

Vol. XXXIV No. 5

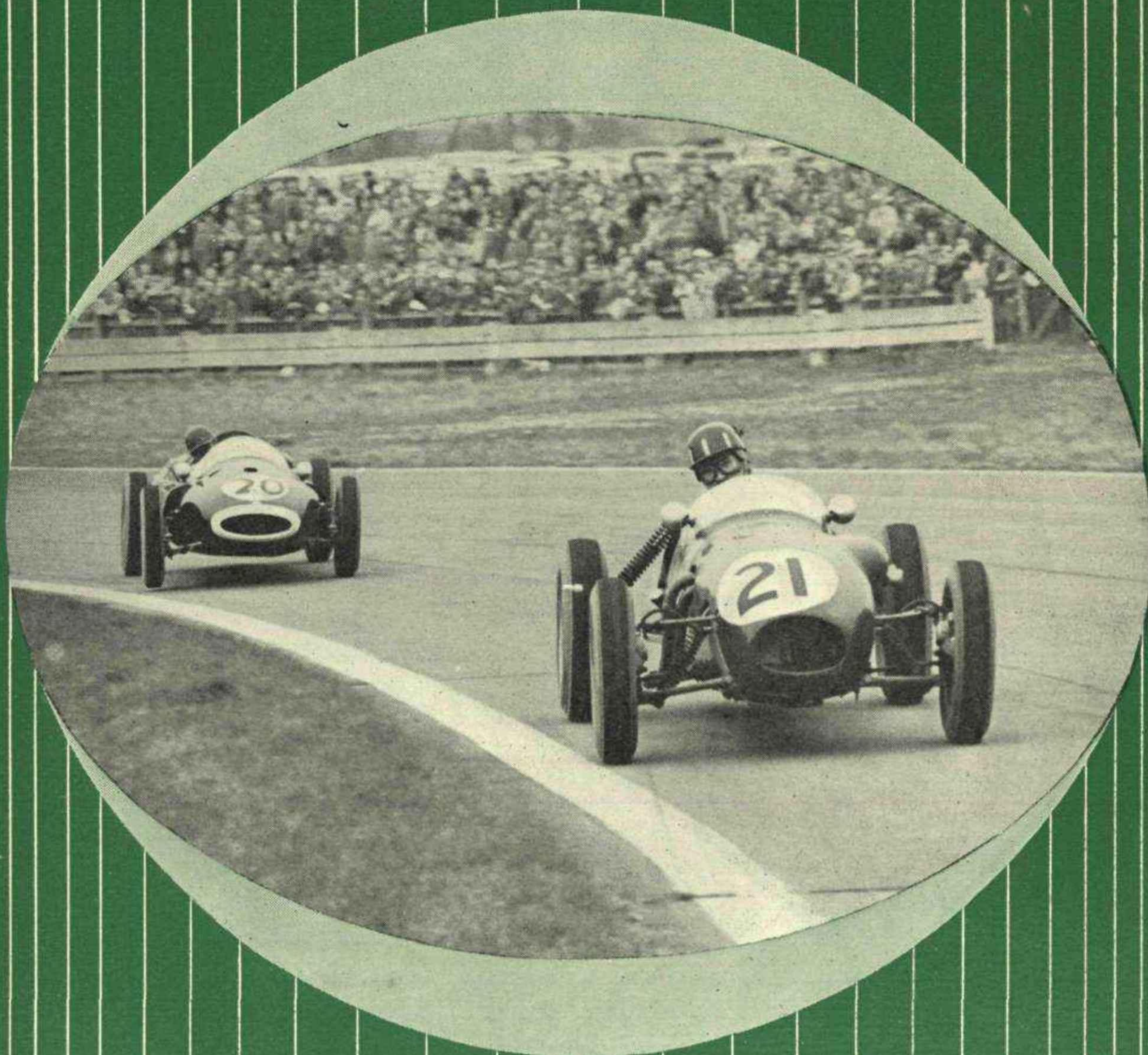
ONE SHILLING AND SIXPENCE

May, 1958

MOTOR SPORT

LARGEST CERTIFIED NET SALES

34th YEAR OF PUBLICATION

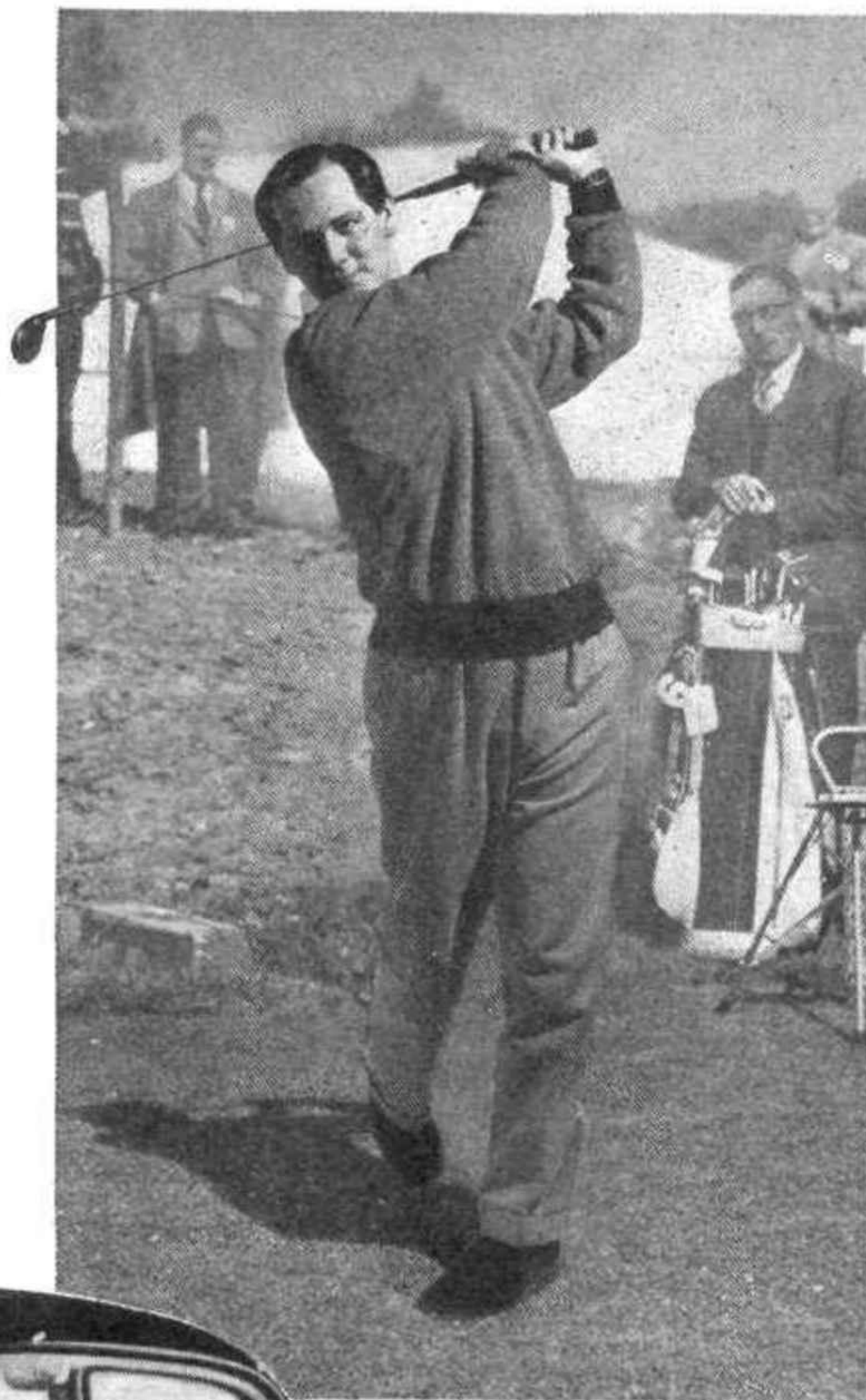


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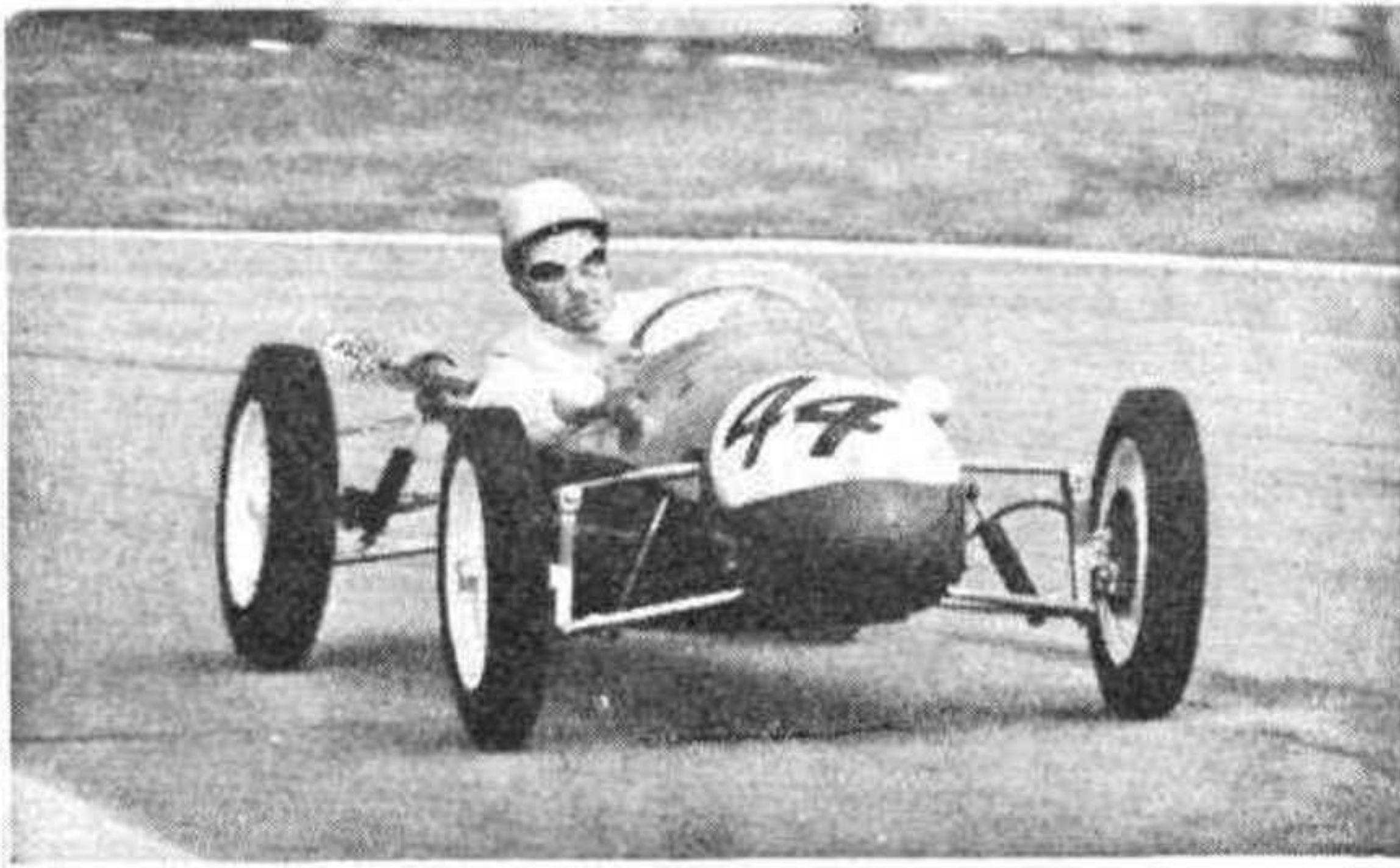
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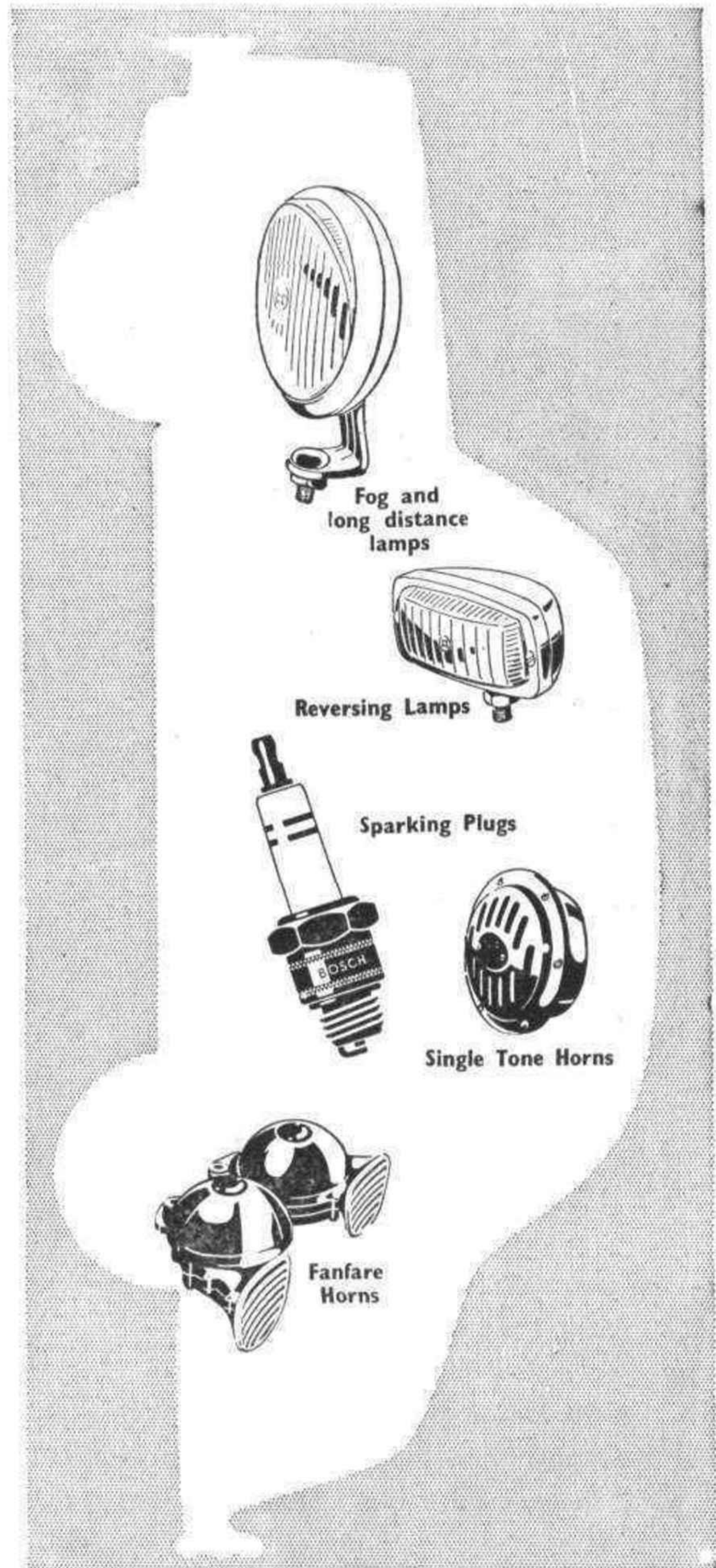
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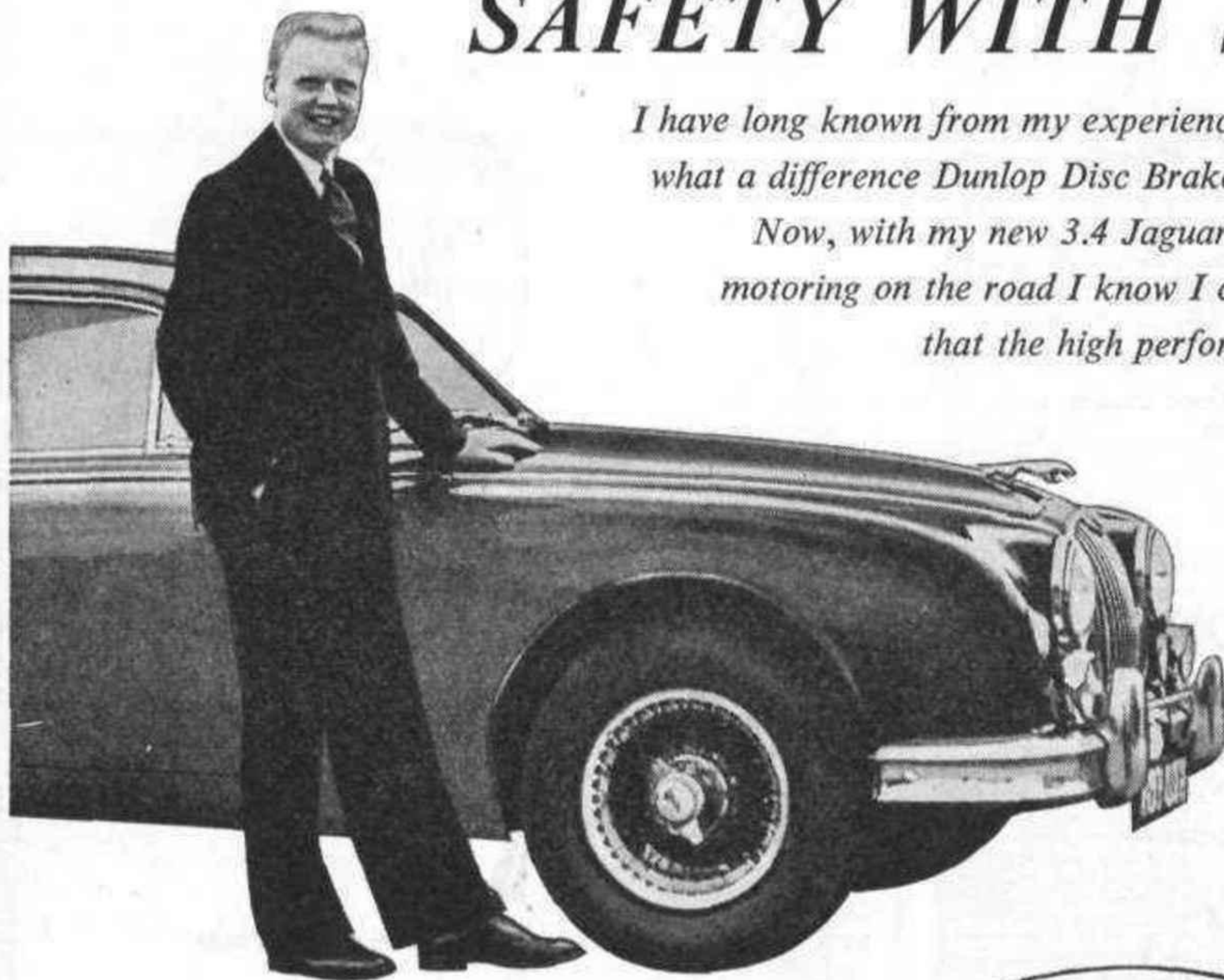
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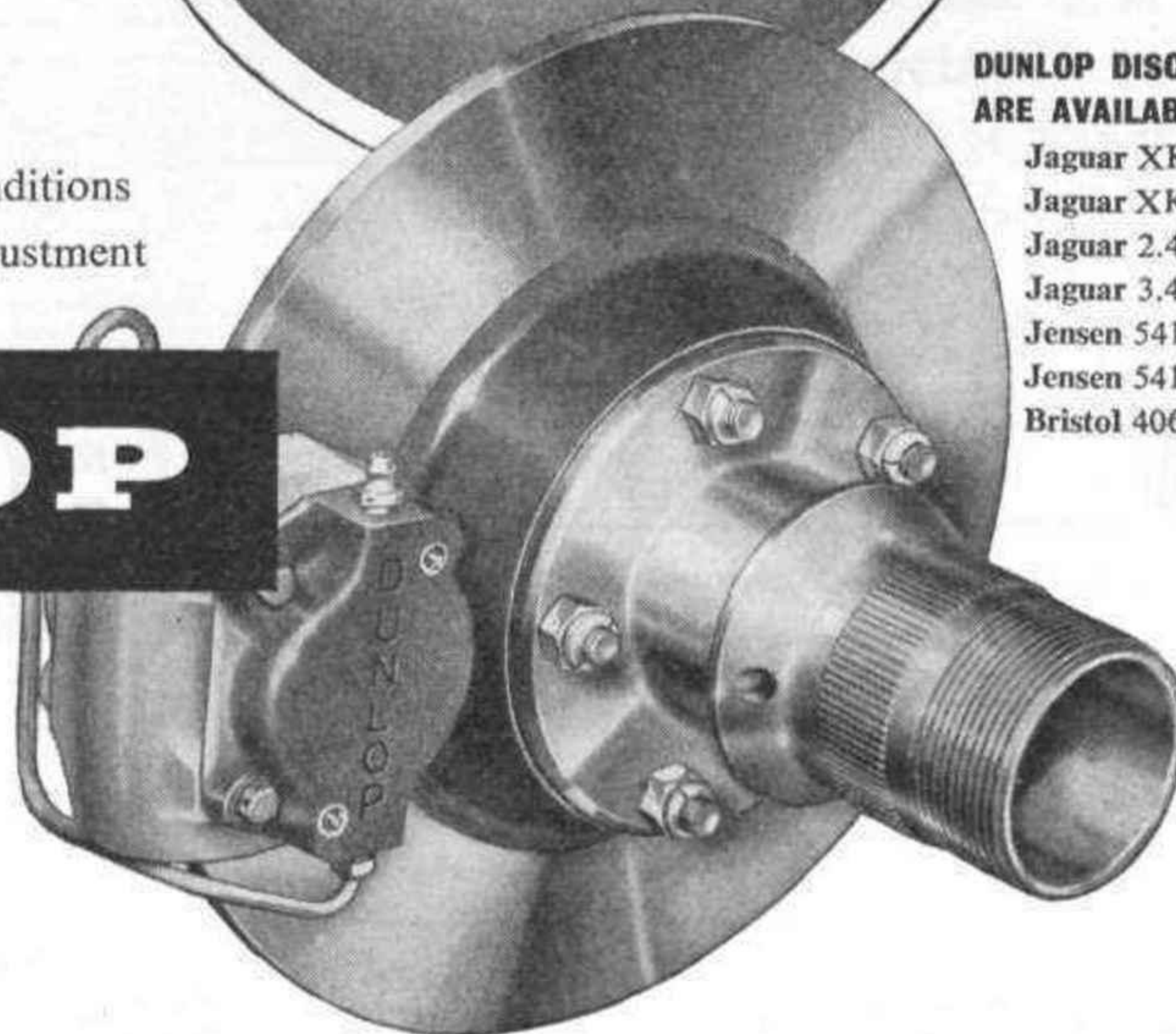
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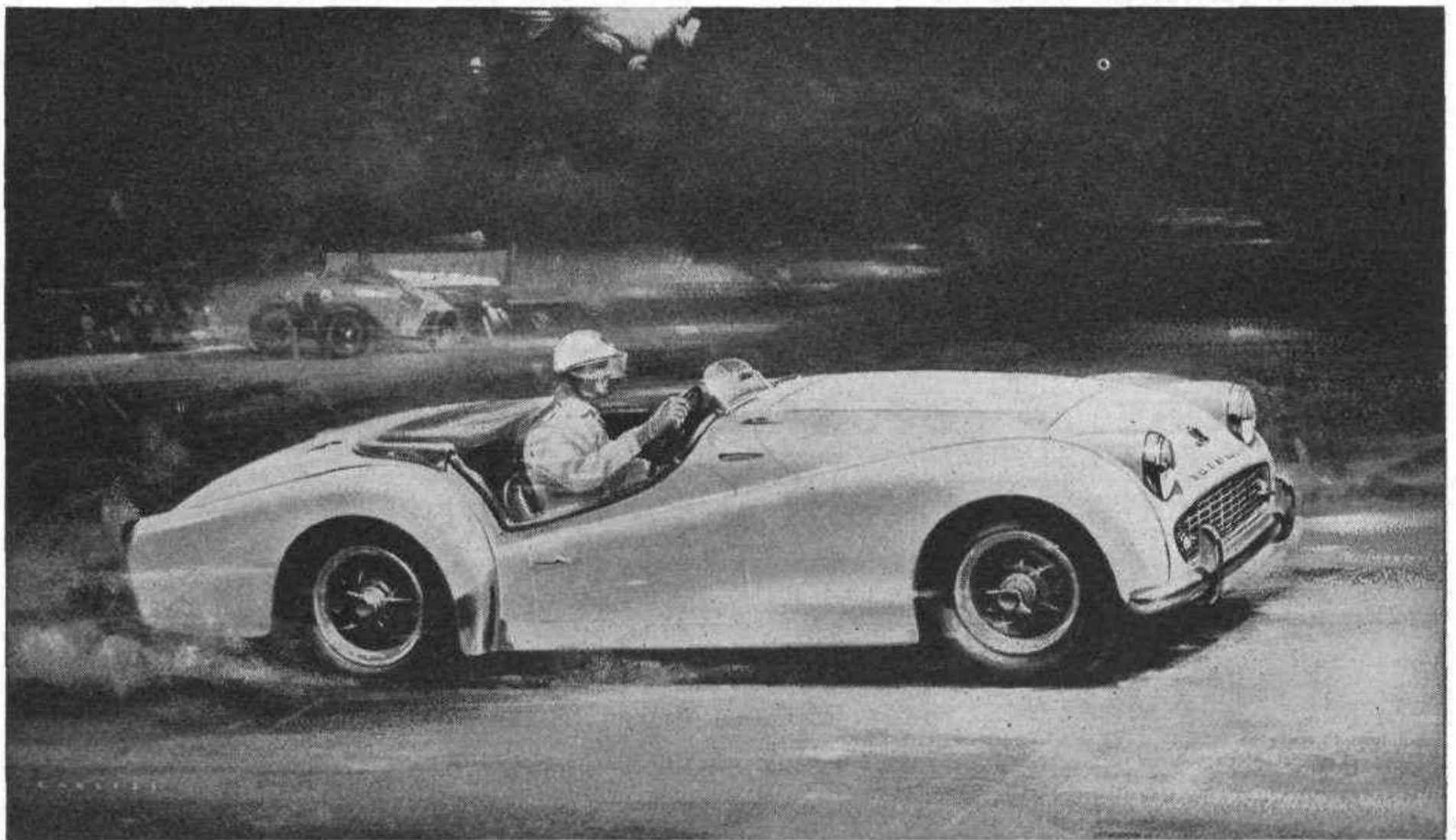
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Other than that it was unnecessary to open the bonnet. Quite seriously, can you afford to buy any other car?

We are authorised to handle retail sales throughout England, Scotland and Wales, and shall be happy to forward illustrated brochures to would-be purchasers. **And a demonstration car can be sent to your address for you to drive over roads that you know. May we hear from you? Now?**

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Volkswagen—1956 de Luxe saloons	From £615
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403 FOURSOME DROPHEAD COUPE. The piece de resistance of the Peugeot range, the hand-built drophead coupe is produced in only small numbers, and is a car that the connoisseur will be truly proud to own. Finished in a variety of attractive colours, with contrasting