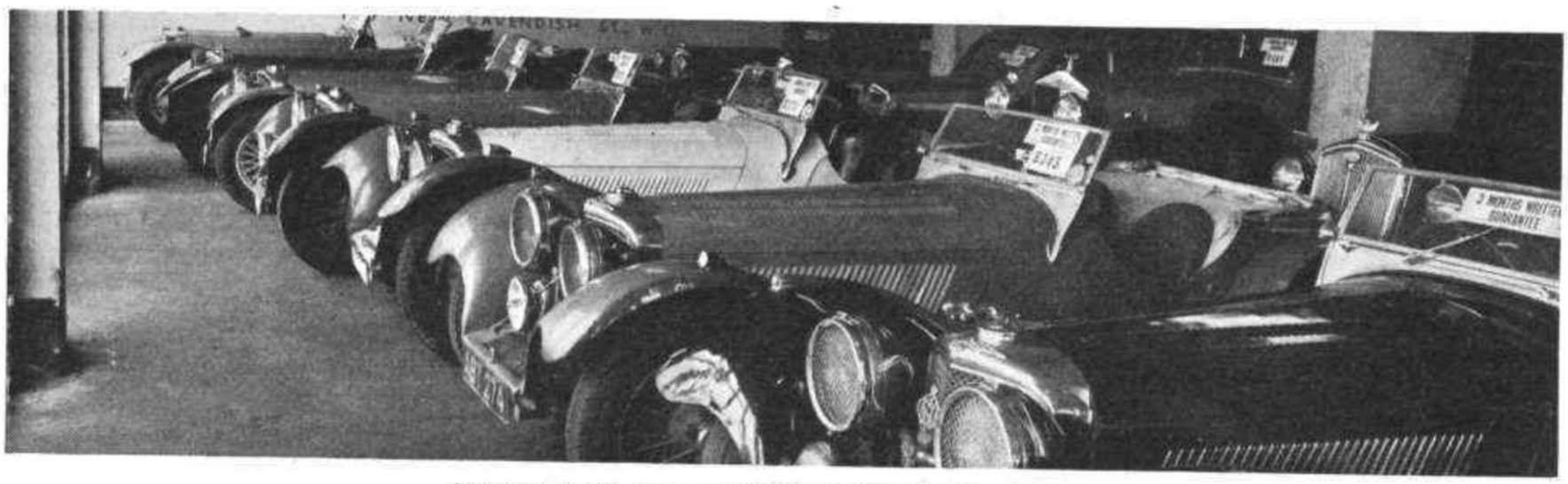
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1940	**Renault 8-h.p.** saloon. Black. Above average ...	...	£225
1938	**Riley 16/4 Blue Streak** s'l'ns. Choice of 2. Black/green.	From	£225

SELECTION OF OUR POST-WAR CARS

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1949	**Allard 71K** drophead coupes. Choice of 3	From	£345
1954	**Austin-Healey " 100."** Overdrive, wire wheels. Red	...	£945
1950	**Austin A70** sports saloon. Grey, grey leather		£425
1948	**Delahaye 135MS** drophead coupe. Black	...	£1,045
1949	**Ford Pilot** saloon. Black, brown leather	...	£345
1950	**Healey Silverstone 2½-litre** 2-seater. Green, green leather		£525
1949	**Healey-Duncan 2½-litre** saloon. Grey, grey leather ...		£545
1950/1	**Jaguar XK120.** Choice of 2. Red/black	From	£845
1946/8	**Jaguar 3½-litre** sports saloons. Choice of 2 ...	From	£345
1952	**Jupiter 1½-litre** roadster. Red, beige leather		£525
1952	**Javelin** de luxe saloon. Bronze, beige leather		£545
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1948	**Lea-Francis 1¾-litre** 2-seater roadster. Grey		£445
1952	**Morgan Plus Four** 2-seater. Red, red leather		£425
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1938	**M.G. 2-litre** sports saloons and d/h. coupes. Choice of 3.	From	£165
1935	**M.G. NA Magnette** 4-strs. Choice of 4, also 2-strs.	From	£145
1936	**M.G. PB 9-h.p.** 2 and 4-seaters. Choice of 3	From	£165
1935	**M.G. PA 8-h.p.** 2 and 4-seaters. Choice of 4	From	£145
1934	**M.G. J2** 2-seaters. Choice of 5	From	£115
1939	**M.G. 2.6-litre** saloon and drophead. Black/blue ...	From	£195

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Model..... Coachwork.....

Price..... Year.....

Name .....

Address .....

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1936 RILEY FALCON. Good condition throughout, engine rebuilt 1953. £165. Tel.: EAL 4796 [3659

LEA-FRANCIS 11.9 1931. Brake body, mechanically noisy, body excellent. £50. Write or view weekends, Feltham Lodge, Feltham, Middlesex. [3660

1933 RILEY MONACO. Very good all-round condition £80. Beach. Tel.: KNI 4718. [3661

1938 10 H.P. B.S.A. SCOUT. 2-seater, black. Bang on condition with lovely note. £175. Smith, 39, Lower Hill Road, Epsom. [3662

FOR M.G., T.A. OR T.C. Pair 16 x 6.00 wheels, fitted tyres and tubes, cost £20 13s., going for £12. A. Bromwich, 276, Myton Road, Warwick. [3663

1937 RILEY MERLIN 9. Immaculate condition, taxed December, four new tyres. £195 o.n.o. Write, Woolnough, 59, Hermit Road, London, E.16 [3664

1938 FORD 10 engine, clutch and fittings, £15. Austin 7 engine, gearbox, £7. James S.V. A/C Twin engine gearbox, £5. B.S.A. Bantam, overhauled, £45. Craig, Farmoss Road, Liverpool, 23. [3665

M.G. 1934 MAGNA Sh. Coupé. New battery, £90. 9, Melbourne Road, Bushey, Herts. [3667

1931 STELVIO RILEY. Mechanically very sound, body very rough, bills £35. £40, consider breaking. Tel.: Downland 4461. [3668

RILEY MONACO 1928. Complete or will break. Completely reconditioned engine, reconditioned dynamo and starter, good battery. Sutherland Motors, 381, Mentmore Terrace, London, E.8. [3670

ALVIS 12/50 1927. 4-seater tourer. New hood and tonneau, good sidescreens, cycle type wings. Fast car. Photo available. £80. Monks, 17, Ashview Gardens, Ashford, Middlesex. Tel.: 3110. [3672

ALVIS FIREFLY D/H. Engine rebuilt, body sound. £110. Eacock, 45, Downs Road, Luton. [3673

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MERCEDES Type 230 Saloon, 1939. Excellent all-round condition. £250. Consider exchange. 62, Mayfield Avenue, Southend-on-Sea. Tel.: 2538. [3674

1953 MORRIS MINOR gearbox, starter and dynamo. Unused. Offers to Barnett, The Verlands, Prestwood Road, Wednesfield, Staffs. [3675

£65. TALBOT 14. 1935. £40 spent since Easter, top gear slipping otherwise mechanically perfect. Have spares but no time! Another complete car for spares. Really good body, £25, or £75 cash the two. Ibbotson, 12, Chandos Road, Heaton Chapel, Stockport. [3676

GOOD HOME REQUIRED for cherished 1935 Alvis 4-seater D.H. coupé. Over £150 reconditioning in last 2 years. Accept £135. Space needed. Photographs. Box No. B677, MOTOR SPORT, 15, City Road, London, E.C.1. [3677

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1929 RILEY 9 Monaco Saloon. Running order, fair condition. £45. 4, Hill House, Portsmouth Road, Camberley. [3680

S.S. AIRLINE 16 h.p. 1936. Excellent condition. New car forces sale. Seen London or Parkstone by appointment. £150 o.n.o. Dellcroft, Whitecliff Crescent, Parkstone, Dorset. [3681

BRAND NEW Aston Martin D.B.I. engine and gearbox, 90, b.h.p., 2 litre. Offers? Box No. B682, MOTOR SPORT, 15, City Road, London, E.C.1. [3682

ASTON MARTIN, 1933, 1½ litre Le Mans Short Chassis 2-4 seater. Black and silver, red upholstery and carpets recently renewed, very good tyres and brake linings, smart, tidy car in very good running order, £260. Also 3 litre Bentley, 1924, 4-seater V D.P. short chassis tourer, good tyres, upholstery, tonneau, new hood, clean and original, £195. Community Motors, Hulse Road. Tel.: Salisbury 4965. [3686

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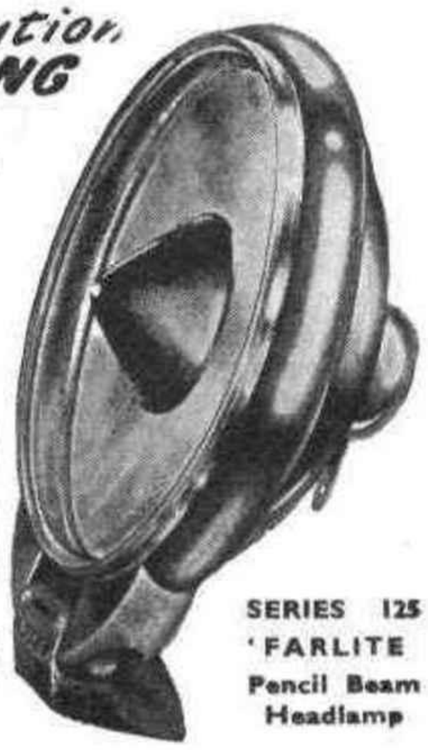
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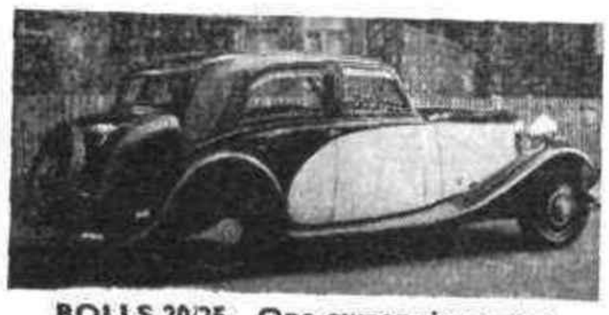
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LAGONDA 2-litre 4-seater tourer. This car was rebuilt and re-registered 1949. Complete with fold-flat screen, twin aero-screens—the lot ! **£145**

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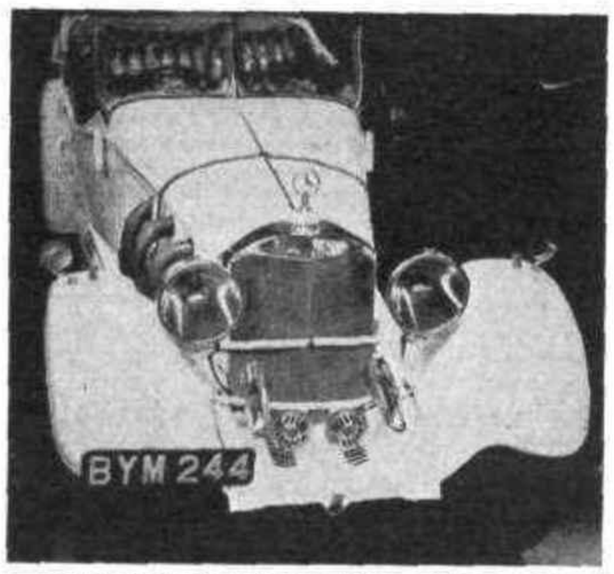
RAILTON 28-h.p., 1936/7 drophead coupe. Excellent mechanically. Coachwork quite good. Interior ghastly, good tyres so it must be cheap at **£60**

HUMBER, 1925, **11.9** drophead coupe. This little gem is exceptionally clean and is in superb mechanical condition **£75**

BENTLEY 3-litre, 1925, sports 4-seater tourer. Full hood and side-curtains. Recently fitted brand new tyres and battery. Excellent paintwork. (Choice of two) **£155**

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MERCEDES 36/220, 1935. This car was originally owned by Prince Wilhelm Hohenzollern. It is in tip-top condition mechanically. This is one of the best 36/220s I have had the pleasure of driving. Fitted excellent hood, full set of side-curtains, etc. Clutch just relined and engine decoked **£450**
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ROLLS Twenty-five, 1932/3, sports saloon with rear boot. Very clean and recently checked over by Messrs. Rolls-Royce Ltd. **£450**