leather upholstery, the specification includes a close-ratio four-speed gearbox and an electrically-controlled fan. Although almost unobtainable in France, we are able to accept orders for 1959 models for delivery in October.



403 SALOON. Capable of transporting five people in comfort and safety over long distances at high average speeds, the Farina-styled 403 saloon is *THE* car for the family motorist with an appreciation of true sports-car handling, cornering and braking. Available for immediate delivery in either azure blue, grey or green.



203 SALOON. Originally introduced in 1943, the evergreen 203 saloon, as deservedly popular in this country as on the Continent, is a full 4/5-seater saloon with racing-car roadholding, steering and braking, and gives around 35 m.p.g. at 70 m.p.h. cruising. Available for very early delivery.



403 DE LUXE 7/8-SEATER FAMILY SALOON. Unique in its class, the Family Saloon is recommended for the attention of hire-car proprietors and those who find it necessary to carry more passengers than practicable in a normal saloon. Available for immediate delivery.

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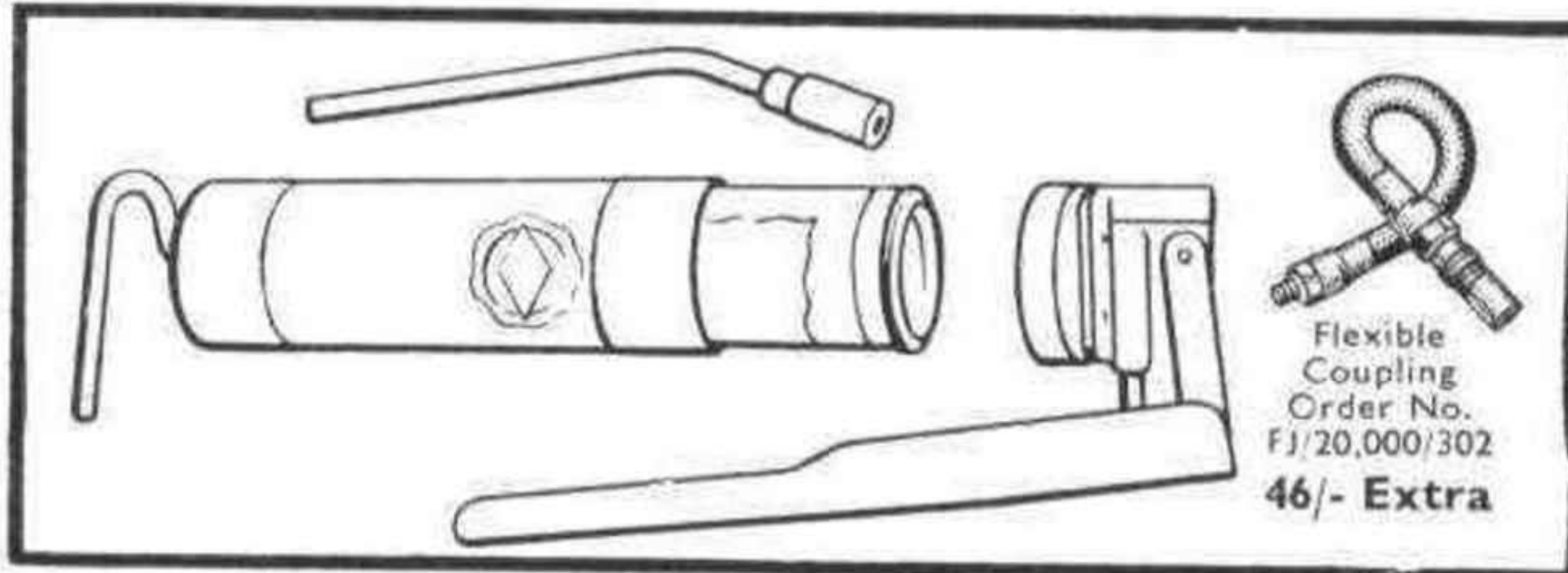
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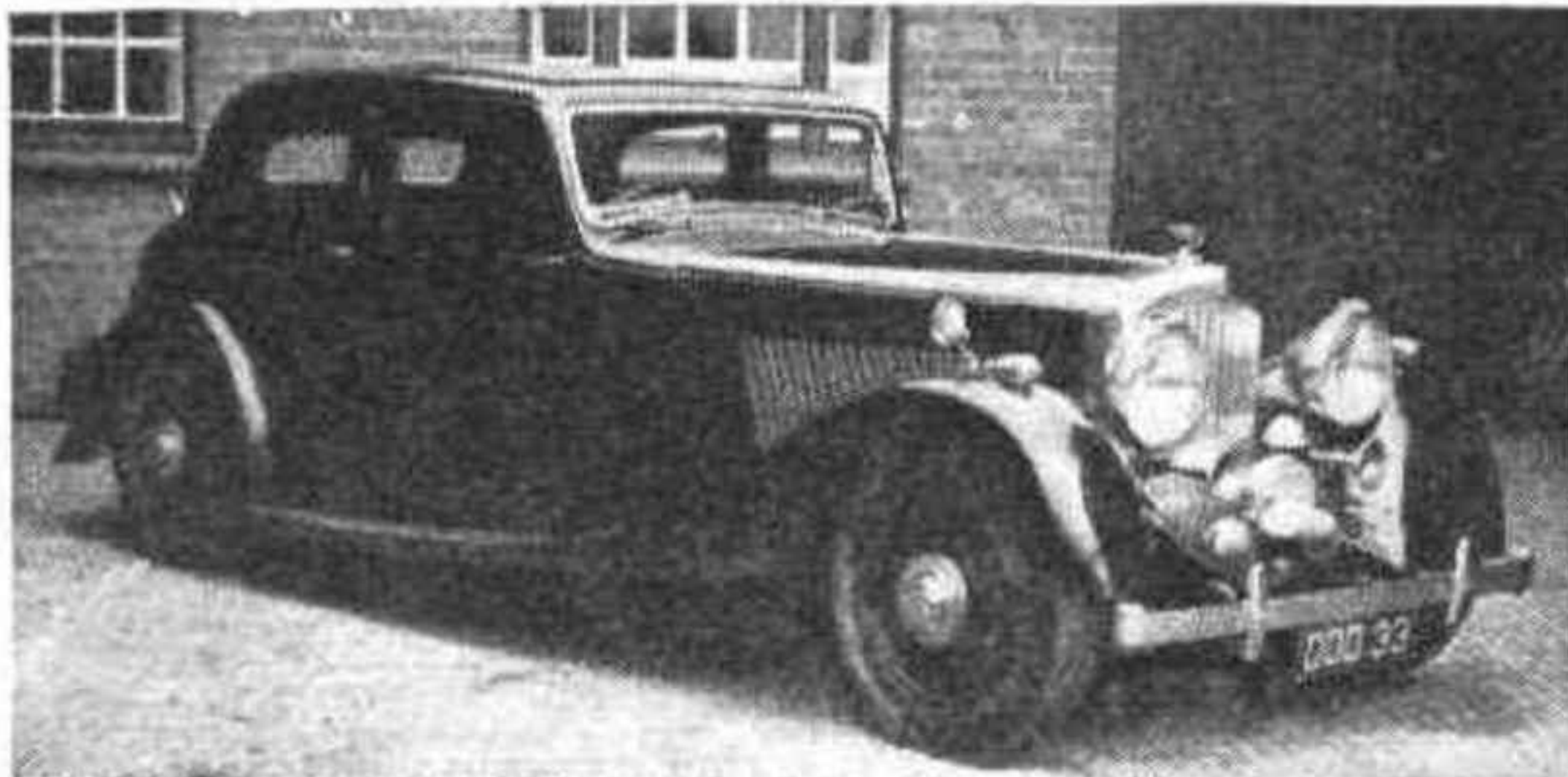


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1938 (August) BENTLEY 4-litre LE series Park Ward sports saloon. An exceptional car with comprehensive works history, and finished in black with brown leather upholstery. £525.

FORD 1,172 Rochdale Gran Turismo coupe. As illustrated in our February Motor Sport advertisement. Finished in red and fitted with full Aquaplane modifications, Buckler c.r. gears, 4.7 axle, boxed chassis, 15-in. wheels with new Michelins. Nominal mileage since built. £435.

FORD 1,172 Rochdale Gran Turismo coupe. As above, but finished in cream and without engine modifications. Nominal mileage. £395.

1952 BUCKLER 1,172 Ford-engined 2-seater. Mark V space-frame. Hood and windscreen, new tyres, very tidy body and in good mechanical order. £195.

1949 (Dec.) MORRIS Minor convertible, fitted with Arden-modified Ford 10 engine, but retaining the Morris four-speed gearbox. Late-type wings, lights and front suspension. Ammeter, thermometer, screen-washers, reversing and signpost lights, seat covers, etc., new tyres. A very exciting wolf in sheep's clothing with performance superior to a Minor 1000. Superb condition. £375.

1935 FRAZER-NASH-B.M.W. 2-litre saloon. Modified engine with Bristol oil pump and by-pass filter. Converted to Lockheed brakes. Fast and reliable but coachwork, although undented and entirely sound, needs recellulosing. £95.

1933 ALVIS Firefly 12-h.p. saloon. In good running order and ready to drive away, but coachwork requires attention. £25.



1952 COOPER-M.G. 1,467-c.c. sports/racing 2-seater, ex-Horace Gould. This is a very fast car with a successful racing history. Just checked over as necessary, and ready for the season's racing. It is also entirely tractable for road use. £375.

1948 (Oct.) LEA-FRANCIS 1½-litre sports 2-seater, with room for an occasional third passenger. An attractive car finished in red and an excellent performer. £345.

1954 TRIUMPH TR2 in B.R.G. Fitted overdrive, wire wheels, screen-washers, Michelin X. New Vynide hood with rear quarter lights, sliding windows: 30,000 miles, exceptional throughout. £645.

1954 TRIUMPH TR2 in B.R.G. Fitted overdrive, 2nd, 3rd and top, wire wheels, radio, luggage carrier, twin spots, stiffened suspension. £615.

1949 (November) M.G. TC 2-seater. Immaculate sky-blue cellulose. B.M.C. reconditioned engine recently fitted, new hood and screens, twin spots, wing mirrors, windtones. A really exceptional example. £415.

1949 (reg. 1951) M.G. TC 2-seater. Finished in off-white, and in excellent condition throughout. Recent bills for extensive mechanical work. £390.

1946 M.G. TC 2-seater. Finished in B.R.G., 16-in. rears, all good tyres, good weather equipment. Very sound mechanically and attractive appearance. £315.

1939 M.G. TA 2-seater. Finished in black. TC headlights, re-upholstered, generally above average. £255.

1937 JAGUAR S.S.100 2½-litre 2-seater. Finished in white. Unusually sound mechanically and generally attractive in appearance. £255.

EASY TERMS EXCHANGES WELCOMED
WE ARE INTERESTED IN PURCHASING MOST TYPES OF BRITISH AND CONTINENTAL SPORTS CARS IN GOOD CONDITION. IF YOU HAVE A CAR OF THIS TYPE FOR DISPOSAL, WHY NOT CONTACT US?

RADIO-ACTIVE WEAR DETECTOR IN A FAMILY CAR CONFIRMS 80% LESS ENGINE WEAR

Striking new tests on BP Energol Visco-static

WHEN BP Energol Visco-static motor oil was first tested with the radio-active wear detector the tests had to be made in a laboratory. Now advances have been made in this most sensitive of all methods of measuring wear. Now it has been possible to use the radio-active wear detector on an actual family car on the road on normal day-to-day running. These new tests have confirmed those made in the laboratory — 80% less engine wear with BP Energol Visco-static compared with conventional oils.

How the test worked

Research scientists took an ordinary Morris car. They fitted it with a radio-active piston ring and they ran the car on suburban, town and country roads in Surrey. To make conditions rather worse than normal, they made every start an ice-cold start. As the engine ran, wear took place — it must do. This meant that infinitesimally minute fragments of metal were worn off the moving parts — including

the radio-active piston ring and these particles passed into the engine oil.

The 'clucking hen'

At the end of each day's running a sample of the oil was taken and its radio-activity was measured by a special Geiger counter — the famous clucking hen of atomic research. This allows the amount of metal worn from the piston ring during the day to be measured with amazing accuracy.

After months of testing BP Energol Visco-static against the finest conventional oils the results showed 80% less wear with BP Energol Visco-static.

How BP Energol Visco-static saves wear

Most wear in engines occurs in the first few minutes after each cold start. That is with ordinary oils. When the engine is left overnight, acid products condense on the cylinder walls. These cause corrosive attack to take place. It is this which causes serious harm when the engine is started again.

With BP Energol Visco-static you fight this wear in two ways. Firstly this advanced oil protects metal surfaces from acid corrosion when the engine is stationary. Secondly, BP Energol Visco-static remains free flowing even in freezing cold so that every part of the engine gets proper lubrication from the moment the engine starts.

Saves petrol too

Because BP Energol Visco-static is a different, more advanced kind of oil, it brings other advantages as well as 80% less engine wear. It saves up to 12% in petrol because it cuts down oil drag. Starting is much easier too in all weathers.

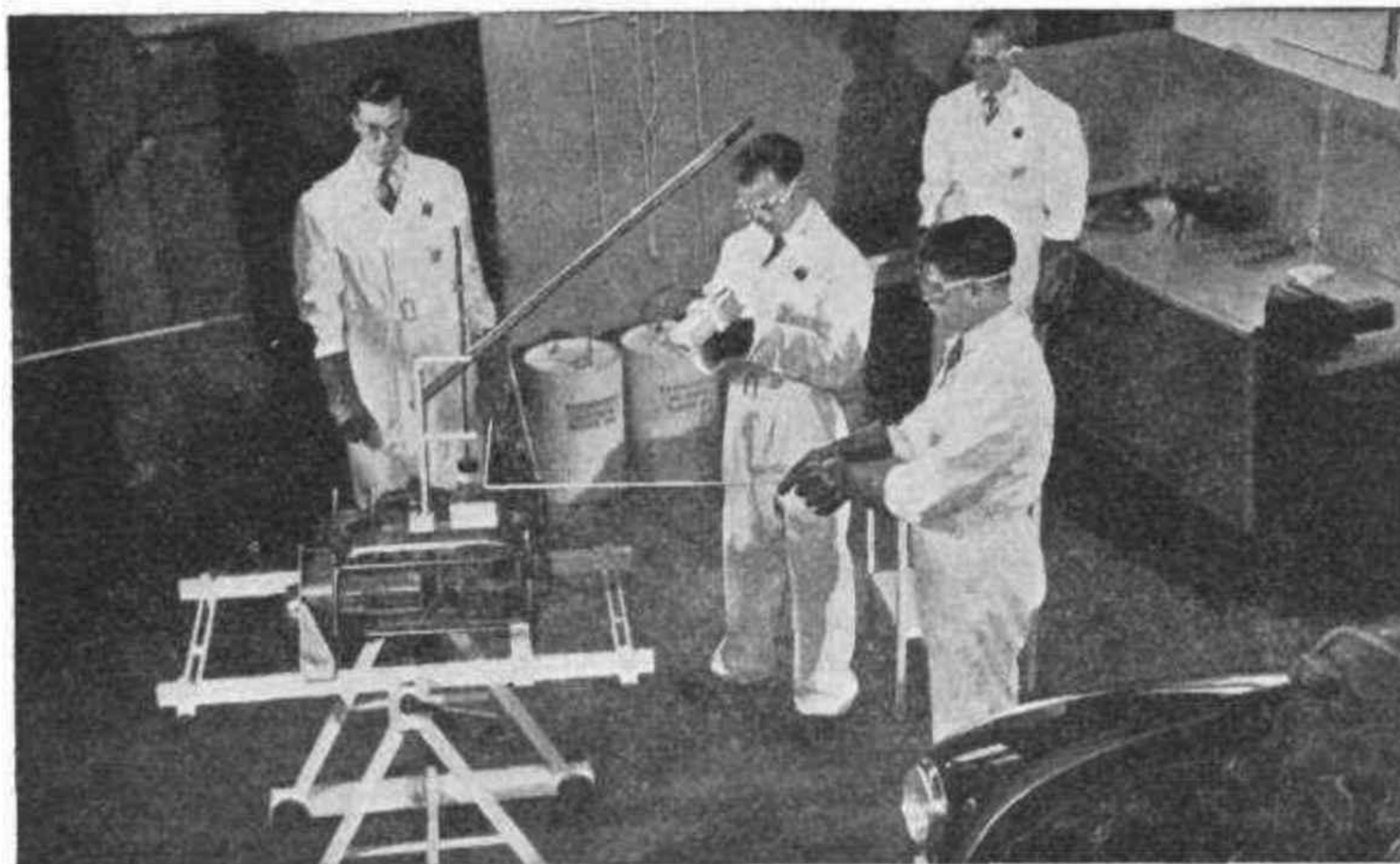
BP Energol Visco-static is for use all the year round

BP Energol Visco-static is for use all the year round in all 4-stroke car engines in good condition for which SAE 10W to SAE 40 are normally recommended.

To obtain the best benefits of this outstanding oil you should have your old oil drained and make a complete change.

Ask for BP Energol Visco-static — Britain's most advanced motor oil — at any garage where you see the BP Shield.

Rolls-Royce officially approve BP Energol Visco-static for all their post-war motor-cars.



The radio-active piston ring is being installed in the engine in preparation for a test on the road. In all other respects this was a normal engine fitted in a normal family car. Although precautions had to

be taken in handling the piston ring out of the engine, it was completely safe once it was installed. There was absolutely no radiation hazard from the car on the road.



VISCO-STATIC IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

MOTOR SPORT

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PUBLICATION DATE - - - FIRST OF THE MONTH
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THIRTY-FOURTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE ROARING FORTIES—

At a time when there is urgent need to speed up traffic on British roads the Government sanctions widespread application of a 40-m.p.h. speed limit. On arterial roads, especially where traffic flows in one direction only, accidents are caused, not by those who drive with concentration at over 40 m.p.h. but by those "mimsers" who will not concentrate and who pull out without looking or signalling—such drivers will continue to cause accidents at any speed from 30 m.p.h. downwards and making all vehicles proceed at a comparative crawl on wide roads will merely accentuate the trouble. Moreover, to restrict speed along the new motor-ways and divided arterial roads to 40 m.p.h. is a shameful waste of public money and will lead to untold congestion when traffic reaches its peak this summer.

We invite the Minister of Transport to drive with us on one of the still derestricted arterial roads, when he cannot fail to be convinced that considerably over 40 m.p.h. is perfectly safe in a modern car and that the cause of accidents lies in bad driving at slow speeds. As it is, Britain will soon be the laughing stock of foreign visitors, who find the roadside not only littered with discs of varying sizes labelled "30," "40" or bearing the derestriction sign (this last often at the commencement of twisting country roads!) but, to add to the Alice in Wonderland impression, bordered at frequent intervals by small sticks bearing the decadent figures "30" and "40." Those taxpayers who are asked to bear the brunt of fine new motor-roads to speed the traffic (and thereby the National economy) will be given food for thought as each big new "40" disc looms into sight against the background of a safe, straight motor-way.

—AND COMPULSORY VEHICLE INSPECTIONS

Apart from the "folly of the forties," the present Government has run into plenty of criticism over the proposed compulsory testing of pre-1948 vehicles. Such testing is not only unnecessary, the police having adequate powers for dealing with unsafe vehicles under the present law, but to place such tests in the hands of garages is folly indeed. Statistics never have endorsed the view that road safety will be promoted in more than the minutest degree by checking on the older vehicles. Why the garage industry should be made responsible for the tests, with all that that implies, only

the brain of Mr. Watkinson, the Minister of Transport, can comprehend. Some two million motorists are concerned in this unnecessary new legislation, to which the Socialists are strongly opposed. The very fact that such a large number of pre-1948 cars and motor-cycles survive is proof that they are not in the habit of destroying themselves in lethal accidents! And why, especially if his vehicle is sound, should a driver or rider pay a fee to the Government of this to be proved? A charge of 15s. may be mooted now but it

wouldn't surprise us to see this increased before long—like the 15s. driving licence and most costly provisional licences.

The present Government, with a Budget that did nothing at all to assist the motorist or the motor industry, with its fear of speed even on properly laid-out motor roads and now the threat to make motoring in the older cars an increased burden for that section of the community which cannot afford new vehicles, is in danger of losing a great many votes at the next election. Having made our roads the laughing stock of more progressive countries, apparently it has decided that Britain would be better off if she gave up motor-vehicle production and concentrated on horse-breeding.

MOTOR RACING IN MAY

The English motor racing season opened with some excellent sport during April and this month offers prospects of equally exciting and instructive events. The Ferrari/Aston Martin/Lister-Jaguar battle, rendered intriguing

by the varying fortunes of these *marques* at Sebring, Goodwood, Oulton Park and Aintree, will continue and after Moss' victory with the little Cooper in the Argentine and at Aintree it will be interesting to see how the cars from Surbiton fare against the full might of G.P. machinery at Silverstone and Monaco.

On May 3rd the *Daily Express* International Trophy Silverstone Meeting, run by the B.R.D.C., merits your attendance, where racing of many varieties contested by almost every conceivable racing, sports and saloon car can be enjoyed. With Whitsun racing at Goodwood, Crystal Palace and Mallory Park and the many sprint and club races listed overleaf, there is plenty to watch during May.

"MOTORING NEWS"

Our weekly stable companion, which, by the way, has a completely separate editorial staff, goes from strength to strength. They now claim 25,000 readers, of which they are justifiably proud, having become a weekly, with Cyril Posthumus as the Editor, only seven or eight months ago.

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Front Cover Picture A DUEL THAT ENLIVENED THE EASTER GOODWOOD MEETING.—Graham Hill's Lotus ahead of Brabham's Cooper and looking considerably steadier, before the Australian driver repassed, to win this F2 race for the Surbiton stable.