FORD Model-T, 1911. This is one of the very rare Fords made with a pointed radiator and, believe it or not, this superb little carriage has done only 8,500 miles since new. It has recently been passed by Messrs. Fords as 100 per cent. and is probably the finest example of its type in existence. It is fitted with very attractive drophead coupe coachwork and is painted in yellow and black with basket work. 45/50 m.p.h., 25 m.p.g. A rare example for the enthusiast **£325**

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D.K.W. 7-h.p., 1938, 4-seater drophead coupe. 50 m.p.g. Just fitted new hood; very clean paintwork and interior. Excellent tyres ... **£185**

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CARDEN Cycar open 2-seater, believed about 1914-1918. This is the only example in this country and must be the smallest car ever built. Will make an ideal gift for the mother-in-law **£125**

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HUMBER Snipe saloon, 1935. Exceptionally clean coachwork, excellent mechanically and very good tyres **£85**

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M.G. 8-h.p., 1931, sports 2-seater. A very clean little car, highly polished engine. New hood and side-curtains **£95**

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RILEY 9 h.p. 1930 four-seater tourer. Good condition, £40. M.G. 18/80 Mk II saloon, good mechanical condition but bodywork untidy, £30. Morris Oxford 15 h.p. saloon, running order, £20. Singer 8 h.p. saloon, original condition, £20. Coventry Climax 10 h.p. engine £5. Breaking Standard Big Nine and Crossley 10 h.p. All parts cheap. Gillbrook Engineering, Woodbury, Nr. Exeter, Devon. Evenings Tel. Exmouth 2883. [3688

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RILEY 1936 FALCON SALOON. Good running order, £160 o.n.o. MacKichan, Mangrove Cottage, Mangrove Road, Hertford. [3707

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7.00 x 20 DUNLOPS, almost new, £6. 6.00 x 20, 820 x 120, good, 70s., 50s. Sunbeam 20/60 spares, 16.9 con-rods. 20 in. Rudge wheels. B.M.W. w/pump. Tel.: Potters Bar 2344. [3715

ALVIS S.D. 1250 Beetle-back, aluminium body, B.R.G. Engine recently resleeved, good condition all round. £85. Collins, 86, Woodstock Way, Mitcham, Surrey. [3720

ALVIS SILVER EAGLE, 1929. Complete diff., c.w. & p. and axle shafts, sound condition, £12, or best offer. 113, Stopes Brow, Blackburn, Lancs. [3721

ARNOTT SUPERCHARGER for 2½ litre Riley or Healey engine. Complete with carburetter, manifolds, drive, etc. All ready for fixing. Almost new, used 3,000 miles only. Cost £130, accept £45. Tel.: Chancery 7422, day. [3722

TALBOT 105 2-door sports saloon, 1933. Write Carpenter, N.I.A.E., Silsoe, Beds. [3723

£35. Riley 9 Brake (rebuilt 1948), 209, Babylon Lane, Heath Charnock, Chorley, Lancs. [3724

M.G. T.A. 1937. Rebored, chrome rings, new valves, guides, hood, battery. Tuned, hi-comp, 1¼ in. carbs., 85 plus. Good condition. £225. Seen London, Box. No. B726, MOTOR SPORT, 15, City Road, London, E.C.1. [3726

A VERY UPRIGHT LADY seeks a congenial home. 1923 Silver Ghost with Park Ward limousine body (wind-up division), entirely original save for F.W.B. and Autovac. For nearest to £100. Can be seen Berkshire, Ascot area. Box No. B727, MOTOR SPORT, 15, City Road, London, E.C.1. [3727

ALVIS SPEED 25 Charlesworth D/H Coupé, 1937 New hood, loose covers, paint good, brakes just relined, well shod, sound throughout. £210. Box No. B728, MOTOR SPORT, 15, City Road, London, E.C.1 [3728

ALFA ROMEO ZAGATO 2-seater, red, exceptionally good condition throughout. £330. "Ashpools," Northall, Dunstable, Beds. [3729

LOTUS TYPE Suspension Units, brand new, £3 10s. each. 43, Chestnut Drive, St. Albans. [3730

ROLLS-BENTLEY 3½ litre Sportsman's Coupé. Five-seater, excellent all-round condition, Zeiss headlamps, etc. £350 o.n.o., or would exchange smaller car. Tel.: Macaulay 1321, or write Day, 24, Crescent Grove, London, S.W.4. [3731

AUSTIN 8 crank, 4 rods and timing wheels, £5. Climax crank and camshaft, ex-Morgan, £5. Vertex magneto, 4 cyl., unused, £8. Aero screen, £1. Various Aston Martin parts, including brake drum. Anthony, 6, Montpelier Rise, Wembley, Middx. [3732

1925 TALBOT Z10 2-seater, small mileage, carefully used. Taxed. Offers or exchange. Purkis, 4, College Hill Terrace, Haslemere. Tel.: 1512. [3734

CITROEN, 1937. 12.8 Saloon. Engine and transmission rebuilt. £210. Tel.: RAVensbourne 4186. [3736

M.G. T.A. 1939 COUPE. Mechanically excellent throughout, body requires slight attention. £200. 14, Cowbridge Crescent, Malmesbury, Wilts. [3737

6½ LITRE BENTLEY, 1927. Excellent mechanical condition tyres as new, no batteries, huge ugly brake body. Best offer accepted as garage space is required. Astley Process Company, Boothstown, Walkden, Lancs. [3738

RILEY 9 D.H.C., 1931 (1935 engine). Solid condition, good tyres, new battery. £65 o.n.o. Also original engine broken down. "Sunbeams," Middleton Cheney, Northants. [3739

M.G. J.2 body, chassis frame, £8. Engine, new cam bearings, resurfaced rockers, clutch linings, centreplate, toggles, £22. 1932 s.v. Morris Minor, long-chassis, 4-speed, 9 in. Lockheeds, rough body, £23, will break. £50 the lot. Pierce, "West Drive," Brightlands Road, Reigate, Surrey. Tel.: 4979. [3741

LAGONDA 16/80 1933 Tourer. 6,000 miles since extensive overhaul and respray, an economical and completely reliable car for reluctant sale at £185. Tel.: Laburnum 2300. [3742

FOR SALE—*continued*

PAIR 650-18 '90's, with tubes, £3; four 20 in. 42 mm. Rudge wheels, £4; Standard 16 free-wheel gearbox, fit S.S., £6; 1929 Alvis 12/50, both axles, £5; 1938 Jaguar 1½ ditto, £12; 1936 Triumph 16 rear, £10; M.G. J.2 crank, £5; 1934 Triumph 10 block, crank, rods, gearbox parts, cheap. Exchange B.S.A. Singer 9 spares Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488. [3740

1939 ALVIS SPEED 25 Charlesworth Sports Saloon (described Autocar 15/8/52). Twin exhausts, Servo brakes, recently at works, perfect throughout. Probably best preserved example of this beautiful and classic vehicle. £500 o.n.o. Hogg, 12, Pier Terrace, Bridport, Dorset. [3743

1937 RILEY KESTREL 14/6 Saloon. Engine overhauled 1,500 miles back, tyres, shock absorbers, springs, king-pins renewed 1,800 miles back, coachwork and interior good. £175 or part exchange vintage car. 366, Wilsthorpe Road, Long Eaton. [3747

BENTLEY SPARES. Large stock available from enthusiast clearing out. State exact requirements. Box No. B748, MOTOR SPORT, 15, City Road, London, E.C.1. [3748

AUBURN 23 h.p. convertible with overdrive (1936). This American sports car is fast, quiet, comfortable, reliable and economical. Lycoming engine, hydraulic brakes. Instruction book and a host of engine and transmission spares, many in makers' wrappings. Photo. Taxed. £120 o.n.o. Lt.-Commander Morgan-Giles, H.M.S. Hornet, Gosport. Tel.: 89166 or Stubbington 273. [3749

1937 2 LITRE M.G. COUPE. Reconditioned engine, specially tuned, fitted Scintilla Vertex, reconditioned gearbox, axles, steering, springs, fitted Newtons, body poor. £165. Tel.: LABurnum 5019. [3750

A.C. 1935 2-seater drophead with dickey, maintained in exceedingly good mechanical condition. New battery, smart tonneau cover, excellent appearance. £175. Stern, 91, Abingdon Road, W.8. Tel.: Western 6850. [3751

NICE ROLLS 20 F.H. COUPE or exchange Tourer, Bentley, Frazer Nash preferred. Fivegates, Llanllechid, Caerns. [3752

BENTLEY 4½ 1929 Carlton Sports D/H Coupé. Completely overhauled engine and chassis, body resprayed and all parts rechromed, Marchals, etc. The whole in excellent mechanical condition £275. 24, Cook's Spinney, Harlow, Essex. [3755

SALE OR EXCHANGE. 1938 model Rover 12, excellent condition, reconditioned engine fitted 11,500 miles, rewired, good tyres, new brake linings, thermo, cut-out, etc., wireless, sell £295, or exchange 2-seater sports, suitable touring, in similar condition, approximate value £200, cash adjust. Box No. B756, MOTOR SPORT, 15, City Road, London, E.C.1. [3756

AUSTIN SEVEN CHUMMY. Vintage 1925. 100 per cent. reliable, in daily use, first class and original order; good tyres, new sidescreens. £60 overhaul this year. Price £95. Langton, 31, Woodberry Crescent, N.10. Tel.: TUD 6050. [3757

ALVIS "FIREFLY" 1933 SALOON. Excellent condition, engine reconditioned 8,000 miles ago, 20-25 m.p.g. £120. Tel.: TUDor 0492 (evenings). [3759

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FOR SALE—*continued*

RILEY 12 h.p. Falcon, October, 1937. Excellent condition throughout, preselector gearbox, fastidiously maintained, really genuine reason for sale. With regrets £210. 123, Crowshott Avenue, Stanmore, Middlesex. Tel. WOR 8112. [3760

A VALVE—and a guide, or a dozen! Valves 6s. 6d. Guides 4s. Aero valve springs: singles 12s., doubles 15s. Postage 1s. 6d. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [3761

ITEMS—VARIOUS! M and J type M.G. 8 in. finned brake drums, 20s. M and J type flywheel and ring, 37s. 6d. "N" type decarb. gaskets, 12s. 6d. Austin 10, 12 or 15 h.p. 1933 speedo and cable, as new, 57s. 6d. 16 h.p. Wolseley 1933 brake cable and ends, new, 21s. Carriage paid. Scott, 14, Orchard Way, Luton, Beds. [3762

FOR SALE—*continued*

BEST CAR IN THE WORLD, Silver Ghost Rolls, 1925, mechanically excellent, closed Thrupp & Maberly coachwork. £90 or exchange. Llewellyn, Downhead, Seaford, Sussex. [3764

10/23 TALBOT 4-seat Tourer. Good condition, new hood, sidescreens, 38 m.p.g. Offers around £120 or exchange vintage or interesting saloon. Myatt, Rotherby, Melton Mowbray. [3766

RILEY SPARES. 9 h.p. 1932, complete chassis for disposal in part or whole. All parts sound except crankshaft. Sunbeam body, ex-1926 3 litre drophead coupé, complete with wings and running boards, in very good condition. No reasonable offers for any of the above refused. McNaughtan, Mt. Pleasant, Buckfastleigh, Devon. [3767

£450. MORRIS MINOR. Green, 1950. Special detachable hard-top, reconditioned tuned engine 2,000 miles, twin carburetters, special manifold and exhaust system, and many other improvements. In perfect order, maintained regardless of cost. For details of numerous extras and modifications write Dr. Coombs, Hopton, Diss, Norfolk. [3768

1929 MORRIS SALOON, 17 h.p. O.H.C. Fabric and brakes poor, mechanically reliable, new clutch, plugs, etc. £12 10s. o.n.o. Hall, Beggars' Oak, Well Lane, Weaverham, Cheshire. Tel.: 3373. [3769

MERCEDES-BENZ 320, 1939. (stored 39/45), saloon, sunshine roof, £180 overhaul 1,500 miles ago. This rare model is in excellent condition, well shod. A quality car for only £365. Murcell, 15, Chester Terrace Mews, N.W.1. Tel.: WEL 5673. [3770

BUILDING A SPECIAL? Several Austin Spares, axles, front and rear; transmissions; suspensions; engine spares; wheels. Also 750 c.c. J.A.P. water-cooled twin, brand new. The lot for only £17; would sell separately. Tel.: Welbeck 5673. [3771

TWO 4½ LITRE LAGONDAS. V.D.P. tourer, 1934, body rough, mechanically good. 1937 saloon, engine temporarily out of action. £200 the pair, or separate. The Shires Motor Co., Warwick Road, Banbury. [3772

SPARES. Complete 1936 Jaguar 2½ Saloon. Running order (just). Engine sound, nearest £35. Wood, Howfield Lane, Chartham (Tel.: 328), Nr. Canterbury. [3773

VOLKSWAGEN. Completely modernised Nov., 1953, cost over £350. Fitted new body, many new parts, radio, Lucas fog/flame-thrower, sports coil, special upholstery, 42 m.p.g., oil nil. One enthusiast owner. Specimen condition. £450. Quantity new/used V/W spares. Sell in bulk or items, cheap. The Bungalow, Chadwick Lane, Heywood, Lancs. Tel.: Heywood 69173. [3774

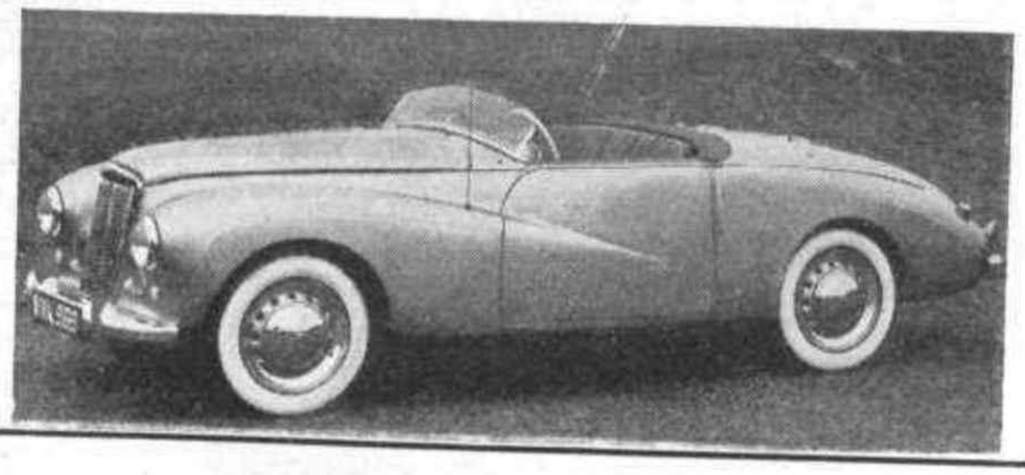
ALVIS 12/60, 1932. Shortened and lowered chassis. Crank journals ground; rods re-metalled; new starter ring. Engine requires assembly. Lowered radiator, requires body. £25. Richard Mead, Dorridge, Warwickshire. Tel.: Knowle 2697. [3775

SPARES. Good used spares for Austin 7, Morris Minor and Riley 9. Satisfaction guaranteed. Oliver Hudson, Motor Spares, Upton-on-Severn. Tel.: 281. [3776

AUSTIN SPRINT SPECIAL. Single seat. Fast and good looking. Photo sent on request. £85. Must sell. "Fernlea," Tinsley Lane, Three Bridges, Sussex. [3777

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FOR SALE—*continued*

FORD 10. Black axle, complete springs, propshaft, Girling brakes, £15. Water pump, £2. Y type front axle, brakes relined, £5. 6 wire wheels at 5s. each. Opel water pump, £4 (unused). Radiators, Treen Riley 9, £3. Austin 7, £1. 4 sheets of alloy 6 ft. x 2 ft., 18 gauge, £1 each. Pair Andrex shock absorbers, reconditioned by maker, £4. M.G. T.A. T.F. steering wheel, Bluemels sprung, £4, as new. Tyres, part worn, pair 5.50 x 17, £2. Pair 4.50 x 17, £5. One 4.50 x 19, £1. Norton, 7, Hickmans Close, Lindfield, Sussex. Tel.: Lindfield 3309. [3778

DELAGE D.M.G. SALOON. 1930. Good mechanically, tyres good, new battery, bargain, room wanted. £40 o.n.o. Box No. B781, MOTOR SPORT, 15, City Road, London, E.C.1. [3781

ALVIS 1935 SPEED 20 Fixed-head Coupé, P.100s. Immaculate condition throughout, £200. Box No. B782, MOTOR SPORT, 15, City Road, London, E.C.1. [3782

M.G. 39/40, W/A type D/H Coupé. Beautiful condition all round, new tyres and batteries. £225. 4 Chalton Cross, Toddington Road, Luton. [3783

FORD 10 two-seater Special. Alloy body, potent, economical, August, 1953. £95. Watson, 7, Violet Street, Halifax. [3786

1934 RILEY SALOON. Twelve-Six. Wilson gearbox, five good tyres, batteries, carb., brakes recently renewed. £75 or near offer for quick sale. Barnaby, 192, Stroude Road, Egham, Surrey. Tel.: 3425. [3787

1921 T. MODEL FORD, in perfect condition. Offers over £100. 104, Macaulay Drive, Lincoln. [3788

LEAF, 1928, 12/40. New battery, carburetter, etc., good engine, hood. £91. Seen London. Box No. B789, MOTOR SPORT, 15, City Road, London, E.C.1. [3789

G.N. CYCLE CAR. Engine, chassis complete with axles, countershaft, sprockets, etc. £10 o.n.o. Also quantity of Mark I Velocette spares. 9, Evenden Road, Meopham, Kent. [3791

1932 RILEY GAMECOCK. New battery, new hood, an original car. £110. Exchange complete chassis, suspensions, etc., L. C. Cooper. Tel.: Hoylake 6710. [3792

FORD 8 SPECIAL. Rebuilt engine, tubular chassis, suitable Autocross, etc. £125. Stone, 82, Montague Road, Slough. [3793

TRIUMPH 1937 2 litre Saloon. Excellent running order. Radio, roof grid, insured April, 1955. £115 o.n.o. Clark, 5, The Park, Cheltenham. [3794

1934 ALVIS SPEED TWENTY Vanden Plas Sports 2-door Saloon. Black, engineer owned and maintained, bodywork, cellulose and chrome equal to mechanical condition, which is excellent. Full history available. £210 or offer. Box No. B795, MOTOR SPORT, 15, City Road, London, E.C.1. [3795

JOWETT JUPITER, 1952. Red, excellent condition, heater, radio, etc. £555. D. R. Phillips, "Norton House," Bishop's Castle, Shropshire. Tel.: 95. [3797

RILEY IMP. £285. Excellent condition, recent new cylinder head, crownwheel and pinion. Box No. B798, MOTOR SPORT, 15, City Road, London, E.C.1. [3798

GROOMED HILLMAN COUPE, 1939. Beautiful condition/performance. £195. Particulars, photo. Tel.: Slaithwaite 341. [3799

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FOR SALE—*continued*

M.G. K.O. wheels, two, 16 in. x 600, £8; two new tyres and tubes, 16 in. x 600, £8; two 19 in. wheels and tubes, £5. Wanted three 18 in. wheels. 54, South Royd Street, Tottington, Bury, Lancs. [3800

ROLLS 20 TOURER with saloon top. Easily reconverted wheels, 6 in. x 18 in. (6), tyres excellent, recent engine overhaul. £120 o.n.o. Manchester. Box No. B802, MOTOR SPORT, 15, City Road, London, E.C.1. [3802

VERY RARE M.G. 1949 1¼ litre tourer; four-seater, perfect condition. One owner. £525 o.n.o. Simpson, Pentre Uchaf, Bodfari, Nr. Denbigh. Tel.: Bodfari 264. [3803

LARGE QUANTITY new, second-hand spare parts for M.G., Riley, Bentley, Peugeot, Morris, etc. Great variety. S.a.e. for complete lists. Box No. B804, MOTOR SPORT, 15, City Road, London, E.C.1. [3804

FOR SALE—*continued*

ZEISS chrome headlamps, mirror reflectors, £10. 1934 super sports Morgan 1100 c.c. O.H.V., J.A.P., rebored, carburetter, reconditioned, etc., £80. Jackson, "Glenthorne," Lorton Road, Cockermouth, Cumberland. [3805

MUST SELL! Type 40 Bugatti Special, with 2 litre Atalanta engine. Best offer secures. Lichfield Garage, Nottingham Road, Mansfield. [3806

1954 BUCKLER Mark V. Professionally built. Total mileage 1,300. All Ford components, D type close ratio gears, fitted mohair hood and tonneau cover, split front axle, £500. 1952 Shaddick Special, completely reconditioned, Ford 10 engine, gearbox and rear axle; Aquaplane head and camshaft, balanced crank, large capacity oil pump and sump; twin S.U.'s, four branch exhaust; Buckler "C" type gears; 4.7 rear axle; split front axle; 90 m.p.h., £350. Any car taken in part exchange, 500's, etc. Littabourne Garage, Pilton, Barnstaple. [3807

TALBOT 14 h.p. 1931, in perfect running condition, but has just lost 5 teeth in camshaft cog, and is too big a job for me. Two brand new tyres fitted, also two tyres still unwrapped, 525 x 21, cost £7 each. Take away this dear old lady with tyres for £35. Phillips, 7, Stroud Crescent, Putney Vale (behind K.L.G.), or Tel.: TEM 3411. [3808

COMPLETELY REBUILT 1937 comp. A.C. two-seater, cost over £500. All chrome parts, including carbs., dynamo, etc., heavily plated. Five brand new tyres and tubes, cream plastic hood and tonneau, Alpha red body, silver wheels, cream vinyl leather upholstery. Eight wins in seven Concours, trial by arrangement, colour photo on request. Accept £450 or exchange with cheque for A40 Sports. Blackmore-Reed, 372, Wickham Road, Shirley, Croydon. [3809

I WANTED A BUG, wife wanted new house. Anyone want a Type 23? Chassis completely reconditioned, new ash and ali. 2/3-seater body, hide seats, etc. Engine dismantled but complete (crank cracked). Lancs. Offers of good home and lolly to Box No. B810, MOTOR SPORT, 15, City Road, London, E.C.1. [3810

FORD 10 H.P. Complete post-war engine, radiator, clutch, gearbox and rear axle assembly, all in good order. £45 o.n.o. Peterborough Engineering Co., 165, Cromwell Road, Peterborough. Tel.: 5503. [3811

£25. ROVER 9.8 h.p. 1931. Engine, starter, etc., all good. 2 new, 2 remould tyres, 5.00 x 19. Home-made body, top removable for English summer! Taxed. Been regularly used. Consider breaking. Crook, Mill Lane, Totnes, Devon [3812

3-LITRE RED LABEL BENTLEY Open Vanden Plas, 1926. Close ratio box, engine completely overhauled, new mains, big-ends rebored, latest type rockers, magnetos, dynamo, starter, water pump, carburetters reconditioned; radiator fitted new core; chassis has been completely stripped down and anything that needed replacing has been done. Body reupholstered, new carpets, new tonneau cover, new hood, new battery. In fact, the whole car is in excellent condition. Tyres good. £225. J. C. Tiffin, Tel.: Banbury 3123, 9a.m.-6 p.m. After 6 p.m.: Tel.: Farnborough, Warwickshire, 242. [3813

BREAKING FOR SPARES. Alvis Silver Eagle, Lagonda 4½ litre 1934. Siddeley 14. Chrysler Airflow. Morris 8, 1938. Vauxhall 20 and 14. Standard 12, 14 and V8. Many others. Carruthers of Carrutherstown (233), Nr. Dumfries. [3815

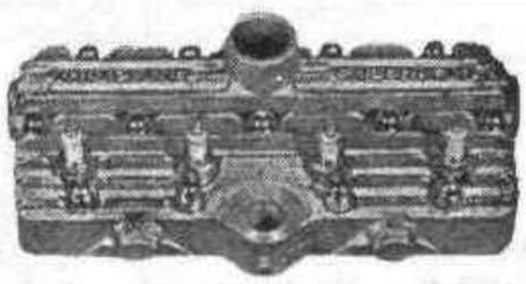


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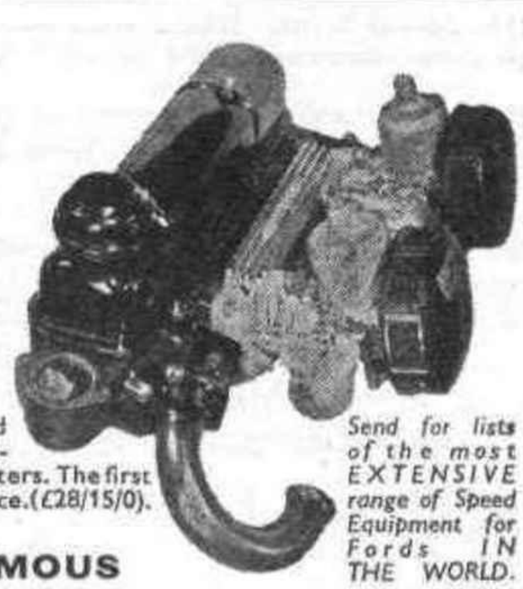