Motor Sport Events for May

★ Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list ★
 R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N. = National Event. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
May 2nd/3rd	Isle of Wight C.C.	Crampmoor Garage	Romsey	Rally (R.)	9.00 p.m.
May 3rd	Riley Register	Ladysmith Road	Enfield	Navigation Rally (R.)	7.30 p.m.
"	Mid-Antrim M.C.	Demense Avenue	Ballymena	RACE MEETING (INT.)	2.30 p.m.
"	B.R.D.C.	SILVERSTONE	TOWCESTER	Night Rally (C.)	10.15 a.m.
May 3rd/4th	Tynemouth & Dist. M.C.	Priors Haven	Tynemouth	Rally (C.)	11.00 p.m.
"	Navigators' C.C.	" Bull's Head "	Shenstone	Night Rally (C.)	6.00 p.m.
"	Ford Sports M.C.	Odeon Motors	Whetstone	Night Rally (C.)	11.00 p.m.
May 4th	Darlington & Dist. M.C.	South Park Gates	Darlington	(C.)	2.00 p.m.
"	B.A.R.C. (Yorks)	Hudson Road Mill-	Leeds	Sprint (C.)	2.00 p.m.
"	Brent Vale M.C.	Heston Airport	Hounslow	Driving Tests (C.)	2.00 p.m.
"	Cumberland S.C.C.	Great Orton	Carlisle	Gymkhana (C.)	1.30 p.m.
"	Cemian M.C.	R.E. M.T. Training Route	Aldershot	Driving Tests (R.)	11.00 a.m.
"	Shell M.C.	" Toby Jug "	Tolworth	Rally (C.)	8.30 a.m.
"	Bugatti O.C.	Prescott	Cheltenham	National Hill-Climb	10.00 a.m.
May 5th	Huddersfield M.C.	Crown Hotel	Huddersfield	Evening Run (C.)	7.00 p.m.
May 8th	Romford E.C.C.	" White Hart "	Romford	Rally (C.)	7.30 p.m.
May 9th/10th	Eastern Counties M.C.	Woodford and Diss	—	Rally (R.)	8.30 p.m.
May 10th	Veteran C.C.	King Edward's Parade	Eastbourne	Rally and Run	10.00 a.m.
May 10th/11th	De Lacy M.C.	Clubhouse	Pontefract	Rally (R.)	10.00 p.m.
"	Surrey Sporting M.C.	Sam's Halfway House	Brighton Road	Trial (R.)	11.00 p.m.
"	United Hospitals & U.L.M.C.	Houndsditch	London	(C.)	11.00 p.m.
"	Dunfermline C.C.	—	Dunfermline	Rally (C.)	1.30 p.m.
"	South Essex C.C.	Lamb's Garage	Woodford	Rally (R.)	8.00 p.m.
May 11th	Bristol M.C. & L.C.C.	" The Crown "	Winford	—	2.30 p.m.
"	B.A.R.C. (N.W.)	Queensferry	Chester	Rally (C.)	10.00 a.m.
"	Harlow A.C.	Gilston	Harlow	Autocross	2.30 p.m.
"	Bedford A.E.C.	Twinwood	Bedford	(C.)	2.00 p.m.
"	Mid-Surrey A.C.	Brands Hatch	Farnham	Speed Trial (R.)	11.00 a.m.
"	Worcestershire C.C.	—	Worcester	Rally (C.)	—
"	Anglia & Prefect C.C.	East Hirsley	Leatherhead	(C.)	9.30 a.m.
"	Cirencester C.C.	Chedworth Airfield	Cheltenham	Driving Tests	2.00 p.m.
"	East Anglian M.C.	Lavenham Airfield	Lavenham	Driving Tests (R.)	12 noon
"	Allard O.C.	Snetterton	Thetford	Sprint (C.)	9.30 a.m.
"	Leicestershire C.C.	Sturgess Garage	Leicester	Rally (C.)	10.00 a.m.
"	Galloway M.C. & C.C.	Dalbeattie	Dumfries	Open	2.30 p.m.
"	North London E.C.C.	Harleyford	Marlow	Hill-Climb (C.)	11.00 a.m.
"	Fairey Aviation M.C. & C.C.	Reston Airport	Hayes	(C.)	1.30 p.m.
"	Margate & Dist. M.C.	Westcliffe	Ramsgate	Rally (C.)	11.00 a.m.
"	Ilkley & Dist. M.C.	Sherburn-in-Elmet	Leeds	Sprint (C.)	12 noon
"	Birmingham Y.C.M.C.	Lyttleton Arms Hotel	Hagley	Rally (C.)	11.00 a.m.
"	Edinburgh University M.C.	NT 36/445730	Macnerry	Rally (R.)	10.00 a.m.
"	Plymouth M.C.	The Rock	Yelverton	Rally (C.) (Ladies)	2.30 p.m.
"	Charnwood C.C.	Kegworth Market Place	Loughborough	Treasure Hunt	2.30 p.m.
"	B.A.R.C. (S.W.)	Dean Farm	Fareham	Autocross (C.)	2.00 p.m.
May 16th	Advertising M.C.	" Marquis of Granby "	Kingston	Rally (C.)	7.30 p.m.
May 16th/17th	Cheltenham C.C.	Regent Motors	Cheltenham	Rally (R.)	10.00 p.m.
May 17th	Forces' M.C.	Royal Military College of Science	Shrivenham	Rally (C.)	1.00 p.m.
"	Westmorland M.C.	Barbon Manor	Kirkby Lonsdale	Speed Hill-Climb (R.)	2.00 p.m.
"	Burnham-on-Sea M.C.	Highbridge	—	Rally (C.)	7.15 p.m.
"	Shenstone & Dist. C.C.	Bull's Head Inn	Shenstone	Rally (C.)	3.00 p.m.
"	Lagonda C.C.	Heston Aerodrome	Hayes	Driving Tests (C.)	2.00 p.m.
"	Mareoni A.C.	Waterhouse Lane	Chelmsford	Rally (R.)	6.00 p.m.
May 17th/18th	Swansea M.C.	Oswestry	—	(C.)	2.30 p.m.
"	M.G.C.C. (Scot.)	Fort William	—	Rally (C.)	10.00 a.m.
"	Weybridge M.S.C.	Sandown Park	Esher	Rally (R.)	11.00 p.m.
May 18th	Northampton & Dist. C.C.	Towcester Market Square	Towcester	Rally (C.)	10.00 a.m.
"	Singer O.C.	Upshire	Waltham Abbey	(C.)	2.00 p.m.
"	King's Lynn & Dist. M.C.	Downham Market & Snetterton	Norwich	Rally (R.)	9.00 a.m.
"	Stafford & Dist. C.C.	Cheadles Garage	Stafford	Rally (R.)	9.30 a.m.
"	Guildford M.C.	Guildford	—	Rally (R.)	11.00 a.m.
"	Murphy M.C.	Acland & Tabor	Welwyn	(C.)	2.30 p.m.
"	Matlock & Dist. M.C.	Whitworth Institute	Matlock	Treasure Hunt (C.)	2.15 p.m.
"	Old Merchant Taylor's M.C.	" Durrants "	Croxley Green	Rally (C.)	2.00 p.m.
"	B.R.S.C.C.	Brands Hatch	Farnham	Race Meeting (C.)	12 noon
"	M.G.C.C. (Midlands)	Honeybourne	Evesham	(C.)	2.00 p.m.
"	Rochester, Chatham & Dist. C.C.	Ashenbank Wood	Rochester	Rally (C.)	2.30 p.m.
"	Riley Register	Crescent Car Park	Taunton	Rally	9.45 a.m.
"	Sevenoaks & Dist. M.C.	Old House Farm	Bromley	Gymkhana	2.30 p.m.
May 20th	2300 Club	Mullard Works Car Park	Blackburn	Rally (C.)	6.00 p.m.
May 22nd	M.G.C.C. (N.E.)	" Lemswood Arms "	Leeds	Evening Event (C.)	7.30 p.m.
May 23rd/24th	C.S.M.A.	Prestatyn	—	Rally (C.)	8.00 p.m.
May 24th	British Celanese M.C.	Spondon	Derby	Treasure Hunt	1.45 p.m.
"	Lincoln & Dist. M.C. & L.C.C.	—	Lincoln	Trial	8.00 p.m.
"	King's College M.C.	Blagdon	Newcastle	(R.)	2.00 p.m.
"	500 M.R.C., Ireland	Kirkistown	Newtonards	Race Meeting (C.)	2.00 p.m.
May 25th	Rotherham & Dist. M.C.	—	Rotherham	Driving Tests (C.)	2.00 p.m.
"	Solway C.C.	Market Hill	Castle Douglas	Rally (C.)	10.00 a.m.
"	Southsea M.C.	Thorney Island	Emsworth	Trial (R.)	2.00 p.m.
"	Berwick & Dist. C.C.	Winfield Aerodrome	Berwick	Gymkhana (C.)	2.30 p.m.
"	Romford E.C.C.	Snetterton	Thetford	Sprint (R.)	12 noon
May 26th	B.A.R.C.	CRYSTAL PALACE	LONDON	RACE MEETING (N.)	2.00 p.m.
"	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (N.)	1.30 p.m.
May 26th/30th	R.S.A.C.	MULTI-POINT START	ALL SCOTLAND	SCOTTISH RALLY (INT.)	—
May 28th	B.A.R.C. (S.W.)	Stony Cross	Southampton	(C.)	6.00 p.m.
"	Dowty M.C.	Arle Court	Cheltenham	Rally (C.)	7.00 p.m.
May 31st	Bexley L.C.C.	Retreat Café	Sevenoaks	Rally (C.)	9.31 p.m.
"	Veteran C.C.	Calne	—	Rally and Tests (C.)	12 noon
"	Stock Y.C.M.C.	Mill Road Garage	Chelmsford	Treasure Hunt	6.30 p.m.

If you enjoy an Air Display in the good old pre-war style, with plenty of interesting light 'planes and a display by vintage aeroplanes which will include a Gloster Gladiator and Bristol Bulldog, the date is June 14th and the place Elstree Flying Club. The show will

commence at 2.30 p.m. Gates open 1 p.m.

Owing to pressure on space the next "Enthusiasts' Directory" is held over until next month.

The 20th International British Empire Trophy Meeting

Moss Wins with Works Aston Martin and Equals Gerard's Record

HELD on April 12th at its now traditional venue, the most excellent 2.76-mile road circuit at Oulton Park, Cheshire, the 20th International British Empire Trophy race provided an unexpectedly easy win for Stirling Moss, in a works-entered 3.9-litre DBR2 Aston Martin, after mechanical trouble had eliminated the only effective opposition at a crucial stage in the race. In second place, at the wheel of a similar, but higher-g geared and subsequently less agile DBR2 (also works-entered), came Tony Brooks and third position was taken by Archie Scott-Brown, who took over Bruce Halford's Lister-Jaguar after the works car was put out with defective steering. During the meeting a new sports-car lap record was achieved by Graham Hill driving the latest 1,960-c.c. Team Lotus 15 and was subsequently equalled by Moss when he was being pressed by Cliff Allison in an identical Lotus during the final.

This is Stirling's third British Empire Trophy victory—he won in 1951 with a Le Mans Replica Frazer-Nash at Dundrod and again in 1956 at Oulton Park, this time using a 1½-litre Cooper-Climax—which means that he has equalled the record of Rob Gerard (an observer at last month's meeting) who brought his incredibly fast 1½-litre supercharged E.R.A. first past the flag at Dundrod in 1947, 1949 and 1951, in the days when the B.R.D.C. organised the race for single-seaters.

During its chequered history this race has undergone many changes of style and this year we saw yet another method of classification. Three 20-lap heats were run off for cars up to 1,100 c.c., 1,101 to 2,000 c.c., and over 2,000 c.c., respectively, but instead of arriving at a General Classification on a basis of times put up in the heats, as happened last year, the first three finishers in each heat plus the next nine fastest finishers regardless of engine capacity took part in a 25-lap final. This would seem to be a far more satisfactory arrangement, as weather and track conditions could well alter between the running of the various heats, although as it happened on this occasion the sun shone with unabated vigour throughout the period of the meeting.

A formidable collection of sports cars assembled in the paddock for the Friday practice session, which took place in dry but extremely cold weather, much to the consternation of the carburation experts. Cars in the up-to-1,000 c.c. category were in the majority, no fewer than 33, including 23 Lotuses, contesting the 27 positions available on the starting grid. Team Lotus was there in force, with cars for Peter Ashdown, Keith Hall and Alan Stacey (all Mark XIs); private entries included J. Campbell-Jones, Tom Dickson, Alex McMillan, Len Gibbs and several more, other strong contenders for class honours being Keith Greene in the Gilby Engineering car, Innes Ireland (entered by Major R. C. Robinson, although Ireland himself entered two other Lotuses), and Ron Flockhart, driving for the John Coombs Racing Organisation.

Lotus supremacy was challenged by five cars of the works Elva Racing Team, to be driven by R. Mackenzie Low, John Muirhead, Chris Bristow, John Brown and Ian Raby and by a trio of Tojeiros—a works car for R. J. W. Utley and private entries by Alan Eccles and Chris Threlfall.

The 2-litre class was not so well subscribed, although two Team Lotus 15s, with the 1,960 c.c. version of the Climax engine, were obviously strong contenders for an outright win. In fact, only one car appeared for practice and Graham Hill and Cliff Allison had to embark on a lightning number-switching act in order to complete their qualifying laps. A third Lotus 15, but with the 1½-litre engine, was entered by the Coombs stable for Roy Salvadori to drive—this being the car that Hill drove so spiritedly at Goodwood the previous weekend. Gordon Jones, Tony Marsh, M. G. F. Dickens and J. W. Higham were present with Mark XI Lotuses, Brian Naylor had his 1,993-c.c. Maserati-engined J.B.W.—a car that embodies a considerable amount of Hornsey thinking—John Horridge was a late arrival in a Lister-Bristol and Jon Fast brought along two 1,490-c.c. Oscas from Sweden, the second car being for John Higham.

In the unlimited category, the works Astons were supported by the privately-entered 3-litre DB3S models of Graham Whitehead and John Dalton, whilst Lister fortunes were in the hands of Bruce Halford and Peter Whitehead and, of course, Scott-Brown in the works car. Duncan Hamilton, Peter Blond, J. Sieff and J. F. Clark all had D-type Jaguars and John Bekaert and Roy Bloxam were using the same power unit in H.W.M. chassis. A measure of foreign competition was welcomed in the form of two 3-litre Testa Rossa

Ferraris, entered by the Equipe Nationale Beige and driven by Alain de Changy and Freddie Rousselle.

Shortly after the start of practice two things became quite clear. The first was that the existing sports-car lap record, set up in 1956, by the late Benoit Musy in a 3-litre Maserati at 1 min. 56 sec. (85.69 m.p.h.) and equalled last year by Archie Scott-Brown in the Lister-Jaguar, would, given fine weather on race day, be well-and-truly broken. The second was that anyone who was incapable of lapping in under two minutes stood little chance of reaching the final.

Not surprisingly, Scott-Brown recorded the fastest time, and driving with incredible verve he succeeded in taking no less than 6 sec. off his previous best time, his lap in 1 min. 50 sec. corresponding to a speed of 90.36 m.p.h. Moss tried both works Astons and recorded 1 min. 51.4 sec. with the faster car and 1 min. 52.2 sec. with the other, Brooks doing 1 min. 53 sec. and 1 min. 58.4 sec., respectively, before both were brought in with mechanical bother. The Moss car had broken its bevel box, and as only one spare was being carried of each ratio, Brooks' car had to be left with the higher gear which, on the Oulton Park circuit, precluded the use of fifth speed. A dropped valve on the slower car meant that an all-night session was in front of the Aston Martin mechanics. Of the other unlimited-class contenders, Halford recorded an excellent 1 min. 54.8 sec. in the Lister, Hamilton 1 min. 55.4 sec. in the Jaguar, Graham Whitehead 1 min. 56.2 sec. in the DB3S, Peter Whitehead 1 min. 57 sec. in the Lister and Blond 1 min. 59 sec. in the Jaguar.

In the 2-litre class, the hard-worked Lotus 15 went round in a resounding 1 min. 52.6 sec. in Graham Hill's hands and 1 min. 54 sec. when driven by Allison, but of the others, only Salvadori and Naylor were able to break two min., with laps in 1 min. 54.6 sec. and 1 min. 57.6 sec., respectively.

The superior roadholding of the lightweight machines showed up to advantage on the Oulton Park circuit and no fewer than six of the 1,100 c.c. cars were timed under the two-minute mark—Hall at 1 min. 54 sec., Dickson 1 min. 56 sec., Stacey 1 min. 57.6 sec., Campbell-Jones 1 min. 58.2 sec., and Ashdown and Ireland at 1 min. 59 sec.

Friday was a troublesome time not only for the Aston Martin mechanics, for the practice period had brought its usual crop of difficulties. One or two Lotuses were being converted back into four-wheelers after hair-raising incidents on the track; the rear-end of Bekaert's Speedwell Stable H.W.M. was being examined carefully after it had reversed through the Castrol sign at Old Hall Corner, as a result of grit getting into the driver's eye (several photographers caught the car during its gyrations—a situation that the local daily Press were not slow to exploit!); the Elvas were suffering from cooling problems, Duncan Hamilton was one of several suffering from a shortage of brakes, and so it went on. However, when the time came to form up on the grid on the Saturday, there were very few vacant places.

Needless to say, Heat 1 was dominated from start to finish by Lotuses. With Hall, Dickson, Stacey and Campbell-Jones on the front row and Ashdown, Ireland and Flockhart immediately behind it was an open race to the first corner, but Stacey scrambled through to lead by feet from Dickson, Hall and Campbell-Jones, the remainder in a tight bunch jockeying for position all the way to the Esso hairpin. At the end of the first lap Stacey and Hall had pulled away from the field, Dickson and Campbell-Jones were locked in close combat, and Ashdown was pulling away from Flockhart in fifth position. Ireland, Bristow and Brown were all early visitors to their pits and Eccles and Blumer were soon out with mechanical trouble.