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BLACK SHADOW, Series "C." Overhauled 4,000 miles back regardless of cost by George Brown. Over 100 m.p.h. in third with acceleration to match. For sale at £250 or offer, or in exchange for "Imp" or similar. Alternatively, exchange for Austin Special or similar with cash adjustment. Evans, 45, Mulgrave Road, Ealing. Tel.: Perivale 4891. [3838

RILEY 1925, 12 h.p. 4-seater tourer. Unused ten years, good runner. £55. Tel.: Leigh-on-Sea 76180. [3839

£30. 1936 (June) Ford 10 Saloon. Needs attention. Wanted F.N./B.M.W. Sports or Coupé, condition immaterial. "Sunnyside," Stoke Aldermoor Gardens, Coventry. [3840

ALVIS "BEETLEBACK," 1930, in very good condition throughout, 70 m.p.h., 30 m.p.g. £110. Terms could be arranged or exchange. Tel.: Silverthorn 4836. Box No. B841, MOTOR SPORT, 15, City Road, London, E.C.1. [3841

THE RILEY MAN OFFERS: Service, tuning and good used spares for all pre-war models. New 9 h.p. crown wheels and pinions, £7 10s. per pair. New twin manifolds, 45s. each. Sprite 2-seater, in specimen condition, rebuilt throughout as new, reasonable price to a man who knows and appreciates these outstanding cars. 270, Acton Lane, London, W.4. Tel.: CHI 5783. [3842

MORRIS OXFORD Colonial Tourer, 1929. Mechanically sound, new sidescreens, newly repainted. £40 o.n.o. English, 63, Springfield Road, N.W.8. [3844

ALLARD 2-seater, 1948. Red, rakish, ravishing. £300. 40, Broadwater Avenue, Letchworth, Herts. [3845

FOR SALE—*continued*

ROVER/RILEY ENTHUSIAST posted overseas regretfully offers 1940 Rover 10 Saloon, taxed/insured, first-class condition, bargain, £225 gns. o.n.o. Riley 9 Spares: Solex carb., 10s.; twin manifold, 30s.; new distributor unit with drive, 35s.; new clutch linings, rivets, 37s. 6d.; set con-rods, 5s. each; rocker box clamps, 5s Monaco door locks, handles, hinges. Offers. Also attractive range tools, jack, pump. 19, Perch Meadow, R.A.F. Halton, Aylesbury. [3846

THE HILLWOOD M.G. 750 c.c. Two outings since rebuild and prepared for next season. Features include: Fully balanced Laystall crank, Martlet pistons, R-type rods, rammed induction, new tyres, magnificent mono-posto aluminium body in green. Fully road equipped. £295. Lawrence, Tel.: Basingstoke 1448. [3847

ALVIS 17 S.H. SALOON, 1937. 51,000, I.F.S. rebuilt (Alvis Ltd., June). Last month: Re-sprayed mist green, brakes relined, new valves, springs, silencers and pipe New Marchal Optiques, high ratio c.w. & p. (standard if required), 4 synchromesh, perfect. Unmarked leather and chrome. Special tools, manual. £275. Photograph, history, inspection, demonstration: Towns, Keele Hall, Newcastle-under-Lyme. [3848

CROSSLEY, 1937, SPECIAL. Black, two-seater, high ratio gearbox, Jaguar-type wheels, good tyres, requires new engine. £40 o.n.o. Lewis, Mechanic, Wern Taew, Pencoed, Glam. [3849

H.R.G. Green 1½ litre Meadows. Recently overhauled, fitted hydraulics, immaculate and excellent performance. £320. Box No. B853, MOTOR SPORT, 15, City Road, London, E.C.1. [3853

FOR SALE—*continued*

LAGONDA 16/80 1934 Sports Saloon. One careful owner, excellent condition. £235, or would consider exchange with 2-seater M.G. Tel.: ADD 3779. [3850

ALVIS FIREBIRD. Dec., 1934. D.H.C. aluminium body, copperised head, all-round good condition. £225 Box No. B852, MOTOR SPORT, 15, City Road. London, E.C.1. [3852

FRAZER-NASH B.M.W., 1936, type 319/2. Mechanically good, body poor, been stored outdoors. £50 o.n.o. Leverton, Kighill House, Mansfield Road, Linby, Notts. [3860

M.G. "P" SUMP £4, Camshaft £5, Lucas mag. £5, Starter £3 32, Riversley Road, Gloucester. [3861

WOLSELEY HORNET Specials, 1932 and 1934. Dismantling two cars, many spares. Clearance prices or Austin 7 exchange. 161, Birmingham Road, Kidderminster. Tel.: 2897. [3862

BREAKING 1934 Alvis S/20 Tourer (P100s) all parts. 1936 Humber 18 (P/Box) all parts. S. C. Latter, Panel Beaters, 238a, Worplesdon Road, Guildford. Tel.: 5882 [3863

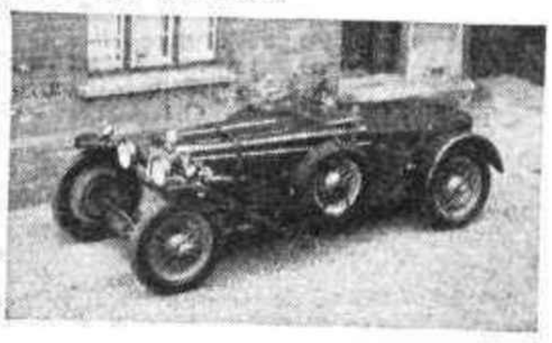
A.C. 2-LITRE 1933, 4-seater. D/H Coupé. Nice condition. £115. Clovelly Cottage, Elstead Surrey, or Kingston 9025, office hours. [3865

TALBOT 65 Saloon. In excellent order throughout. One previous owner. Carefully stored nine years, low mileage. Needs spare tyre Best offer £155. Tel.: West Drayton 2504. [3864

REGRET TO SELL but broke. J2 M.G. Goes like a bomb. Good all-round condition. £145 o.n.o. Tel.: Ruislip 4523. [3866

1935 KESTREL NINE. £235. Write for details and photographs. Box No. B867, MOTOR SPORT, 15, City Road. E.C.1. [3867

1934 T.T. Replica Frazer-Nash



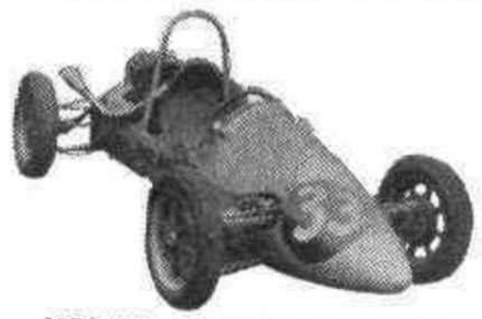
Blackburne twin o.h.c. engine. Over £450 been spent in bringing car to present excellent condition. Engine has been completely rebuilt, including liners, new pistons, shaft ground, etc., fitted Scintilla magneto. New clutch bearings and lining, rebuilt bevel box completely rebushed. New chains. New carpet, floor, tonneau, hood, side-curtains, etc. Many engine spares. Selling, having bought larger car. **£300 o.n.o.**

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£225. 1937 9-h.p. Monaco. A most attractive little car which is now undergoing an engine overhaul here, and will be complete by the time this appears.

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1937 ROVER 14 Sportsman Saloon. Grey. Reconditioned engine. Cromard liners. New S/As, clutch, carb., U/Js, tyres, springs, in last 20,000 miles. Beautiful car inside and out £220 o.n.o. Hodson, "Penvu," Bodriggy Villas, Hayle, Cornwall. [3869

ALVIS SILVER EAGLE Atlantic Saloon. Now having top overhaul and new core plugs fitted. A reliable vintage saloon. Towing attachment fitted. Also 1934 16.95 saloon, good condition, and Firebird saloon. And most Alvis spares available. Routledge, Station Road Garage, Scholes, Leeds. Tel.: 647896. [3870

LAGONDA GEARBOX TROUBLE? An Alvis box will fit. S.A.E. Routledge, Scholes, Leeds. [3870A

"326" FRAZER-NASH B.M.W. Saloon. Fitted many replacement parts including complete rear axle with Bristol torsion bar suspension, new starter, new clutch and cylinder head. Engine stripped and rebuilt New tyres and battery. Reluctantly offered due to delivery of new car. £275. Box No. B871, MOTOR SPORT, 15, City Road, London, E.C.1. [3871

RILEY 2½-LITRE (1949). 53,000. First owner. Maintained in first-class condition. Radio, etc. £275. McCleery, 44, The Rise, Malahide, Co. Dublin. [3872

1948 1½-LITRE A.G.S. 2/3-seater. All enveloping sports body. I.F.S. Lockheed brakes. Offers. Box No. B873, MOTOR SPORT, 15, City Road, London, E.C.1. [3873

LAGONDA. 1936 Type M45. Pillarless Saloon 4½-litre. Taxed, excellent condition. Price £300. The Springfield Avenue Garage, Ltd., Bridlington. Tel.: 4369. [3875

2-LITRE LAGONDA 1932 Coupé. Mechanically sound, body rough. £80. Symons, 26, Pulteney Street, Bath. [3877

P.B. M.G., 1936 4-seater, £85 engine overhaul, 16 in rear wheels, new differential, tyres, battery, Scintilla mag, aero screens, tonneau cover, hood and side screens. £175.. Mellor, 2, Arnold Avenue, Birkby, Huddersfield. Tel.: HUDD 3229 [3879

ASTON MARTIN 1½-litre International, 1930, 2/4-seater. £150 o.n.o. 62, Grove Park, Knutsford, Cheshire [3881

RILEY 1½-LITRE Saloon, 1937. Excellent mechanically. Needs respray. £135. Exchange smaller Morris 1946 10-cwt. van. Sound condition. £120. 2, Coniston Road, Tettenhall, Wolverhampton. Tel.: 51838. [3882

ALFA ROMEO, 22/90, pointed tail, 2-seater, raced Brooklands 1925/6. Rebuilt throughout. Special axle, etc. £250 o.n.o. Knight, 103, Kidbrooke Park Road, S.E.3 [3945

ALVIS SPEED 20, 1932, Sports 4-seater. Mechanically good, back axle and clutch recently redone. Well shod. Weather-proofing needs some attention. £130 o.n.o. Box No. B883, MOTOR SPORT, 15, City Road, London, E.C.1. [3883

LEA FRANCIS 12/40 Tourer, 1929. Engine overhaul just completed (new pistons), 4 good tyres, new paintwork, good body. Just acquired Lambda, so £100 o.n.o. Miller, 15, West Bar, Banbury. [3884

ROLLS 20-H.P. 1927 chassis for sale for spares, only front hubs missing. Offers. Rolls 20-h.p. 1926 Drophead Coupé with luggage box at rear, one owner. Offers to White, 15, Broadway, Woking, Surrey. Tel.: 1007. [3885

ALVIS FIREFLY 12-h.p. D/H Coupé. Extremely good mechanically. Env. gearbox. £95 o.n.o. Burden, 32, Cowrakes Lane, Whiston, Rotherham Tel.: 5318. [3886

1934 MODEL J.2 M.G. £125. Almost faultless. J. Fray, Lanchester Hall, The College of Aeronautics, Cranfield, Bletchley, Bucks. [3887

RAILTON STRAIGHT EIGHT. All models; also new and second-hand spare parts, reconditioned engines. A-One Motors (London) Ltd. Tels.: Tate Gallery 0192 and Vandyke 5181. [3825

1949 AUSFORD special 2-seat aluminium body. New Ford 10 engine. Front split axle. Offers? Box No. B826, MOTOR SPORT, 15, City Road, London, E.C.1. [3826

BUGATTI 57 S.C. Coupé 2-seater. Excellent condition throughout. Seen London by appointment. £1,300. Box No. B827, MOTOR SPORT, 15, City Road, London, E.C.1. [3827

RILEY USED PARTS. Crownwheels, 1932, Riley saloon. £50. Chili Parlour Cafe, Hatfield, Herts. [3828

FOR SALE—*continued*

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S.S.1 1935 SPORTS SALOON. Engine overhauled, recon. gearbox, new electrics, rewired, etc. Over £240 spent. Best offer over £135. Box No. B835, MOTOR SPORT, 15, City Road, London, E.C.1 [3835