Hall was tucked well into the slipstream of the leader and on the third lap he forged ahead, whilst on the next round Dickson ran out of road at Old Hall and retired, letting Raby up into sixth place in the leading Elva. The other team cars were not doing at all well. Mackenzie Low having joined Bristow and Brown at the pits with overheating trouble and Muirhead had bent his car in an off-the-road excursion, later to be black-flagged for loose bodywork. Elva hopes were finally crushed when Raby had a "moment" at the back of the circuit and lost five places before regaining the track. At half-distance the order was Hall, Stacey (6 sec. behind), Campbell-Jones, Ashdown (resplendent in the latest-pattern "space-ship" helmet), Flockhart and Greene. Thereafter the race pattern was settled and the only changes to the leader board occurred when Campbell-Jones overdid things going into Druids' Corner on lap 15.

and retired without injury, to let in Michael Taylor, and on the final lap when Taylor caught and passed Greene to take fifth place by a second. Hall recorded the fastest lap at 1 min. 54.8 sec. (86.58 m.p.h.) and lapped Taylor; the first six cars completed the race at an average speed in excess of 80 m.p.h. and thereby seemed to have a reasonable chance of reaching the final.

The second 2-litre Lotus Fifteen was duly completed on the Friday night and on the starting grid for Heat 2 there was the unique sight of three cars on the front row all with the registration number 007 MH painted on the bodywork! Hill had the new car and was in pole position, Allison the hard-worked practice car and Salvadori the 1½-litre model; Naylor in the J.B.W. completed the leading quartet.

The start was tremendous, with Allison taking a narrow lead from Hill as the cars streamed into Old Hall Corner, Salvadori third, then Naylor, Jones, Marsh, Higham and Horridge. As the leader passed the pits at the end of the first lap he had pulled out a lead of about 70 yards over his team-mate, probably as a result of a looser engine, with Salvadori well back in third place but still well ahead of the remainder of the field. It was clear from the start that the first three cars were seconds faster than the others and the heat rapidly became two races in one. The main activity occurred within the second group, Jones squeezing past Naylor on the fifth lap and Horridge retiring up the escape road at Cascades shortly after taking Higham's Lotus.

Up front all seemed serene, with Hill running about 3 sec. behind Allison and the same distance in front of Salvadori. Then, at half-distance, the second Lotus tore into the pits and the bodywork was lifted, to reveal a sparking plug with a hole through the middle. A replacement was fitted but Hill had lost 3 min. before he was away, over two laps behind the leader. Only retirements ahead of him could give him a place in the Final now, but he set about reducing the arrears by completing a series of record laps, shattering Hall's short-lived record and leaving a time of 1 min. 50.8 sec. for the opposition to ponder over. In so doing he annexed sixth place from Jon Fast's well-driven but comparatively slow Osca and narrowly missed taking fifth place from Marsh. Although Hill was out of the Final, his performance promised well from Allison in the similar car, provided the Lotus had not been overworked already. Only Allison, Salvadori, Naylor and Jones completed the 20 laps at a speed over 80 m.p.h.

Scott-Brown v. Moss augured well for Heat 3, as it would continue the contest that was left unresolved at Goodwood when the Lister's steering became unmanageable. On the grid, Stirling discussed first-corner tactics with Archie. Whether the latter was in agreement or not it is difficult to say because at the fall of the flag the Lister simply streaked away from the line and had a clear lead within 100 yards, and as they went out of sight towards Cascades the order was Scott-Brown, Moss, Halford, Blond (from the third row!), Brooks, Hamilton, G. Whitehead, Dalton and P. Whitehead. At the end of the lap Brooks had passed Blond but otherwise the order was unchanged and the Lister's lead was already well over 100 yards! This was a truly scorching pace, with the Lister spinning its wheels out of the corners as Archie corrected the inherent oversteer, and simply hurtling down the straights leading to and from the Esso hairpin. At first it seemed that Moss could do nothing about it and at five laps he was still 5 sec. behind, but gradually the gap started to close, and passing the pits for the tenth time the Aston was only a couple of lengths behind. Braking later for Old Hall, Stirling closed right up, and on the downhill entry to Cascades took the inside of the corner. Halfway round the Aston's nose was in front, but on the exit Archie, on the outside, had a lead of half a length. Neck and neck they went towards Island Bend and gradually Moss pulled ahead, until, at the end of the lap, he was clear by more than 2 sec. Meanwhile, news came through that Bloxam had crashed at Lodge Corner on the first lap and was dazed and shocked, the H.W.M.'s wheelbase having been somewhat shortened, and Peter Whitehead gave up at the pits suffering from the effects of exhaust fumes from a broken tail-pipe.

Having been passed, Scott-Brown appeared to be slowing a little, possibly to save his car for the Final, but on lap 14 he was missing and there followed the alarming news that the steering had gone again and the car had spun off near the Bailey bridge, but that Archie had succeeded in missing everything that mattered and was quite unhurt. The remainder of the heat was an anti-climax and Moss slowed down to win from Brooks, Halford, Graham Whitehead, Blond, Hamilton (the last three having a close-quarters battle for much of the race), Dalton and De Changy. The fastest lap, by Scott-Brown, was in 1 min. 51 sec. (89.55 m.p.h.).

As expected, an 80-m.p.h. finishing speed qualified for entry into the Final, which therefore consisted of six cars from Heat 1, four from Heat 2 and the first eight from Heat 3.

Immediately Scott-Brown arrived back at the pits in the passenger seat of Hamilton's Jaguar, Halford sportingly offered him his car for the Final. In due course the stewards agreed and the line-up on the grid became Moss, Brooks, Allison and Salvadori in row one; Hall, Scott-Brown and Stacey in row two; Whitehead, Blond, Hamilton and non-starter Ashdown (a suspected holed piston) in row 3; Naylor, Jones and Dalton in row four; and, at the rear, Flockhart, de Changy, Taylor and Greene.

This time it was Moss who was in a hurry, and he arrived at Old Hall Corner a clear two lengths ahead of Brooks, Allison, Scott-Brown, Salvadori and Stacey, in that order. Lap two and Allison had taken Brooks and was off after the leader, while Stacey came to an abrupt halt, having over-revved the engine due to a sticking throttle. The controllability of the Lotus was telling and in five laps Stirling's 5-sec. lead had been whittled down to less than half. The fight was on in earnest! Driving the large car right on the limit, Stirling started to gain two or three yards a lap, and his greatest worry was to avoid being baulked by slower cars, for Allison would be past in a flash on this slowish circuit. Equalling the new lap record of 1 min. 50.8 sec., he began to extend his lead until by the 15th lap he was 7 sec. ahead of the Lotus, Brooks another 10 sec. behind in third place, followed by Scott-Brown (obviously not too comfortable in the strange car), Hall and Hamilton. Meanwhile, Salvadori had retired with an overworked hub-race.

Then, once again mechanical trouble took the spice out of the race—Allison was forced into the paddock with lack of oil pressure, giving Moss a walkover win. He was immediately slowed by Reg Parnell, and while Hall and Flockhart brought their Lotus Elevens in with broken gearboxes and Blond retired with a slipping clutch, Brooks likewise was given the "EZE" signal. Moss crossed the line 20 sec. ahead of his team-mate and only Archie Scott-Brown was on the same lap at the finish. Hamilton, leaving behind him a trail of smoke through using pistons without scraper rings, was fourth, and Naylor just beat Jones into fifth place. Dalton was seventh, Greene eighth, de Changy, in the rather unstable Ferrari, ninth and Michael Taylor 10th and last. Taylor, however, was a lucky man. His Lotus was the only finisher to qualify for the description "All British" and as such became eligible for the £100 award presented by Joseph Lucas Ltd. It would seem that the fitting of Weber carburettors can at times be a distinct disadvantage!—J. B.

A DAY OF DRAMA AT BRANDS HATCH

Although the majority of the leading British drivers were engaged at Goodwood on Easter Monday, there was no lack of drama at Brands Hatch on the same day, when the British Racing and Sports Car Club ran their traditional Bank Holiday meeting.

In the sports/racing class Elva appeared likely to challenge Lotus supremacy but Raby's new works car retired when in the lead due to shortage of fuel, thereby letting Stacey in a Team Lotus through to win. Somewhat unpolished and untidy driving, with inevitable results, characterised the "Junior" F. III event, whilst at least one of the "Seniors" appeared to prefer stock-car tactics. A bumping and boring episode involving the Coopers of Cowley and Parker was a disgrace to motor racing and rightly drew the black flag after three dangerous incidents. F. III is as dangerous as any other form of racing, as a fatal accident in practice served to prove, and there is no room on the track for bad blood or uncontrolled tempers.

In marked contrast, the saloon-car events were entertaining, and the performance of Pathfinder-baiting A35s most enlightening, whilst the Formule Libre race proved that even the skill of Bill Moss is insufficient to overcome the handicap of vintage-type suspension on a tight circuit, when the opposition includes the latest in British ultra-lightweight sports/racing cars.

Most impressive of the series-production sports-car drivers was Hayles, who succeeded in placing his M.G.-A in front of A.C.-Bristols, TR3s, Austin-Healeys, Mark VI Lotuses and others, and, but for lack of acceleration on the straight would have passed an Austin-Healey 100-S as well. And when a car blocked his path he waited until it was safe to pass rather than bulldoze his way through and, if necessary, nudge the driver off the track.—J. B.

POLICE ENTRY WINS BENTLEY D.C. EASTBOURNE RALLY

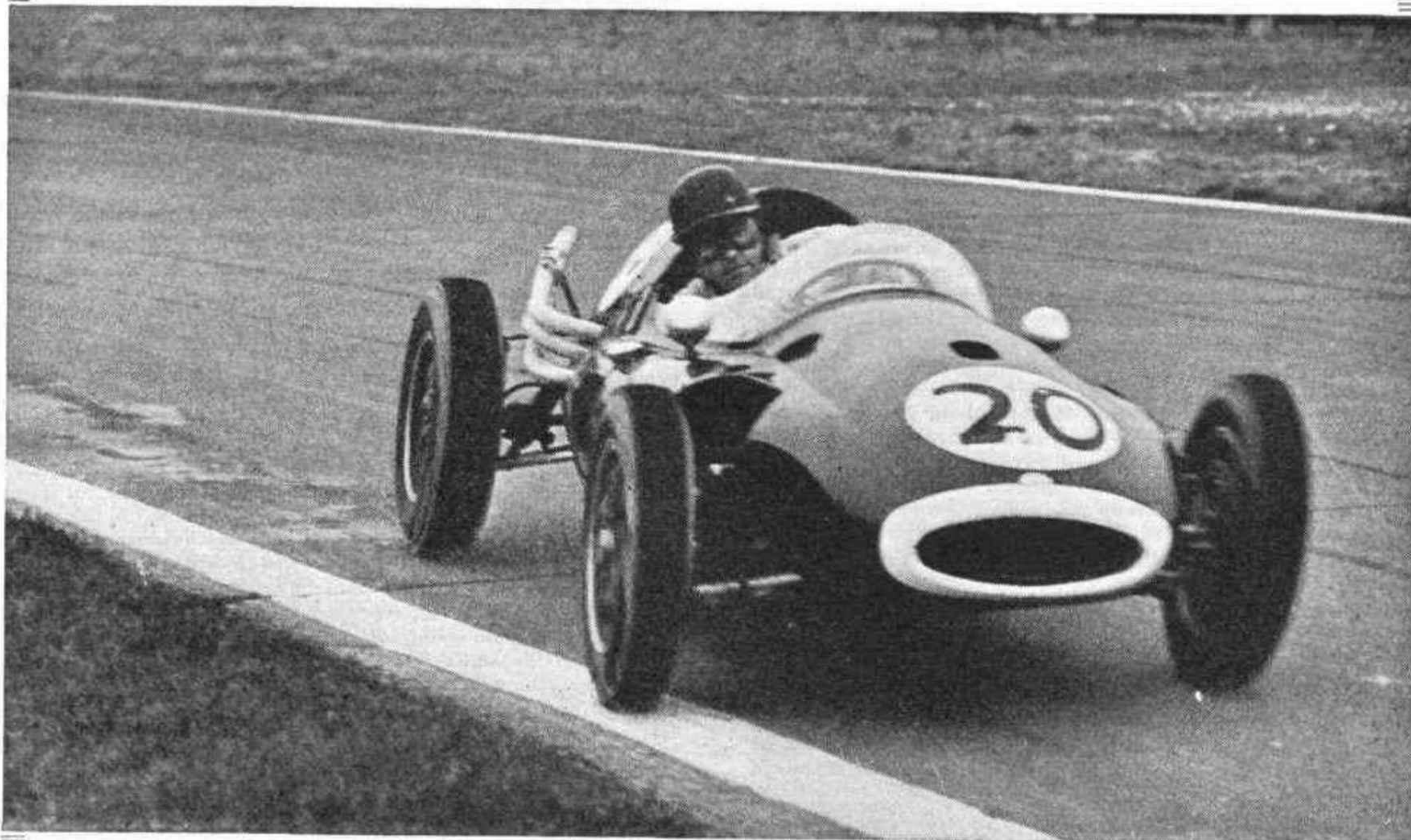
C. T. Jackson, of the Metropolitan Police Motor Driving School, driving a Wolseley 6/90, won this year's B.D.C. Eastbourne Rally.

Results:

- 1st: C. T. Jackson (1956 Wolseley 6/90).
 2nd: R. T. F. Hare (1937 Lagonda Rapide).
 3rd: R. D. Gregory (1928 4½-litre Bentley).

Team Award: Jaguar Drivers' Club.

Easter Goodwood Meeting



(Photograph by courtesy of 'The Autocar')

LAVANT CUP

1st COOPER driven by J. Brabham

GLOVER TROPHY

2nd COOPER driven by J. Brabham

3rd COOPER driven by R. Salvadori

CHICHESTER CUP

1st LOTUS driven by J. Campbell Jones

(subject to official confirmation)

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VIII GRAN PREMIO SIRACUSA

Walk-over for Ferrari

SIRACUSA, SICILY, April 13th.

ALTHOUGH the Italians may be trying to suppress real motor-racing and confining it to tracks, the Sicilians think otherwise, and the Grand Prix of Syracuse ran to form as a pure Formula I road-race full of all the lovely noise, excitement and colour of true motor-racing. The circuit was completely unchanged from last year, though a little rougher as to surface and with a fair amount of loose gravel about in places, but nevertheless comparable with 1957 when Collins won with a Lancia/Ferrari at a speed of 164.797 k.p.h. and Moss set the lap record at 1 min. 54.3 sec. (173.288 k.p.h.) with a Vanwall.

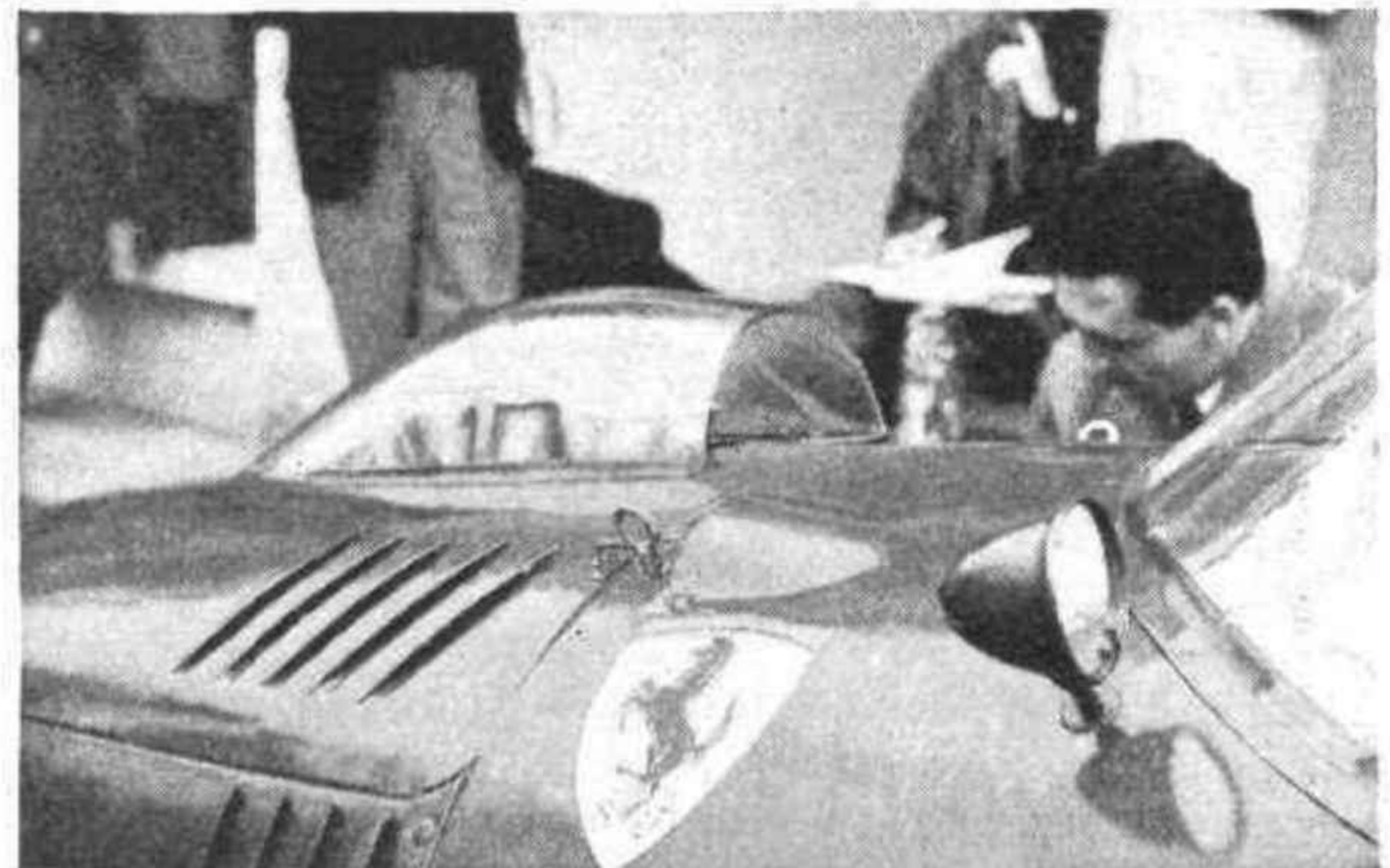
In passing, it is interesting to recall that the A.C. of Siracusa last year tried the experiment of running Formula II cars as well as Formula I but they proved slow and uninteresting on this high-speed (108-m.p.h. lap) Grand Prix circuit so were dropped for this year. It was left to the Pau G.P. organisers to find out this time, as reported elsewhere. Coming so soon after Goodwood and being 1,800 miles away it was not possible for the Siracusa organisers to attract any British teams or runners, but they did manage a vast horde of Maseratis and a lone works Ferrari. As Hawthorn and Collins were concentrating on the British events Musso upheld Ferrari honours in Sicily and he had a 1958 Type 246 Ferrari V6 with all the latest modifications, including wide transversely-finned brake drums on the front, double-bodied magneto on the rear of the near-side inlet camshaft, with a cooling-air scoop protruding through the scuttle. The engine was 2,417 c.c., of 85 by 71 mm. bore and stroke, and had a Perspex "bubble" over the three Type 46DCN double-choke downdraught Weber carburettors, this cover having an opening at the rear end. The chassis was of large-diameter tube bottom rails and cross-members with small-diameter tube superstructure, while the driving seat was offset slightly and there was a large fuel tank alongside the seat on the left as well as a tail tank. The de Dion tube was located by a forked extension below its centre running astride a ball fixed to the rear of the final-drive housing. The unequal-length wishbones of the front suspension were both of forged construction as distinct from the previous arrangement of the top one being of welded tubes.

Opposing this lone works Ferrari were ten Maseratis, all privately-owned but many of them attended to by Bertucchi and the factory mechanics, while team manager Ugolini was in attendance on time-keeping and so on; the whole entry of Maserati cars seemed a very happy-family affair, a sort of "Maserati Circus," in fact. Since last year there has been a considerable buying and selling of 250F Maseratis amongst private owners, while the factory put all their cars and spares into a workshop, built as many complete cars as they could and then sold the lot. Having done that and abandoned their own official team, anyway, it seemed that racing was ended in the Vide Ciro Menotti, but they then re-opened the workshops and all the cars went back in to be serviced and prepared for the customers, so that Maserati and racing continue as before, except that the drivers now pay instead of getting paid, and—somewhat naturally—the drivers have changed. The best-buy in this grand clearance sale were the three lightweight-chassis cars used as last year's works team, and these were bought by Kavanagh, Scarlatti and Godia, the last two having their cars after Fangio and Menditeguy had used them in the Argentine races at the beginning of the year. These three cars have the long low body with the fuel tank-cum-tail formed with a slight head fairing, and the three double-choke carburettors in an air-box with a long intake running forward along the nose. In order to buy his 1957 car, Godia sold his 1956 model to Bonnier, who in turn sold his early model to a new English driver, Digby. The factory took the old 12-cylinder prototype car and rebuilt it as a standard 250F six-cylinder, and the young Italian girl-driver Maria-Teresa de Filippis bought this one, while another six-cylinder was built up for Keith Campbell, the Australian motorcycle racer and last year's 350-c.c. World Champion. A further car was built up as a six-cylinder, this being an experimental car used only once last year, with the engine set at an angle in the chassis, the prop.-shaft running to the left of the driving seat and a very low body, similar to the 1956 Monza winning car. This special one-off model was bought by the Spaniard Antonio Creus. The final change about was that Andre Testut, a Monogasque driver, bought the 1956 car that John du Puy owned last year and was crashed at Casablanca by Lucas; and all this leaves the two English drivers Halford and Gould retaining their original cars, and Signor Dei, of the Scuderia Centro-Sud, with his two cars he had last year.

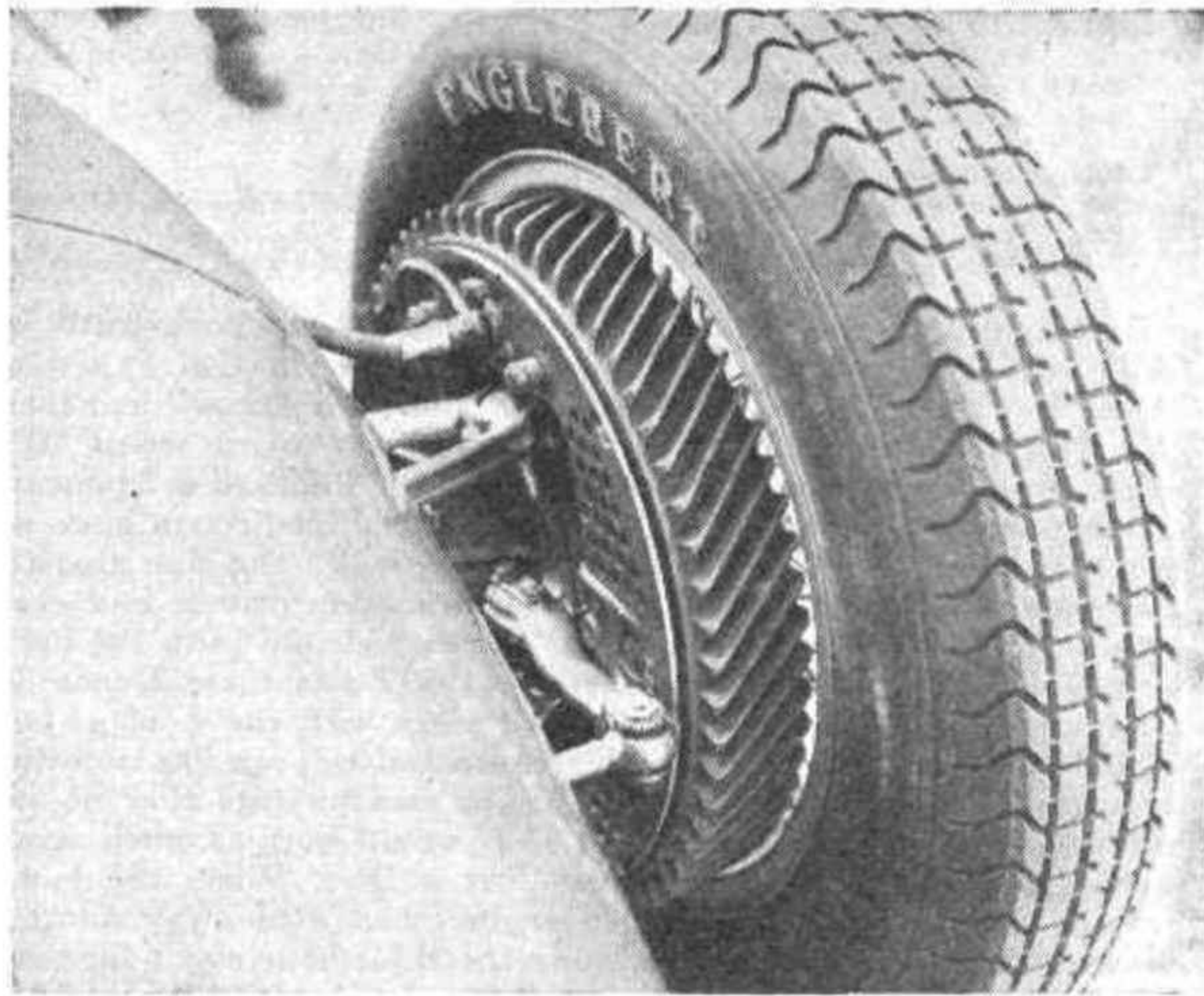
Entered for Siracusa were Kavanagh, Scarlatti, Godia, Bonnier, Creus, Testut, Gould, Miss de Filippis, and the two Centro-Sud cars driven by Maston Gregory and Wolfgang Seidel. To complete the field of 12 there was Cabianca with his very fast 1,500-c.c. sports Osca, stripped of all its frills.

Although there was only one new car among the entry, it was a truly International field, with drivers from Italy, Britain, Australia, America, Spain, Germany and France, and everyone was very keen. The first practice on Friday was poorly supported, only four cars being ready, but on Saturday afternoon, in dull but warm conditions, everyone was out and a big battle commenced to prove who was the fastest Maserati owner, and there was keen interest to see how the newcomers to Grand Prix racing would fair, for de Filippis, Seidel, Testut and Creus were trying their cars for the first time and Kavanagh was having his first serious practice. Needless to say Musso in the works Ferrari made fastest practice time but no-one was very interested in that, especially as it was nowhere near to the lap record, but everyone was following the progress of all the Maseratis and rivalry was strong. Since last year, of course, all the engines had been converted to run on 130 octane aviation spirit, and while the Ferrari was a new engine designed especially for non-alcoholic fuels, the 250F Maseratis seemed to have had little done to them other than new pistons to lower the compression-ratio and different carburettor jets. That Maserati have made the well-tryed six-cylinder twin-cam engine work so well on straight petrol is not so surprising bearing in mind the development done on the engine in 3-litre form for sports-car racing over the past few years. On twisty circuits the difference between alcohol motors and petrol motors has not been outstanding, but at Syracuse, with its very fast legs, there was an obvious difference.

For a time Musso could not get below 2 min. for the lap, while the best of the Maseratis was around 2 min. 10 sec.; however, after sorting out the rear shock-absorbers Musso got around in 1 min. 59.4 sec. and then improved this to 1 min. 58.4 sec., and as the fastest Maseratis were still no better than 2 min. 07 sec. the Scuderia Ferrari were content and packed up. Then there started some really keen rivalry between the Maserati drivers and Godia, Bonnier, Scarlatti and Gregory started a keen competition for second-best time of the day. As soon as one set up a fastest Maserati lap another would go out and beat it, and all the time interest was kept at a high pitch by the loudspeaker announcer, who gave out each time almost as soon as it was recorded, and everyone forgot that this battle was only for second place on the starting grid. It did not matter for, apart from Musso, the others were very evenly matched and after the first group came the also-rans, who were driving just as keenly, their aim being to beat the Italian girl. She was really having a go and using all the power the Maserati had got, her best time being 2 min. 13.5 sec., and she beat all the newcomers, though Seidel received a time recorded by Gregory, while Gould really made himself perspire in setting up 2 min. 07.6 sec. in order to keep away from the newcomers' battle. Rather overshadowed by all the fun and noise of the howling Maseratis was a time of 2 min. 14.5 sec.



The three double-choke downdraught carburettors on the Ferrari Tipo 246 engine now have a Perspex "bubble" covering them, this being open at the rear end as shown here.



The front brakes of the V6 Ferrari now have wide drums with transverse turbo-finning, as shown here on the car used at Siracusa by Musso. The top wishbones are now forged instead of being tubular, so that top and bottom wishbones are now of similar construction.

by Cabianca with his sports 1,500-c.c. Osea, but after that the ignition timing slipped and it popped and banged to a standstill. In trying to beat Maria-Teresa the Spaniard Creus spun his car and bent a rear wheel on one of the concrete walls that line the circuit.

In the Maserati battle Bonnier got down to 2 min. 03.7 sec., but then Godia improved this to 2 min. 02.4 sec. and Scarlatti fixed them both with a lap in 2 min. 01.9 sec. Not to be outdone, Godia had another go and got down to 2 min. 02.4 sec., perspiring freely, and Bonnier then showed them who was tops with 2 min. 01.9 sec. Meanwhile Gregory had withdrawn from the fray with 2 min. 04.8 sec. and contented himself with trying Seidel's car. Practice was nearly finished when Scarlatti went off again and, doing a typical Fangio act of a last-minute record, got in a lap at 2 min. 01.7 sec., the fastest Maserati, but, of course, a lot slower than Musso. It is interesting that last year Behra in a similar car to Scarlatti's, but running on alcohol, got well below a 2-min. lap, and as he must surely be the better driver, by four or five seconds, it means he could have challenged Musso this year with ease, so that aviation petrol seems to have made little difference to the 250F engine and it is possibly a bit faster than last year. The final order on the starting grid was:—

Bonnier (Maserati) 2 min. 01.9 sec.	Scarlatti (Maserati) 2 min. 01.7 sec.	Musso (Ferrari) 1 min. 58.4 sec.
Gregory (Maserati) 2 min. 04.8 sec.	Godia (Maserati) 2 min. 02.4 sec.	
de Filippis (Maserati) 2 min. 13.5 sec.	Seidel (Maserati) 2 min. 12.9 sec.	Gould (Maserati) 2 min. 07.6 sec.
Creus (Maserati) 2 min. 13.7 sec.	Kavanagh (Maserati) 2 min. 13.7 sec.	
	Testut (Maserati) 2 min. 22.9 sec.	Cabianca (Osea) 2 min. 14.5 sec.

By 3.30 p.m. on Sunday afternoon the cars were all on the grid, a huge crowd packed the grandstands, and each nationality of

LONG-DISTANCE RUNS

An Austin Motor Company Press hand-out informs us that an Austin A95 and an Austin A35 were driven from Birmingham, up to John o' Groats, down to Land's End and back to Birmingham, crewed mostly by ex-Austin apprentices, coinciding with the showing in Birmingham of the film "Gulliver's Travels"—we confess we cannot grasp the connection. The distance of 1,768 miles was covered in 48 hours, leaving "little time for any stops except for refuelling." The cars had to be driven hard, the crews eating and sleeping whilst on the move. We are told that the cars showed "very little ill effect of their feat." The Austin A95 had automatic transmission which, alas, the crew, being members of the Shmoes skiffle-group, referred to as enabling them to skiffle at both Land's End and John o' Groats because not having to change gear—could they have had experience of normal Austin gearboxes?—they were "relieved of a considerable amount of the strain."

driver, accompanied by his flag and a most imposing soldier, had paraded before the pits, and it was a change to see only one English driver but four Italians, Musso, Scarlatti, Cabianca and Signorina de Filippis. As was to be expected, Musso had no opposition and built up a lead of some 5 sec. per lap, but for second place Bonnier and Scarlatti were having a great scrap, the Italian really trying hard and keeping the Swede at bay. Gregory was running fourth in the blue-and-white Centro-Sud car, followed by Godia, Gould, de Filippis, Kavanagh and the rest, and on the sixth lap Gregory struck a wall and bent his off-side front wheel, stopping at the pits to have it changed. This let Godia and Gould by, but once the American was back in the race he soon caught the English driver and then set off after Godia. On lap 16 Bonnier passed Scarlatti and took second place behind the lone Ferrari, which was now over 40 sec. ahead and taking things easily. The Italian girl was driving really well in her first Grand Prix, leading Kavanagh, Creus, Cabianca, Testut and Seidel, and she was making Gould hurry along—being only a few seconds behind him. The race was being run over 60 laps and by a third distance she was lapping consistently at 2 min. 9 sec. and was obviously settled into her first race with the Formula 1 car, and was by no means getting left behind.

Cabianca retired out on the circuit with a broken magneto, Seidel came into the pits with a loss of power and then, on lap 27, Creus had a terrific spin and bent his Maserati against a wall. On the next lap Scarlatti managed to scratch past Bonnier but on the next corner he spun and dropped back to third place. At the same time Gregory got past Godia and took fourth place, while Maria-Teresa was still pressing Gould. At half-distance Musso was 1 min. 15 sec. ahead of Bonnier, who was in turn 22 sec. ahead of Scarlatti, but a few laps later the Italian Maserati driver came into the pits with overheating, caused by a magneto packing up. A quick look at the plugs was sufficient to tell the mechanics that the engine was cooked and Scarlatti was out after a very good try. There was now little chance of any change of position, apart from retirements, but interest centred on the young Italian girl to see if she was going to get tired, but there were no signs of it and she continued to press Gould and lead Kavanagh, lapping continually well below 2 min. 10 sec. Gregory seemed quite sure of third place until a con-rod broke and came out through the crankcase, and a little later Kavanagh slid on some oil and bounced the nose of his car on the straw bales on the hairpin, stopping next lap to see if the steering had been damaged. The Monogasque driver Testut had been trailing along at the rear until his engine suddenly went woolly and then blew up in a cloud of smoke, and just before the finish Godia, now back in third place thanks to Gregory's retirement, shot into the pits for water and was off again without losing his position, and on the last lap Musso caught de Filippis for the third time and just failed to catch Gould, who was driving hard to maintain his 30-sec. lead over the spirited girl from Naples.