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THE RILEY SPECIALIST, Wesbell Motors, Balfour Road, Hounslow, Middlesex, for all spares, new and second-hand. Now in stock: engine spares for 9 h.p., 12/6, 12/4 and 14/6. Tel.: Hounslow 9359. [3817

1946 CITROEN Light 15 Saloon. Black/red leather. Excellent condition. £339. Terms, exchanges. Pride & Clarke Ltd., Stockwell Road, Brixton, S.W.9. Tel.: BRIxton 6251. [3818

FRAZER NASH Le Mans replica 1952 model, ex-John Melvin. Total mileage 9,200. B.S.I. 140 B.H.P. engine done under 1,000 miles and has just been decoked. Racing tyres, newest type brake shoes, full road equipment. Offers to Melvin Motors Ltd., 18, South Annandale Street, Glasgow, S.2. Tel.: Pollock 4671. [3819

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1933 SINGER 9 SPORTS. 4-seater, good condition. £65 o.n.o. 95, The Main Way, Chorley Wood, Herts. [3822

SUNBEAM, 1931, COUPE. 16 h.p., good condition. Offers. Also numerous spares 18.2 h.p. Shead, 55, Mayplace Road East, Bexleyheath, Kent. Tel.: Bexleyheath 954. [3824

SINGER MONTE-CARLO 1½ litre 4-seater tourer. Good condition. £120 or nearest. Box No. B854, MOTOR SPORT, 15, City Road, London, E.C.1. [3854

1930 RILEY 9. Engine dismantled, body rough, towable. £10. Alderton, 4, Fernie Road, Braintree. [3855

V8 SPECIAL. New engine, Scintilla 17 in. brakes, no body, drive away. £50. Tel.: Kingston 3953. [3856

M.G. MAGNA, 1932, COUPE. Good mechanical condition, bodywork fair, new springs and carbs. £65 o.n.o. Litherland, 40, Lindal Crescent, Enfield, Middx. [3857

FORD BASE SPECIAL. Tubular chassis, FS transverse RS ¼ elliptics, 4.75 and 5.25 tyres. Quantity of odds and ends and tubing, no engine and gearbox. £50 o.n.o. Young, 21, Hazelwood Road, E.17. Tel.: LAR 8357. [3858

ORDINARY! Austin 7 1932 Saloon. Spare gearbox, 3 good tyres. £35 o.n.o. Tel.: FIN 6609 [3859



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RILEY NINE, 1929. Good body, just had 4 remoulds. What offers. R. James, Peniarth, Bwlchycibau, Montgomeryshire. [3888

LANCIA APRILIA. Body first-class. Andres, etc. £350. Wells, 200, Neasden Lane, N.W.10. Tel.: GLA 7273. [3890

CRASHED 1939 B.S.A. SCOUT. Only damage at rear. Mechanical parts and rest of car excellent and working. Quick sale. £55. Lee Green 4083. [3891

1931 RILEY 9. In running order. Mechanically sound, body fair, rewired. Reliable. £45. Apply after 6.30 p.m. or at weekends. Crossley, Brook Cottage, Hunsdon, Ware, Herts. [3892

VINTAGE 1926 12.9 SWIFT, stored 15 years, one owner, £30 o.n.o. 1919 Triumph "Baby" 225-c.c. T.S., 1921 Royal Enfield 225-c.c. T.S., £12 pair. Wolseley Hornet engine, free for collection. Pape, 61, Toll Gavel, Beverley. [3893

1936 RILEY 9, Merlin, special series. Good condition after general overhaul 12,000 miles ago. £150 o.n.o. 29, Ebrington Road, Kenton, Middx. Tel.: WOR 2525. [3894

1930 CHUMMY, excellent condition, fitted 1933 engine and gearbox, 4-speed, £50. 1929 model fitted 2-seater body, £25. J. Lott, Fairview, Lyminge, Folkestone. Tel.: 87289. [3895

RILEY 14/6 ALPINE Saloon, 1931. Excellent condition throughout. £130. May be seen at Field End Garage, Eastcote, Middx. [3896

1934 RILEY 9, aluminium body, crash box, excellent appearance and condition, engine sleeved standard. Many extras and spares. £185 o.n.o. 40, Westcroft, Chippenham, Wilts. Tel.: 3056. [3897

FATHER OF TEN, you need my 1931 Sunbeam Brake, £50; 1929 Singer 12, £30. Gadebrook (Watford) 2061. [3898

STANDARD AVON Special 4-seater Coupé. Modified transmission. Sound, economical. Offers over £100. Box No. B899, MOTOR SPORT, 15, City Road, London, E.C.1. [3899

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1929 BENTLEY 4½-litre Tourer, special short chassis, over £150 spent on engine and brake overhaul, new radiator block and tyres recently. This car is in really good condition and fit to pass any Bentley enthusiast. £300. A. Freeman Ltd., Grosvenor Garage, Levenshulme, Manchester, 19. [3904

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INVICTA 3-LITRE, 1948, model drophead coupe in really immaculate condition. No words can describe this car which cost nearly £3,500 and is fitted with every conceivable fol-de-rol, and beautifully finished in maroon and off-white. A real eye-catcher ... **£685**

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1928 JOWETT TOURER. Well kept, sold to the first £20. 1939 Studebaker Commander Saloon. O/drive, C/change, heater, new battery, I.F.S., excellent condition. £175. Terms. Collins, 15, Holmewood Road, South Norwood, S.E.25. Tel.: LIVingstone 5406. [3902

ROVER 12 Open Foursome Sports, 1936. Sidescreens and disappearing hood in good order. Nearest £175. Harris, 118, Tobyfield Road, Bishop's Cleeve, Cheltenham. [3947

HUMBER. Well equipped 9/28. £25. Usual reason. Apply to R. J. Bowker, Crabbs Close, Old Park Road, Hitchin, Herts. Tel.: 489. [3948

INVICTA 1932 4½-litre drophead foursome in mechanically perfect condition, rebuilt and maintained by an enthusiast. 0-60 in 12 seconds, 100 m.p.h. in top. £250. Matthews, 191, Bennetts End Road, Hemel Hempstead. Tel.: Boxmoor 974 (1500 day). [3949

ALVIS 12/50, vintage 1930. One owner 17 years. Excellent mechanical condition. Near Oxford. Box No. B950, MOTOR SPORT, 15, City Road, London, E.C.1. [3950

VW LATEST MODEL de luxe saloon stratosilver, 900 miles. £50 below cost at £655. Brown, 7 Upper Norwich Road, Bournemouth. Tel.: Westbourne 63703. [3951

FORD PREFECT, 1955 model just delivered. £675. de Souza, 50, Richmond Park Avenue, Bournemouth. Tel.: Winton 1692. [3952

JAGUAR 2½-litre Sportsman's Saloon (1937). Black, scarlet leather. Ace discs. Factory reconditioned engine. New tyres. A quiet and immaculate example. £175 o.n.o. Lt.-Cmdr. Dodd, H.M.M.T.B. 5518, c/o G.P.O. London. Tel.: Gosport 89167. [3953

ALVIS 12/50, 2-seater, 1928. Good hood, etc., 2 new tyres. £70. Fairhurst, Shobdon. [3954

1929 MORRIS COWLEY. Very reliable, appearance good, inside and out. Photos. Deliver near London. Wise, Longdown, Exeter. [3955

RENAULT 750 four-door saloon; September 1952. Small mileage, excellent mechanical and bodywork condition, fitted twin spotlights, screen washers. Price £450. Ross, Saddleworth 166, near Manchester. [3956

AUSTIN 7 Sports, 1934. Crankshaft broken, also Special made mostly from Austin 7 parts. I.F.S. and I.R.S. very light. No engine. Pair £85, buyer collects. R. Wright, Upavon, Wilts. [3957

BREAKING RILEY 9's Lynx and Kestrel, 1933. Wanted Monaco Radiator. Dutton, Tanhouse Lane, Parbold, Wigan. [3958

FOR SALE—*continued*

1928 FRENCH SALMSON, 9.6-h.p. converted to saloon. Good fettle. A grand runner. Nearest to £30. Swan, 15, Penn Street, Oakham, Rutland. [3903

AUSTIN 7 SPECIAL. £100. Write for details. Beeny, c/o Chilton Service Station, Fleet Road, Cove, Hants. [3905

RILEY FALCON 12, 1935, good condition, first-rate engine, new battery, any trial. £120 o.n.o. Phone Harrow 0059 weekdays after 7 p.m., weekends before noon. [3906

1933 KD MAGNETTE. Saloon body C/W bonnet, wings, radiator, r/seats, headlights, foglamp, Wilson pre-selector box. £25 or separate offers. Skegg, 26, Royal Street, Gourock, Renfrewshire. [3907

RILEY NINE MONACO. Exceptional imposing condition. 1932 original specification. £110. Further details (after 7.30 please) from Upminster 2978. [3909

RILEY 9 LINCOCK. Black saloon, occasional four. Bodywork average, pre-selector box good, universal sloppy, dynamo needs overhauling. Must sell about £75. Reason for selling—staying in this country. Tel.: GIP 5139. [3910

TRIUMPH 7 2-seater, ex 1947. Electric conversion front similar Volkswagen. Room big engine. Black, Monkswood, Wagon Road, Barnet, Herts. [3911

1930 12-H.P. International Aston-Martin. Very recent rebore, reground. 5 excellent tyres, battery. 2-seater body, cellulosed BRG. Many extras and spares including wheels, crankshaft, R.A. £210. M.G. Workshop Manual, 15/-. Jepson, 9, Park Hill Road, Wallington. Tel.: 7877. [3914

1934 TALBOT 65 Saloon. Original condition. Everything works. Offers. Wedgwood, Burcot, Bromsgrove. [3915

NEW BTH VERTICAL MAGNETO. Fits Ford 8, 10, 14 and 24. £4 10s. Thorp, Moorgate Park, Retford. [3916

SUNBEAM TALBOT 90 Saloon, 1951. 27,000. Heater, radio, immaculate. £675. Accept 2-seater Drophead, 2,000 Roadster, 1A Jupiter, Healey. Cash either way. Walker, 90, Bressey Grove, London, E.18. Tel.: Wanstead 5427. [3918

ALVIS FIREFLY. Manual box, excellent all-round condition. Must sell immediately. Nearest £85. Genuine bargain. Gayfields, Cutbush Lane, Earley, Reading. [3919

TRIUMPH 1935 10-h.p. Tourer. Coventry Climax engine. Consider Vespa in part exchange. £90 o.n.o S.A.E. details. 17, Thrasher Road, Aylesbury. [3920

1949 T.C. M.G. STANDARD, also Stage II Works Head, both complete, rockers, etc. Pair 1¼ in. S.U. Offers. Farmer, Toberhuney, Lurgan, Ulster. [3921

1928 ROLLS ROYCE 20 Park Ward Sports Saloon, with boot. Most attractive example, genuine bargain at £220. Also 1947 (regd.) Willys Jeep, £60. Clissold, The Squirrel, Christmas Common, Watlington, Oxon. [3923

LANCIA LAMBDA 8th series Weymann Saloon. All desirable mods. Good history. Exceptional condition. £130. Tel.: Warminster 2370. [3924

BENTLEY 3-LITRE Tourer. Recent £50 improvements. £120 o.n.o. Tel.: Wordsworth 2025. [3933

ALVIS FIREFLY 12-h.p. Sports Saloon, 2,000 since re-bore, new batteries, above average throughout. £165. Homestead, College Lane, Hassocks. Tel.: Hurstpierpoint 3382. [3934

CRASHED RAPIER Open 2-seater. Engine and accessories good except fractured inlet manifold and bell housing, chassis slightly bent, gearbox doubtful, radiator u/s but have spare, wheels, springs, axles, slab tank, rear wings sound. View Gerrards Cross, write Lightfoot, 58, Eardley Crescent, S.W.5. £70 the lot. [3935

RILEY 9 Tourer. 1929 vintage car completely rebuilt and restored 1952. Excellent original condition. Very economical. Taxed and insured Good weather protection. Regretfully offered at £68.10s. Lt.-Comdr. Foden, H.M.S. Hornet, Gosport. Tel.: 89166. [3936

RILEY 9 Kestrel Saloon, 1934. Good body, lovely dual grey, excellent tyres, new battery, side mounted dynamo, hydraulic brakes, manual gearbox, grand engine, T and I. Real stormer but larger car vital. £110 or level swop later Austin, Wolseley, similar 12-14 h.p. sound condition Miller, 5, Post Street, Padfield, Hadfield, Nr. Manchester. [3938

8-LITRE BENTLEY, 1932, with beautiful 1938 drophead coupé body by Hooper. Outstanding car, excellent condition throughout. 5, Queen Victoria Street, Blackburn. [3939

SINGER 9 LE MANS, 1935, Sports, open 2-seater, very good general condition. £100. 1, Berkeley Road, Wimbledon, London, S.W.19. [3940

"WILL SOME KIND GENTLEMAN take me home" says my 1932 Alvis 12/60 Saloon. Mechanically and bodily sound except, dynamo, front wings, windscreen. Untaxed. What offers? 2, Trinity Terrace, Ventnor, I.O.W. [3942

FOR SALE—*continued*

ALVIS 12/50, S.A. series, short stroke, big port. "Duck's back" 2-seater. Original "unimproved" condition. Seen Liverpool, London or intermediate points. £95. Box No. B944, MOTOR SPORT, 15, City Road, London, E.C.1. [3944

M.G. SPARES. T.A. 1¼ in S.U.s. Inlet, exhaust manifolds. New half-shaft. Blower inlet pipe 4 branch exhaust. Lodge R49, R47 plugs. Offers. 67, Great Gardens Road, Hornchurch. Tel.: 3167 evenings. [3925

M.G. P ENGINE and gearbox, manifolds, carbs, starter, etc. £35 o.n.o. E. F. Cooper, Hanbury, Nr. Bromsgrove, Worcs. Tel.: Hanbury 322. [3927

TWO AUSTIN SEVENS, 1934, Saloon and potent 2-seater, excellent condition. £160 or exchange sports car. Box No. B928, MOTOR SPORT, 15, City Road, London, E.C.1. [3928

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LEA-FRANCIS, 1931, 12/40 Sports Saloon, £75. Lea-Francis Coupé body on 12/40 chassis, cheap to clear. Spares for all vintage Lea-Francis and Meadows engines. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [3931

ROLLS 20 DROPHEAD, 2/4-seater. Outstanding condition. Latest radiator, chrome windtones and spot. Radio. Grey, red hide upholstery 22 m.p.g. £325. Harrison, 37, Abingdon Road, N.3. [3932

WANTED

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COOPER 500/1,100, any condition. Also spares. Norton gearbox or spares. South Lodge, Hosey Common, Westerham, Kent. [3433

PAIR HEADLAMPS suit my 1931 Wolseley Hornet. Reasonable condition. Sugden, 3, Prince Arthur Road, N.W.3. [3434

PAIR ZEISS HEADLAMPS. Bar fitting with original glass. Cann, Bouverie Hotel, Folkestone. [3441

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CITROEN. Light 12/15, sound body and mech. No dealers, London. Box No. B452, MOTOR SPORT, 15, City Road, London, E.C.1. [3452

M.G. J2 or Ford, Austin, Special with similar performance, around £100. Full details including price to King, Officers' Mess, R.A.F. Weston Zoyland, Somerset. [3462

£1 REWARD for knowledge gearbox for Austin 1939, 12-h.p. s/lift bonnet. Beale, Bonsall Street, Long Eaton, Notts. Phone Long Eaton 3175. [3467

MK. IV COOPER 1,000 less engine, reasonable price please. Graham, 20 Vulcans Lane, Workington. [3473

500 c.c. RACING CAR for display purposes. Engine, etc., not required. Any condition. Box No. B655, MOTOR SPORT, 15, City Road, London, E.C.1. [3655

WANTED—*continued*

USED SPEED EQUIPMENT for all popular makes of British cars. I am also in need of new or used speed equipment for a Rover 75. Send particulars to Russell Hilton, 2101 W. 4th Avenue, Vancouver 9, B.C., Canada. [3469

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CENTRIC 160 Supercharger or spare parts. Box No B478, MOTOR SPORT, 15, City Road, London, E.C.1. [3478

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 B484, MOTOR SPORT, 15, City Road, London, E.C.1. [3484

STEERING BOX complete, suit J2 M.G. Also exchange pair 16in. x 500 wheels complete for 19in. x 450. Dumville, 41, Clare Cottages, Bletchingley, Surrey. [3485

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PRIVATE Midland enthusiast requires Porsche 1500, Triumph T.R.2 Bristol or Aston Martin Saloon, for cash. Must be reasonable. Details. Box No. B514, MOTOR SPORT, 15, City Road, London, E.C.1. [3514

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1939-1940. Triumph saloon or drop-head coupé, or Riley saloon. State age, price and condition. Box No. B542, MOTOR SPORT, 15, City Road, London, E.C.1. [3542

FRONT BRAKE, back plate, for 1933 4½-litre L.C. Invicta. Send details to Froggatt, 1, Chiswick Terrace, Leeds, 6, Yorks. [3562

FORD ENGINED SPECIAL required. Richmond, 42, Cranbrook Road, Chiswick, W.4. EALing 4024 (Business). [3563

ALVIS 12/70 4-seater D/H Coupé. Preferably in good condition. Beaumont, 56, Clumber Avenue, Newcastle, Staffs. [3566

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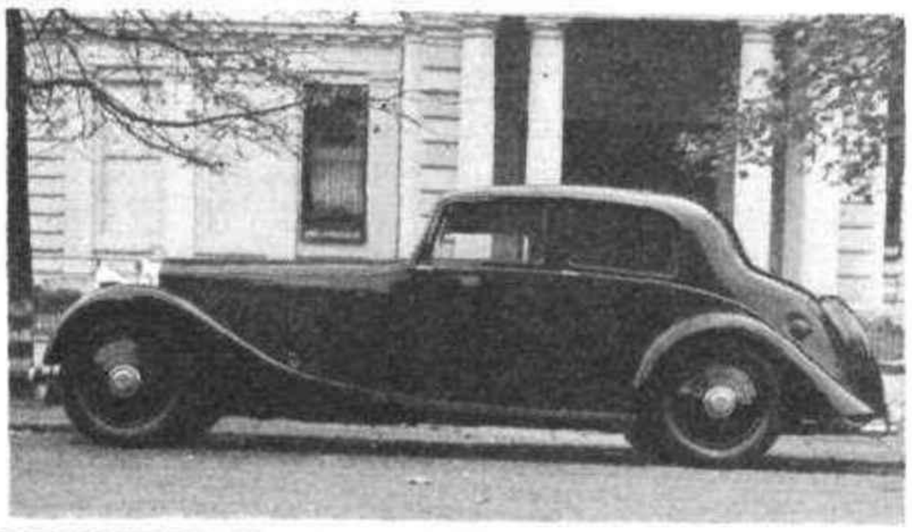


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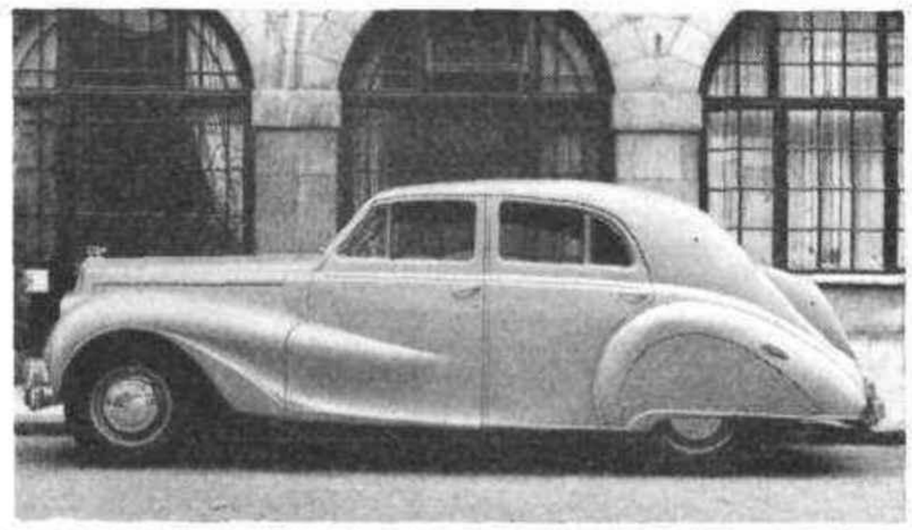
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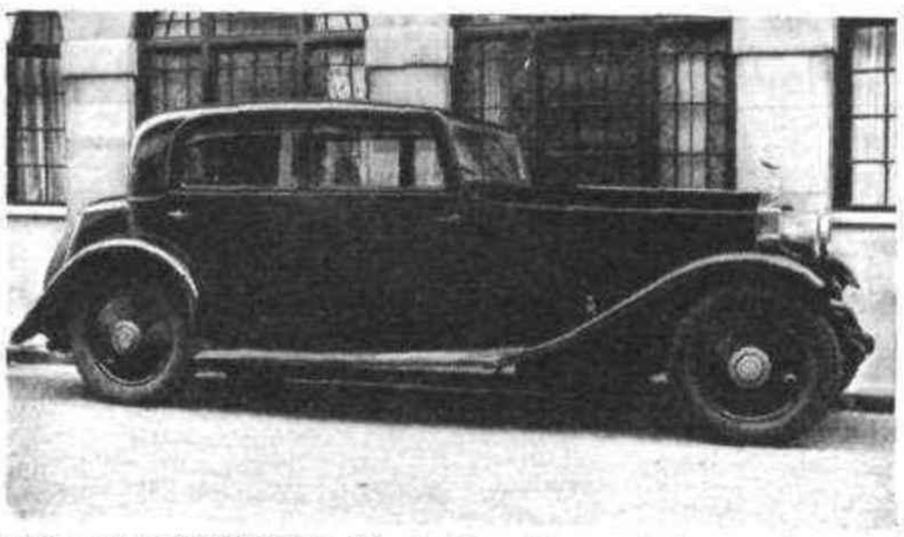
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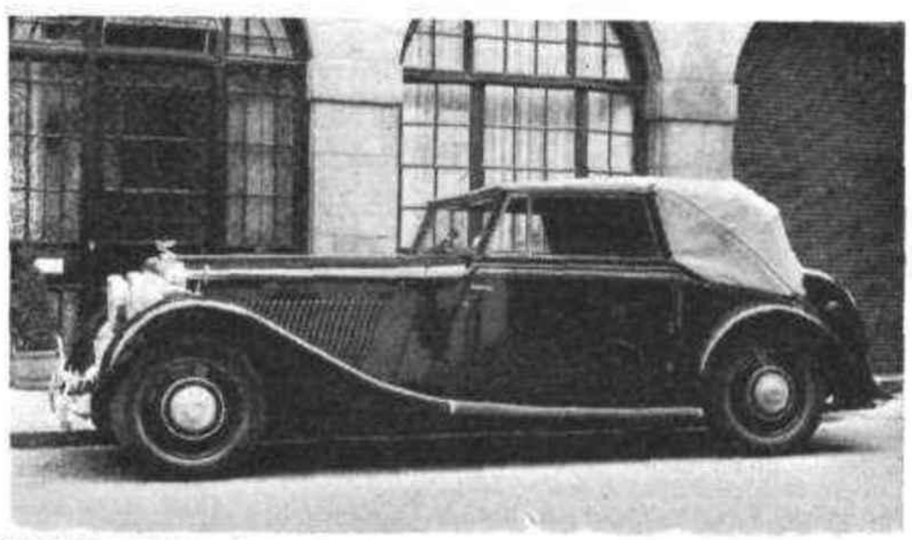
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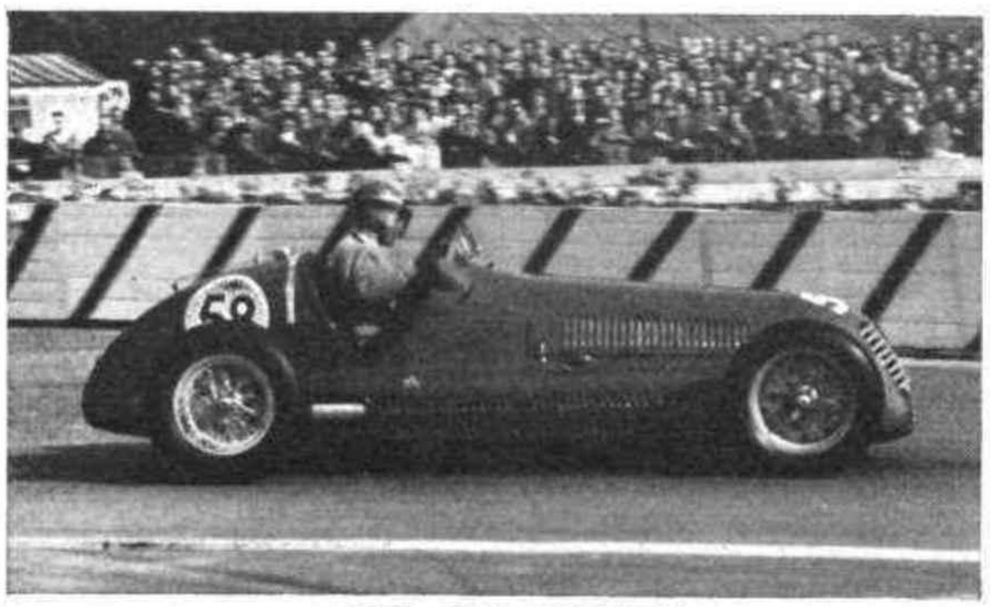
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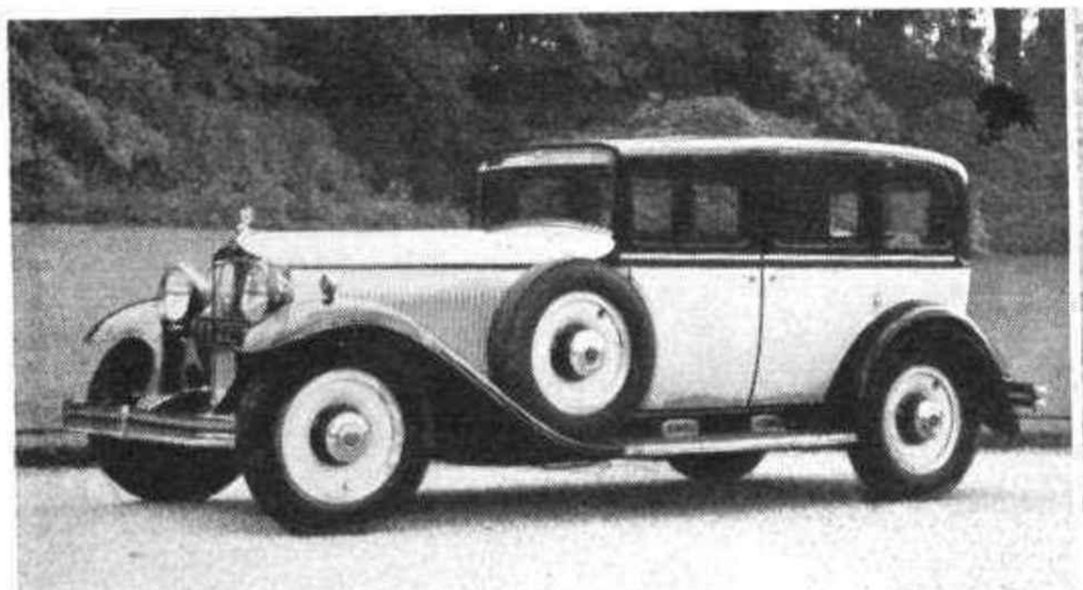
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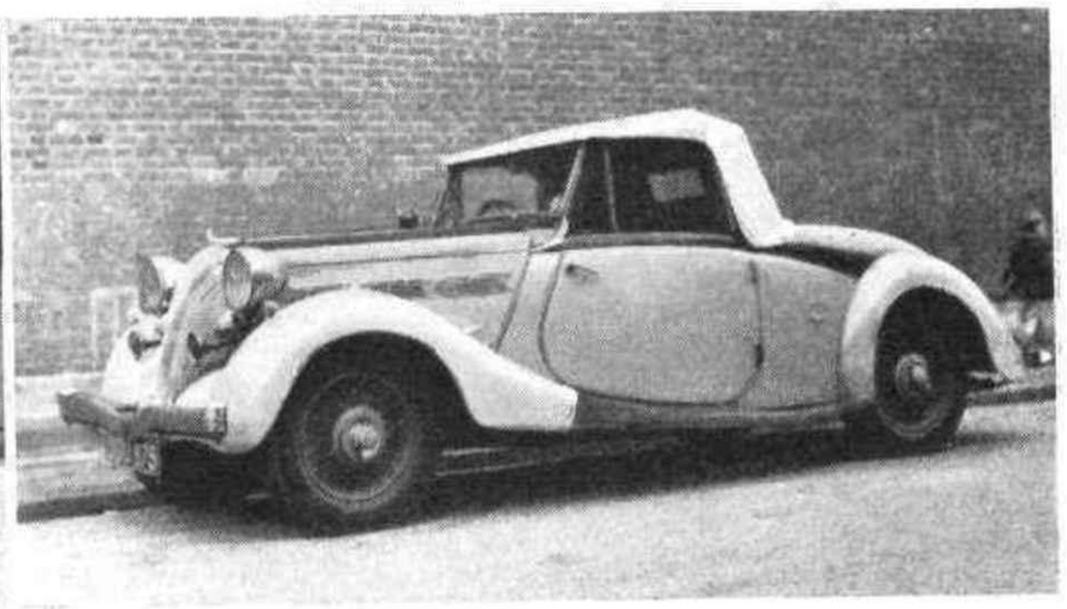