Although Musso had a walk-over it was a very popular win and the crowd enjoyed every minute of the race, while it was an excellent try-out for the 1958 Ferrari.

Results :

VIII GRAN PREMIO SIRACUSA—Formula I—60 Laps—330 Kilometres—Overcast and Warm

- 1st : L. Musso (Ferrari V6) ... 2 hr. 2 min. 44.5 sec.—161.314 k.p.h.
- 2nd : J. Bonnier (Maserati 250F) ... 1 lap behind
- 3rd : F. Godia (Maserati 250F) ... 2 laps behind
- 4th : H. Gould (Maserati 250F) ... 3 laps behind
- 5th : Miss de Filippis (Maserati 250F) ... 4 laps behind
- 6th : K. Kavanagh (Maserati 250F) ... 6 laps behind

Fastest lap : L. Musso (Ferrari), on lap 33, in 1 min. 59.1 sec.—166.247 k.p.h.
Retired : C. Cabianca (Osea), lap 3, magneto; W. Seidel (Maserati), lap 19, water in fuel; A. Creus (Maserati), lap 27, crashed; G. Scarlatti (Maserati), lap 34, magneto; M. Gregory (Maserati), lap 37, con-rod; A. Testut (Maserati), lap 52, engine.

In Italy a Lancia Appia recently covered 100,000 miles in 117 days at an average speed of 44 m.p.h., driven by six test drivers. It suffered two minor accidents, a broken windscreen, and a few breakdowns, including a burnt-out piston, but cost only 26s. per 1,000 miles for repairs at retail price and subsequently went into service as a demonstrator at the Turin Show.

MINIATURES NEWS

So far this year Playcraft have released two new Corgi miniatures a month. Those for May will be an English Electric "Thunderbird" surface-to-air guided missile, mounted on an assembly trolley with detachable tow-bar and four-wheel linked steering, finished in R.A.F. blue (No. 351); 5½ in. long, this will appeal strongly to members of the R.A.F. and the modern child. It sells for 5s. 9d. The other new Corgi miniature is a long-wheelbase R.A.F. Land-rover, which costs 3s. 10d. and is 3¾ in. long.—W. B.

THE XVIII^e GRAND PRIX DE PAU

PAU (France), April 7th.

OH dear! How times do change. The pleasant town of Pau, basking in hot sunshine at the foot of the Pyrenees, Easter and Grand Prix cars have all been synonymous in the past. Looking through the records list we find names such as Nuvolari (Alfa-Romeo), Wimille (Bugatti), Lang (Mercedes-Benz), Fangio (Maserati), Ascari (Ferrari) and Behra (Maserati), all great drivers at the top of their form winning the gruelling Grand Prix of Pau after three hours of racing on the 2½-kilometre winding, twisting circuit in the town. Easter and the Pau G.P. have been traditional on the International Calendar, attracting the best in drivers and machinery, but what have we now, in 1958? A glorified National Club meeting, masquerading under the illustrious title of the International Grand Prix of Pau, with races for Gran Turismo cars, the "Monomill circus," and a motley collection of cars and drivers comprising a Formula II race; and, as if in violent protest at this change from the tradition of real Grand Prix racing, the weather clerk poured buckets of ice-cold rain over everything. Indeed, times do change.

To set the scene, on Easter Sunday, 14 cars set off on the first 3-hour race, for Gran Turismo cars of 501 c.c.-750 c.c. and 751 c.c.-1,000 c.c., and they included three Le Mans coupé Panhard-Monopoles, D.B. coupés, Renault 4 c.v. coupés and Zagato in a very pretty 750 Abarth-Fiat fitted with his own tiny coupé body. In torrential rain, which left puddles like lakes across the track, these tiny cars buzzed and crackled round with the drivers peering gloomily through wet screens with wipers vainly trying to keep the glass clear. For the spectators a 10-lap race would have been exciting; after 20 laps the novelty wore off and three hours became positively boring, but no doubt it was hard work and great fun for the drivers. Many of the contestants blew-up their engines or crashed, and the results were:—

501-c.c.-750-c.c. Gran Turismo :			
1st :	Condillier (Renault Alpine)	...	228.890 kms.—76.296 k.p.h.
2nd :	Zagato (Fiat-Abarth)	...	227.226 kms.
3rd :	Hemard (Panhard-Monopole)	...	225.733 kms.

751-c.c.-1,000-c.c. Gran Turismo :			
1st :	Laureau (D.B.)	...	237.642 kms.—79.214 k.p.h.
2nd :	Armagnac (D.B.)	...	235.648 kms.
3rd :	Bartholome (D.B.)	...	228.399 kms.

After a short break, and at last the rain stopped falling, the next two categories set off on their three-hour grind round the delightful little town circuit. At least the cars in the previous races looked like Gran Turismo cars; that is to say, close-coupled coupés of sporting lines and fit for road motoring to carry two people and all their luggage. In the 1,101-c.c.-1,300-c.c. class were many Sprint Veloce Alfa-Romeo Giuliettas in various hues, but there were also two unpainted Lotus Elevens, which to my eyes looked exactly like sports cars. In the 1,301-c.c.-2,000-c.c. category, running concurrently with the previous class, were Porsche Carrera coupés, an 8V Fiat coupé, an A.C. Aceca, some Porsche Carrera Speedsters, which are open two-seaters, and two A.C. Ace-Bristols which are sports cars.

While the encouragement of Gran Turismo racing is to be applauded, the F.I.A. really must open its tired old eyes and try and visualise a Gran Turismo car before accepting certain makes for homologation. I know what a Gran Turismo car is, and you know what a Gran Turismo car is, and by no stretch of imagination is it a Lotus Eleven or an A.C. Ace, or a Porsche Speedster. I do not blame the owners of these cars who entered at Pau, but I do blame the manufacturers for offering them for homologation and the F.I.A. for accepting them, for they are not in the true spirit of Gran Turismo.

After the Le Mans start Storez shot off into the lead in his Porsche Speedster, hotly pursued by a horde of Giuliettas, led by the Swiss driver Schild, and Houel in an A.C. Ace. Vidilles in a Lotus made a poor start but soon overhauled most of the Gran Turismo coupés, while Hicks in the other Lotus retired with a damaged engine. Storez did not last long and went out with clutch trouble, while Houel gradually cooked his Bristol engine, and Whiteaway in the other Ace-Bristol ran steadily and beat Jose Behra, though Sunley in the Aceca was slow. Swiss driver Berney was terrific in a Giulietta, hurling it into corners at the very limit of its roadholding, but his engine was tired and he could not keep up with other Giuliettas being more soberly driven. Vidilles in the Lotus Eleven sports car, with two seats and neat full-width screen, had no difficulty in leading the race as a whole as well as his category. After approximately one hour he stopped at the pits and handed over to da Silva Ramos, who continued to lead the race until the end of the three hours increasing his lead as the roads dried out.

1,001-c.c.-1,300-c.c. Gran Turismo :			
1st :	Vidilles/da Silva Ramos (Lotus Eleven)	...	258.438 kms.—86.146 k.p.h.
2nd :	Pegaso (Alfa-Romeo Giulietta S.V.)	...	253.016 kms.
3rd :	Schild (Alfa-Romeo Giulietta S.V.)	...	251.591 kms.

1,301-c.c.-2,000-c.c. Gran Turismo :			
1st :	Sala (Fiat 8V)	...	253.082 kms.—84.361 k.p.h.
2nd :	Whiteaway (A.C. Ace)	...	248.578 kms.
3rd :	Behra (Porsche Carrera)	...	246.263 kms.

On Monday the weather-man relented a little and a comparatively feeble sun shone amongst the clouds, and while most of Pau were having lunch the Deutsch and Bonnet "Monomill circus" had their go. This consists of a club of novice drivers who use weird little single-seaters constructed by D.B. from 850-c.c. Panhard components and known as Monomills, the idea being that all drivers have an equal chance of winning as the cars are identical. The club also has a strange notion that it is training future racing drivers and even goes so far as to suggest that their "circus" should form the basis for a Junior Formula for beginners in 1959! As these Monomills are under-powered front-wheel-drive devices with the c. of g. just behind the front axle, the handling characteristics are like no other known car, so that the drivers learn to race on cars that no-one in his right mind is going to copy. They would learn as much about racing by going on the "dodgems" at a fair. When the harsh banging of the flat-twin Panhard engines had died away another one-make race took place, this being the three-hour event for Gran Turismo cars over 2,000 c.c., and it consisted of 10 Ferrari-250 Europa models, the beautiful 3-litre V12 coupés that vanquished the 300SL Mercedes-Benz all last year. The sound of 120 tiny cylinders bursting into life after the Le Mans-type start was quite something, and with the sun shining did much to arouse interest in the meeting. Although there were 10 wealthy owners dicing in this event, there was only one driver and that was Gendebien, who simply walked away with the race, his only possible opponents being da Silva Ramos and Seidel. On lap two the former had a brake lock-on and he spun into the straw bales and retired, and a little while later the latter spun and lost a lot of time. For three full hours the city rang with the scream of the 12-cylinder Ferrari engines, though some fell by the wayside, and by 4.30 p.m. Gendebien finished his *tour de force* an undisputed victor.

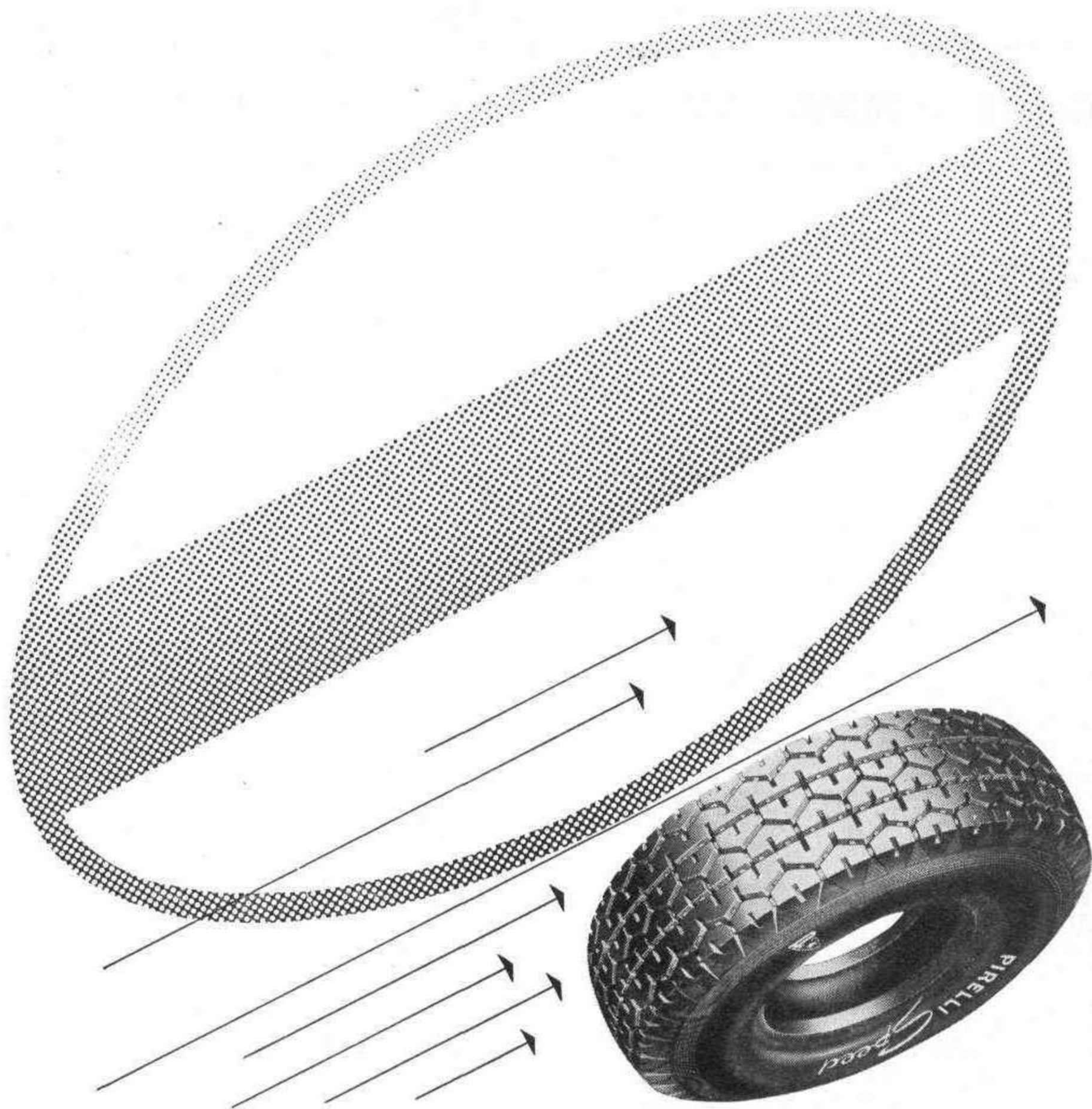
Over 2,000-c.c. Gran Turismo :			
1st :	Gendebien (Ferrari Europa)	...	280.010 kms.—93.336 k.p.h.
2nd :	Seidel (Ferrari Europa)	...	277.671 kms.
3rd :	Munaron (Ferrari Europa)	...	277.205 kms.

At long last the real racing cars took the scene, for a 50-lap Formula II race, but just as we were deceived in the Gran Turismo races so this deception continued. There were five Cooper-Climax single-seaters at which no-one could argue for they were pure Formula II cars, and there was a very old Simca-Gordini 1½-litre from 1946-47 which at least was a single-seater, but for the rest it was another matter. There were two Porsche Spyder RS 1500 models, complete with headlamps, stop-lamps, starters and so on, Cabianca with a sports 1,500-c.c. Osca from which the electrics had been removed, a 1,100-c.c. Halsylec, and to make up the number a Lotus Eleven, and a Monomill; not the best of Formula II fields by any stretch of imagination.

For a fleeting moment in the opening laps it looked as though there was going to be a motor-race, for Cabianca in the sports Osca led Trintignant in an R. R. C. Walker Cooper, this being the ex-Leston 1957 car, and da Silva Ramos in the only 1958 Cooper in the race. This new car, painted blue, was part of the Alan Brown *equipe* and his other car, a 1957 one, was driven by Tyrell making his first graduation from Formula III. After only four laps Trintignant passed the Osca and then da Silva Ramos went by and there was no more racing. Just as Gendebien had given a demonstration in the Ferrari race, so Trintignant did likewise in this Formula II event, building up a steady lead from the 1958 Cooper. Behind them the two New Zealanders, Moore and Thackwell, were having their first outing with twin-cam Climax engines in their 1957 cars, while at the back Veillet and Schiller were running wheel to wheel in their Porsche Spydors. The Lotus Eleven that Hicks drove the previous day had been mended and was now stripped of all equipment and being driven by W. S. Frost, while behind him Cales in the old Gordini was battling with Armagnac in the Monomill, and Latchford in his Halsylec brought up the rear.

After 15 laps a shower of rain made the circuit like an ice-rink and as the Monomill took to a pavement, the Gordini ramméd the straw bales, Thackwell went sideways and Schiller spun, the rest of the runners dodging cars and officials in a hair-raising low-speed melee.

Continued on page 276



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CARS I HAVE OWNED

R. E. Vinning of Ramsgate Recalls Thirty-Three Years of Varied and Not Too Expensive Motoring

IN the summer of 1923 £80 changed hands and a 1920 10.4-h.p. Citroën took up its residence beside the family 19.6-h.p. Crossley, of many happy memories. It was the result of much discussion but, having delivered himself of a lengthy discourse on economy, the family's head eventually gave permission for the purchase of a second car providing it had four seats, a silencer, was of about 10 h.p., and a suitable vehicle for the writer's mother to go about in.

The little Citroën, forerunner of the much more famous 11.4, had the usual four-cylinder, two-bearing engine, open propeller-shaft, and double $\frac{1}{2}$ -elliptic springs at the rear. The final drive was fitted with double helical teeth which, incidentally, was the origin of the famous Citroën chevron trade mark. The hand-brake operated on rear wheels, while the foot-brake worked on a drum immediately behind the gearbox and was most adequately lubricated therefrom. The application of some eleven stone to this important accessory merely resulted in a growl of protest from the rear axle, a cloud of smoke through the floor boards and no perceptible retardation whatever. Maximum speed was dictated by propeller-shaft vibration, the stoutest heart quailing at about 40 m.p.h. The body sides only extended about 9 in. above the seats and, with spare wheel, spare petrol tin and tool-box cluttering up the running-board, it was about as unprepossessing a vehicle as can now be imagined. For four years the little Citroën carried three hulking youths and sometimes an affectionately-despised young sister with a load of camping gear from Scotland to Devon at 40 m.p.g. There were few hills it didn't climb, from Rest-and-Be-Thankful to Porlock, and it never had a single breakdown.