MINERVA 4-LITRE straight-eight sports saloon, finished in ivory and black. Two owners only from new and laid up for 14 years. Mileage is a genuine 25,600. For its year this car is in wonderful condition. Four tyres are excellent, the two spares are part worn. **£165**

1947 CHEVROLET l.h.d. 4-door saloon, in black. Total mileage since new 45,000. Two owners only. **£395**

1938 LAGONDA V12 foursome drophead coupé, in bottle green, with green interior and black soft top. *All tyres practically new. Total mileage since new* 50,000 and a new Sanction 2 engine fitted this year, and has done 5,000 miles only. Two owners since new. **£595**

1933 ALVIS SPEED TWENTY 4-door saloon in black, with very nice bodywork, original condition; stoneguards and chrome excellent. **£165**

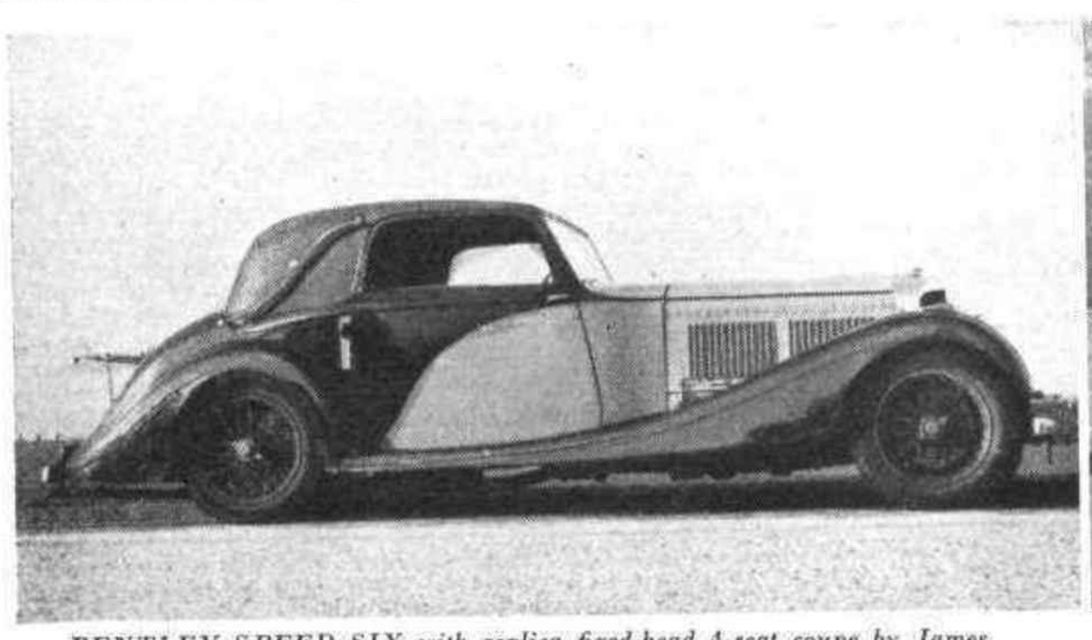


TRIUMPH DOLOMITE 14/65 roadster, finished in beige and black with a brand new beige Vyanide hood. Interior is green leather and upholstery. Ace discs, twin windtones and good tyres. **£250**

1928 BENTLEY 3-LITRE RED LABEL, open 4-seater V.D.P. in original condition throughout. Full weather equipment, excellent tyres. Colour green. **£250**

1949 ALLARD foursome drophead coupé, black with brown leather, fitted heater, new engine in 1952 and has done 11,000 since. An exceedingly fast car. Total mileage since new, 55,000. **£350**

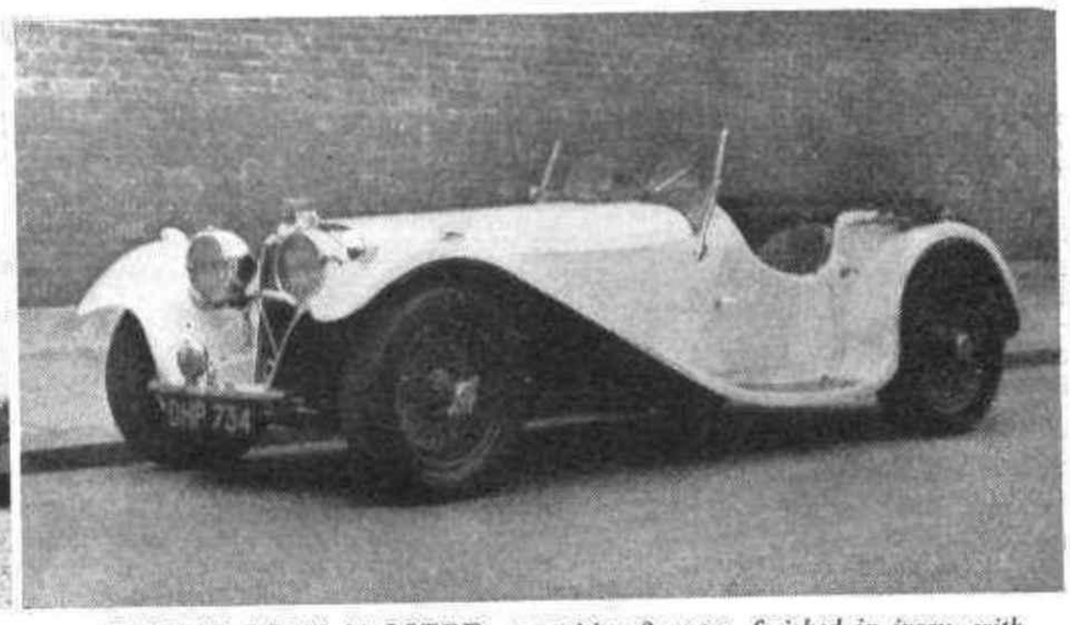
1936/8 M.G. 2-LITRE cars. One a saloon '36 at **£185,** the other a drophead '38 at **£230;** both in extremely nice condition throughout.



BENTLEY SPEED SIX with replica fixed-head 4-seat coupe by James Young, in black and grey. This car has been maintained in first-class order since a complete overhaul in 1952 which included engine, radiator, brakes, exhaust system, electrics and wheels rebuilt. The body overhaul included a new leather top, wings recellulosed, chrome luggage carrier. All tyres nearly new. P100s and Marchal spots. A magnificent motor car at **£325**

1934 ASTON MARTINS. One 4-seater **Le Mans,** one **Ulster G.P.,** both in superb condition, mechanically and bodily. From **£345**

We have been very successful in disposing of commission cars and can now accept two or three for next month. Must be in good condition.



JAGUAR S.S.100 3½-LITRE competition 2-seater, finished in ivory, with red leather and upholstery. Engine, transmission and brakes have been completely overhauled. All-weather equipment is good. In original order. **£450**

The following cars can be tried and viewed, by appointment: **1950 Bentley Model GT,** radio, heater, rimbellishers, black, red leather; one owner; **£2,200. 1935 Rolls-Royce,** Park Ward, **20/25,** radio, heater, brown hide; owner-driver; **£675.**

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WANTED—*continued*

WANTED. Lancia Austura, Dilambda, Lagonda Saloon. Yew Tree Garage, Woodyates, Salisbury. Tel.: Handley 334. [3646

CHEAP BUT SOUND. 1934 Riley 14/6 engine. Webb, 11, Long Street, Wotton-under-Edge, Glos. [3685

FORD SPECIAL. Buckler or similar complete, or incomplete, or parts for same. Full details. Box No. B693, MOTOR SPORT, 15, City Road, London, E.C.1. [3693

RILEY 9 Saloon in good condition, 1934 or earlier. Would consider similar car of different make. Mitchell, Edge Grove, Aldenham, Watford, Herts. [3694

FORD 10 SPECIAL REQUIRED. Condition immaterial so long as price is low. Salop and district. Box No B717, MOTOR SPORT, 15, City Road, London, E.C.1. [3717

ANY JAVELIN Series III spares. Camshaft assembly, solid tappets, oil cooler, etc. Box No. B718, MOTOR SPORT, 15, City Road, London, E.C.1. [3718

WANTED—*continued*

1933 RILEY 13.55 6-cylinder valve timing chart, or workshop instruction manual. Chase Garage, Greenhithe, Kent. [3706

STAGE II Cylinder Head for M.G. Also valves and carbs to suit. Sensible prices please. W. D. Binns, "Greenacres," Battyeford, Mirfield, Yorks. [3719

FOR T.C. M.G. Spares including cylinder head (alloy), valve cover (16 in.) wheels and tyre. Must be reasonable. Jackson, 115, Kings Road, Kingstanding, Birmingham. [3572

R-TYPE M.G. CHASSIS. Would consider complete car if cheap. Box No. B577, MOTOR SPORT, 15, City Road, London, E.C.1. [3577

ROADWORTHY 3/4-seater, hood, knock-ons, 2-litre max. Harding, 2, Antrim Grove, N.W.3. [3581

ROLLS ROYCE radiator cowl, mascot wanted. Condition immaterial. Groves, Hinckley Road, Nuneaton. [3586

12/50 "BEETLEBACK" or Gamecock. Must be sound mechanically. Up to £90 offered. Tel., LIB 3340. [3594

WANTED—*continued*

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CASH WAITING small sports 2-seater. Austin Nippy or similar 1934/6. Sound body essential. Pullan, Binswood, Cookham Rise, Berks. Phone Bourne End 379. [3602

FIAT 500, LLOYD, similar wanted by enthusiast. Condition irrelevant. D. Richell, 96, Grenoble Gardens, London, N.13. BOW 3894. [3608

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TRIUMPH ROADSTER WANTED. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [3617

MORGAN AERO or similar three-wheel. Preferably under—and not much over—£50. Box No. B657, MOTOR SPORT, 15, City Road, London, E.C.1. [3657

CLUTCH, GEARBOX, 1947, 1½ litre Lea-Francis. Ford 10 speed equipment and any chassis parts suitable Special. Craig, Farmoss Road, Liverpool, 23. [3666

PAIR P (or similar) M.G. rear wings. 140, Lennard Road, Beckenham, Kent. [3671

WANTED—*continued*

25/- OFFERED for Handbook M.G. J.1 type. Hutcheson, A.M.W.D., R.A.F. Lords Bridge, Cambridge. [3725

M.G. Good condition J2, PA, PB or similar. London area. Box No. B735, MOTOR SPORT, 15, City Road, London, E.C.1. [3735

F.N.-B.M.W. Drop Head Coupé. Full details please. Box No. B746, MOTOR SPORT, 15, City Road, London, E.C.1. [3746

WANTED! The following parts to complete re-build of 4½-litre Bentley. Revolution counter, complete with nosepiece take-off and drive; pair of aero screens; double 12-volt petrol pump; standard V.D.P. 4-seater body, metal, not fabric (with or without interior fittings); pair small headlamps (chrome), cup fitting; fold-flat screen (38 in. scuttle). Quayle, Martins Bank, Plymouth. [3753

SPECIAL-BUCKLER Chassis Ford 10 engine. Spartan body. Mechanically sound. Reasonable price. Box No. B754, MOTOR SPORT, 15, City Road, London, E.C.1. [3754

BLACK HOOD and Side Screens, M.G. TC. Good and cheap. Calder, 39, Heathfield Court, Chiswick. [3763

FORMER VINTAGENT returning England shortly seeks good vintage car under 2 litres, under £125. Offers to Box No. B765, MOTOR SPORT, 15, City Road, London, E.C.1. [3765

BUGATTI TYPE 40, Riley Brooklands or Gamecock wanted. Alvis 12/50 gearbox for sale. Dixon, Hipsley, Hurley, Atherstone, Warks. [3779

FORD 10 Aquaplane camshaft, valves, head. Buckler I.F.S. Fog and distance lamps. Stevenson, Logan View, Porthcurno, Penzance. [3785

1,100-c.c. RILEY racing parts. Complete engines, gearboxes, axles, etc., or parts of same, such as big cranks, C.W. and P's. Also Brooklands wanted, complete or dismantled. Apply now or any time in future to 50 Sherifoot Lane, Four Oaks, B'ham. Tel.: Four Oaks 1370 (evenings). [3801

AUTOVAC WANTED for Phantom II Rolls Royce, 1932 model, one requiring reconditioning acceptable. Wilkins & Mitchell, Darlaston, S. Staffs. [3814

HISPANO-SUIZA with wooden ribbed "boat" body—regardless of condition. Tulip, cedar, teak, mahogany, models made in these woods late twenties. Information, stories, plans also wanted. Give complete details, photos. State prices. Edward Eaton, 78, Lowther Avenue, Toronto, Canada. [3823

SPRING STEERING WHEEL, chrome luggage grid, for 1947 M.G. TC. Tel.: WOR 3586. [3831

STEAM CAR complete or part. 27, Warrington Road, Croydon. Tel.: Croydon 6555. [3832

MORRIS 8 Series E engine or parts wanted. Particulars and price to Wilson, 120, Pear Tree Avenue, Bramley, Nr. Rotherham, Yorks. [3868

QUALITY SALOON, 27 m.p.g. minimum. Sound body essential. £150 or less. Symons, 26, Pulteney Street, Bath. [3878

1939 ALVIS 12/70 to £250, or Jaguar 1½ to £200. Hackney, 2, Banks Terrace, Sheerness. Tel.: 2005. [3889

RILEY 9 or 12 Saloon, 1936-39. Good condition. Reasonable price paid. Box No. B901, MOTOR SPORT, 15, City Road, London, E.C.1. [3901

1935 RILEY IMP. A.A. inspection required. Good price offered for specimen in sound condition. Box No. B908, MOTOR SPORT, 15, City Road, London, E.C.1. [3908

P OR J TYPE M.G. body and chassis frame. 24, Redston Road, Hornsey, N.8. [3912

SPLIT-RIM 18 in. for Chrysler 75. Also rim-opening tool. Lewis, Clissold 3323 or Box No. B913, MOTOR SPORT, 15, City Road, London, E.C.1. [3913

M.G. J.2. Swept wings or fronts only. 37, St. Philips Road, Norwich. [3917

SCINTILLA VERTICAL MAGNETO for 1949 T.C. M.G. Farmer, Toberhuney, Lurgan, Ulster. [3922

ALVIS 12/50, Aston Martin, Lancia Aprilia/Augusta, Fiat 1100, or consider any vintage or P.V.T. vehicle in good condition. **Harding,** Gorsebank, Heathside Park Road, Woking. [3930

LORDS, LADIES & GENTLEMEN. I'm young, poor and looking for a car any condition, £5. Mayfair 9181, Ext. 15, 9.30-5.30. [3943

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FRAZER-NASH/B.M.W. 1½-litre Cabriolet. Exceptional condition. £140 or exchange small saloon. 35, Metcalfe Road, Cambridge. [3610

2½ LITRE RILEY Overdrive Kestrel (1938). The owner of this wonderful car, having spent nearly £100 recently on it (bills available), including respray, engine overhaul and several extras, wishes to exchange it for 328 B.M.W. or similar. Otherwise would sell for £399. Box No. B624, MOTOR SPORT, 15, City Road, London, E.C.1. [3624

1938 TALBOT 10-h.p., 2,000 miles since re-bore, new bearing shells, battery, oil coil, dynamo, 2 tyres, 4 tubes, for a good Riley Merlin or 12/4. Box No. B700, MOTOR SPORT, 15, City Road, London, E.C.1. [3700

1937 FIAT 500 Cabriolet for best Morris/Austin/Ford 8. A.G.R., 523, Caledonian Road, London. [3703

WOLSELEY HORNET Slabtank 2-seater. Extensively overhauled, new tyres, coachwork absolutely immaculate. For good saloon, utility or sell Ironcastle, 27, Drapery, Northampton. [3716

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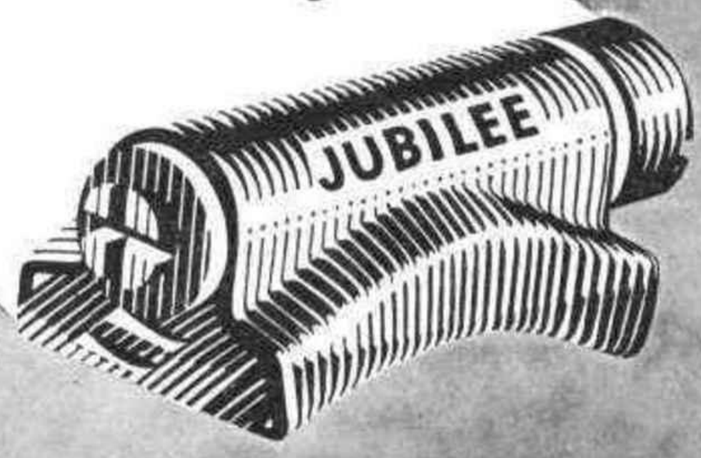
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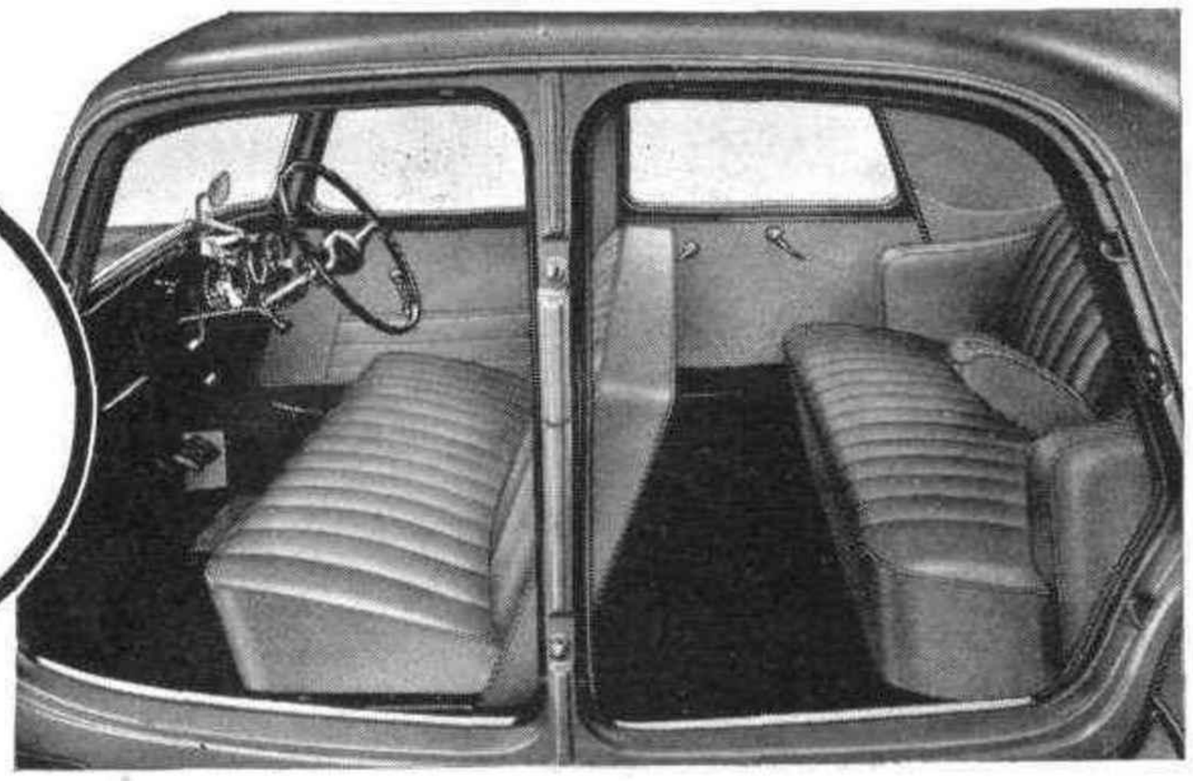


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