In 1927 the little car was changed for one of the original 12/24-h.p. Citroëns which came out in that year. This, except for one item, was the exact opposite of its predecessor. It was a most handsome vehicle, cellulosed in maroon, with a very neat rear screen, fully-instrumented, and with that then-rare accessory, a dashboard petrol gauge. One major fault was that it retained the same two-bearing crankcase that had been used on the previous models. While 52 or 53 m.p.h. was possible in the usual favourable circumstances, the general uproar at anything over 40 was unpleasant, while 22 m.p.h. in second gear was quite enough. The most interesting part of its equipment was an early type of vacuum-servo braking. On the test run the writer wished to sample this, a feat already accomplished with dignity and success by his parent, who was used to the excellent brakes of the still-robust Crossley. The writer's right leg, however, was trained for applying the almost non-existent stopping power of the original Citroën; moreover, it was gaining some small reputation in kicking the oval ball. Depression of the brake pedal coincided with the screech of four tyres on a dry tarmac road, the demonstrator was hurled into the windscreen, the writer into the steering-wheel, while sounds of 17-stone of paternal fury from the floor of the rear compartment indicated a disaster of the greatest magnitude!

The brakes always gave trouble on that car—the servo was scrapped, as it was more trouble than it was worth, but the brake adjustment varied with the weight in the back seats. On one occasion, having driven up the slope to the garage with two most



SERVICEABLE.—The 12/24-h.p. Citroën which served the author's family faithfully for nearly a decade.

important and weighty members of the family in the rear seat, the writer applied the hand-brake and dismounted to open the garage doors. At the same time both passengers started to dismount from either side. The Citroën, glad to be relieved of her burden, rose 3 in. on the rear springs, released her brakes, deposited her erstwhile passengers, blaspheming, in the drive and disappeared into the laurel bushes with her rear doors flapping like elephant's ears!

On the whole, though, a good car. If her performance wasn't quite up to that of the equivalent Morris, the finish and appearance were far better, the comfort superior, and at £190 she was, I think, better value. She lasted until 1935 as a general hack; she was never rebored and topped 40,000 miles.

In 1929, having left the family nest, a Rudge Ulster was bought for £50, which was exchanged for an Aero Morgan to gain some marks from a certain girl friend. The girl, however, took one look at the Morgan and stepped into a rival's Morris-Cowley. . . . A lot of fun was had with this Morgan. It was a machine of glorious hazard. The rear forks were broken at the chain adjusters, the wheel being retained by the driving chains and a prayer, while the only way to stop on a wet road was to go sideways like an ice-skater. It was quite possible to reverse the steering by getting the steering-arm into the upper quadrant, and with 24 b.h.p. from its Blackburn engine and no weight whatever, speeds of 75-80 m.p.h. were often obtained. She held the West-End—Forth Bridge record for many years; in fact, she probably still does as the route was built up in the early 'thirties.

After a few months and some stern advice from those in whom the fires of youth had dimmed, the Morgan was disposed of "before something happened," and a 1924 Morris-Cowley "Chummy" was procured for £27 10s. What fun these cars gave! They were absolutely reliable, had a cruising speed of 45 m.p.h. and a maximum downhill of about 55, which we all tried to improve on by opening up the jets, advancing the ignition and making a hole in the silencer! The Morris, in a fit of youthful exuberance, was set to climb the path up Salisbury Crags from the Holyrood end, which resulted in a well-merited blast of indignation the next day from the Edinburgh "Bailies." Now, 30 years later, the writer would hesitate to take a Landrover up, but the little Morris *did* do that climb and, moreover, carried a passenger.

By 1930 sufficient time off from motoring, sailing and other activities had been taken to pass a few exams, and the writer found himself stationed in Gibraltar. A 1925 two-seater Morris-Oxford was unearthed for £22, which heartily screamed its way up and down the 1-in-4 roads on the Rock until, attempting to avoid a half-starved gharry pony, the front axle was pushed back, and the car sold to pay for its repair. A 1926 Morris-Oxford coupé was found, started up, and bought for £15. After some renovation it proved to be the most comfortable car ever possessed by the writer. With Bedford cord upholstery and a leather hood, the body was beautifully made and even after some years of neglect was completely rattle-free. After a coat of paint it was sold for £20 before the writer embarked for India.

For the next two years your scribe's personal transport had four wrought-iron tyres nailed to the bottom of its legs, a form of progression he heartily recommends.

Then, in Madras, another 1925 Morris-Cowley was procured which, as always, went well. It was found that timing rattle could be cured by tightening up the fan belt! Twice she went to and from the Hills, 426 miles away and 7,500 ft. high, taking 24 hours for the trip each way. The main hazard was the danger of unlighted bullock carts with sleeping drivers. One way of dealing with them was to turn them round quietly and leave them ambling contentedly back from whence they had come.

Brief possession of a Fiat Nine ended in disaster with run big-ends and, finally, a seized magneto. This was almost unheard of in England but with temperatures of 110 deg. in the shade the shellac in the magneto armature would become fluid, and after cooling would glue the latter to the magnets. A 1929 Graham-Paige then appeared, typically American, and passed on its uninteresting way. It is extraordinary how the American car has changed its character since the war. The pre-war Americans were ideal for semi-developed countries, with their absence of frills, their ability to carry seven or eight natives with reliability if not comfort, and a woolly engine of reasonable dimensions. They outnumbered European cars by 15 to 1, but it would be difficult to design a vehicle more unsuitable for such use than the modern American car.

Having a newly acquired wife and a long home leave in 1934, the prospects of being able to afford motoring of any sort seemed remote, until we landed at Southampton, having spent a very gay but foolish weekend in Dinard, without the money for our fares to Edinburgh. Our difficulties were solved by finding a 1923 Morris-Cowley, with over six months' tax, for £10. One pound deposit was paid, the six

months' tax was surrendered and some petrol bought with the proceeds, and the Morris was driven, without stopping, to Edinburgh, which was reached some 30 hours later. The Morris was kept for some time, then sold for £2 19s. to an ice-cream merchant, and was still to be seen around Edinburgh in 1950. To do this little exploit under modern conditions one would have to be able to buy a 1947 Hillman Minx for the weekly wage of a labourer . . .

Then came £25 worth of trouble and annoyance in the shape of a 1928 six-cylinder Lea-Francis four-seater. While its brakes, springs, steering and bodywork were superb by any standards, its motive power was the reverse. Its two overhead-camshafts poured oil onto the valves and after a spell in traffic the smoke cloud had to be seen to be believed. The tappet adjustment consisted of little discs inserted on the valve stems, which were always flattening out. Three big-ends went in as many months and everything, including the oil pump, was driven by chains, which broke on two occasions. The car was only six months old and had obviously not been knocked about—the crankshaft, incidentally, was beautifully turned out of a solid bar, which may have caused the trouble, as the bearing surfaces were very small.

Back in India, a Morris Major gave smooth and reliable service except for suffering from vapour locks in the hot weather, but its suspension was not nearly as suitable as that of the average American.

Then home again, to a 1934 Sunbeam Dawn, which cost £280. In 2½ years the car had done 12,000 miles and, with all due deference to the enthusiasts who still own beautifully-maintained models, it was a most disappointing car. The brakes would snatch, top gear would slip (it had a Wilson box), the front suspension, in spite of shock-absorbers adjusted almost solid, causing the doors and windows to rattle like a tram. Its maximum speed was about 60 m.p.h., with 35 in third gear, and finally the rear axle started to grumble. The only regret in parting was the loss of £80.

Then to Palestine and the Buick. His age was uncertain and when found he had no radiator or bonnet but he had been seen moving some weeks previously. The princely sum of £4 changed hands, his tyres were pumped up, and a tow-rope attached. The first surprise was that the motor started readily and sounded healthy. The dynamo worked, the oil-pressure registered, while the water with which the block had been filled was blown over everything by the water pump. A radiator and bonnet were unearthed, and the Buick climbed from Jaffa 3,000 ft. to Jerusalem. In the next eight months he covered most of Syria, Palestine and Transjordan. Many times he screeched his way down to the Dead Sea, 4,000 ft. below, and boiled his way up again. After such treatment his brakes would be completely non-existent for several days—then they would gradually reappear. There were three turns of backlash between the engine and rear wheels—there was a horrible noise on the over-run, while the gearbox would, without warning, give out a piercing shriek. Someone had daubed tar all over the roof, which in the hot weather dripped down on the inhabitants with the persistence of fallout from an H-bomb. But he went and kept going, trundling along with roaring exhaust, his silencer having long since disintegrated, over good roads and had at about 35 m.p.h. On one occasion, after a party, he did 15 miles with the track-rod trailing along the ground, his lurches and wanderings being attributed to more obvious causes! Few vehicles are remembered by the writer with more affection than this derelict old Buick. He was eventually bought by a Jewish taxi firm for use as a tug, and he was occasionally seen towing a Dodge or Chrysler which had as many weeks' service as he had years'.

Then, being again *en famille*, a 1932 Essex was bought for £80—a very sound vehicle with astonishing acceleration and, after the old Buick, the acme of luxury.

Home again in 1938, I bought a 1935 Riley Kestrel, for which £145 was paid. This was not in too good condition and was soon exchanged for a 15/6 Riley Kestrel of the same year. This proved one of the most pleasant and satisfactory cars ever owned by the writer. She had a speed of about 76 m.p.h., which was not infrequently achieved (the speedometer showing 80), while 55 in third gear was available. At the time of her manufacture there was very considerable rivalry between makers over the lavishness of the accessories they fitted to their products. All Rileys at this time had opening windscreens, permanently-fitted jacks, knock-on wheels, automatic chassis lubrication, sliding roof, pneumatic upholstery, preselector gearbox, centrifugal clutch, rear blind and roller sun visors, and all possible instruments were supplied except a tachometer. Someone had fitted a Scintilla magneto and a Burgess silencer but what improvement these made is not known. She had two main faults. One was a most annoying rattle in the steering-column, which no adjustment would cure, and the other, so well known to Riley owners, the necessity of constantly strengthening the rear of the body. A delightful car to drive, even the writer's 6 ft. 1 in. being accommodated satisfactorily. Cornering, steering and brakes were excellent. In 1942

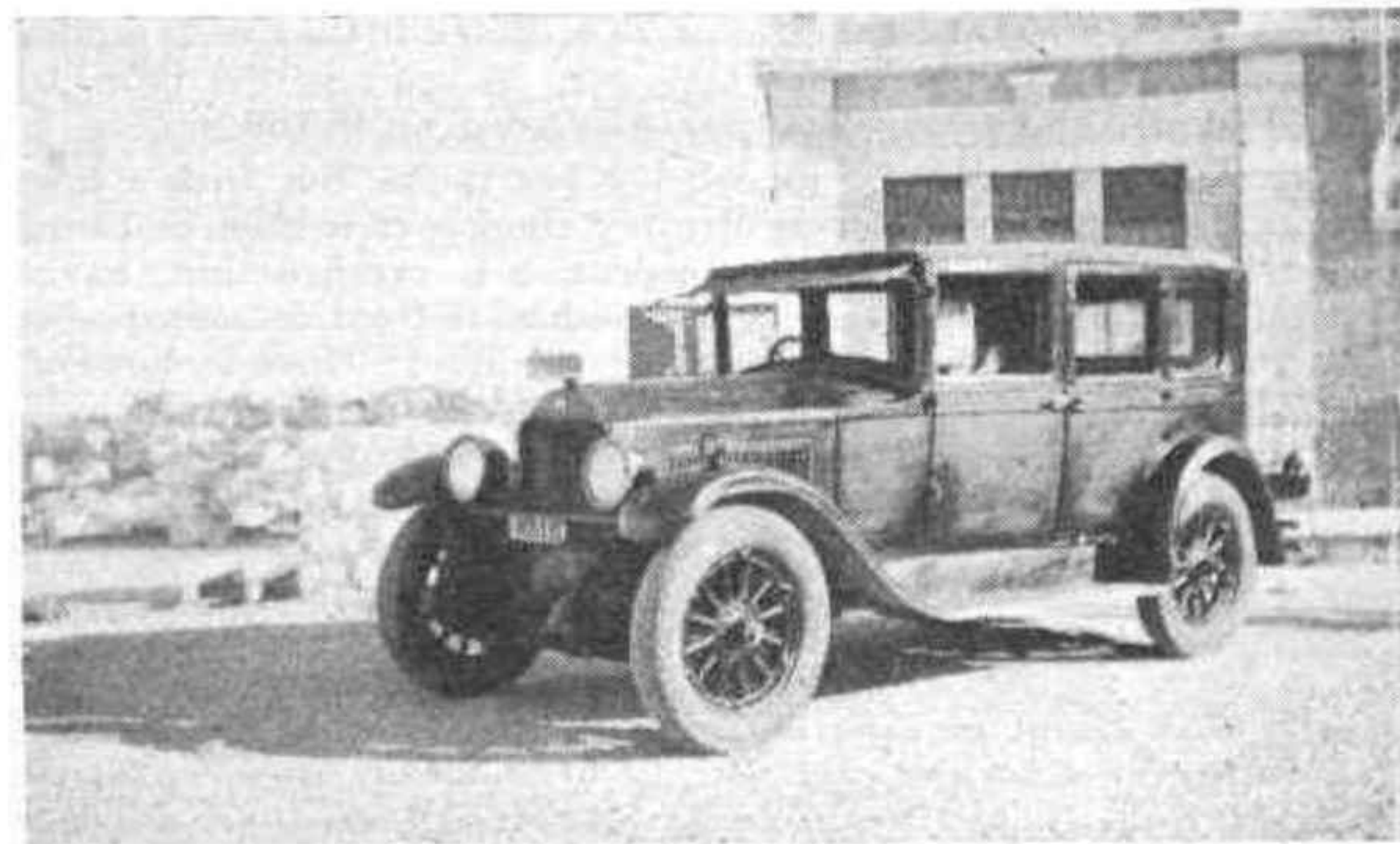


HANDSOME.—The six-cylinder twin-overhead-camshaft Lea-Francis which possessed a good chassis but suffered from an engine which was forever running big-ends and giving other trouble.

she travelled daily from Wareham to Bovington, usually at 55-65 m.p.h. Once, on turning to the right at Wool Corner—the road has been much widened since then—the steering freed and she wandered quite slowly into the ditch. The drag-link had come off the drop-arm. There was no warning whatever and those who still own these lovely cars may wish to make an appropriate examination. This was her only misdemeanour. Decarbonising was a matter of an afternoon's work and was done about every 3,500 miles to avoid spitting back when working hard. She was very unfortunately sold in 1945 for £280 when the writer's family joined him Overseas.

Home again in 1948 to find that anything that would move was worth more than the Riley had been sold for! Rather than pay these fantastic prices a period of ambulation ensued. Then a 1934 Wolseley Hornet saloon on three wheels was bought for £75. No paint remained, the off-side front-wheel bearings had disintegrated, while that part of the engine which would work gave forth a smoke cloud reminiscent of the Lea-Francis. However, after new piston rings, wheel bearings, two tyres, and a coat of paint, the little Wolseley went very well and would bounce along at 50-55 m.p.h., but the smoke cloud persisted—presumably from camshaft oil running down the valve guides. After some months' use she was sold for £170.

Back in 1930 the family had disposed of the Crossley and bought an early 24-h.p. Humber Snipe, a car for which the writer acquired considerable respect. A similar chassis, but fitted with a two-seater coupé body, was discovered and bought on the spot for £60. The hood was in tatters, most of the upholstery was missing, someone had poured khaki paint all over everything, but the tyres and batteries were outstandingly good. The engine, while having a good deal of gudgeon-pin rattle, was free from any dangerous clanks. Twenty-five pounds was spent on rechroming and a new hood. All



INEXPENSIVE.—The Buick, bought for £4, which "went and kept going, trundling along with roaring exhaust," in Palestine, where the picture was taken.

the wiring was replaced and a coat of grey paint applied after the removal of the efforts of the previous artist, and the Humber looked quite smart and emulated the performance of the Buick. He had a delightful right-hand change and a remarkably smooth engine and, once the correct adjustment had been found, the Bendix brakes were satisfactory, to say the least. The Jaeger speedometer would reach 75 m.p.h. but very seldom did so while an overall m.p.g. of 18 was achieved.

In an attempt to cure top-end rattle the engine was stripped and new bushes turned on a 3½-in. Drummond lathe normally used for making model locomotives. Four gudgeon-pins were very slack in the pistons, while two were seized solid. In freeing one of these the composite aluminium/cast-iron piston was damaged, and all attempts to obtain a replacement failed. An aluminium piston was found and balanced against the others by turning a ¾-in. bolt of suitable length to a press fit in the gudgeon-pin and balancing on the kitchen scales! This was entirely successful—the old engine was as smooth as ever, although the gudgeon-pin/piston rattle was still disappointingly noticeable.

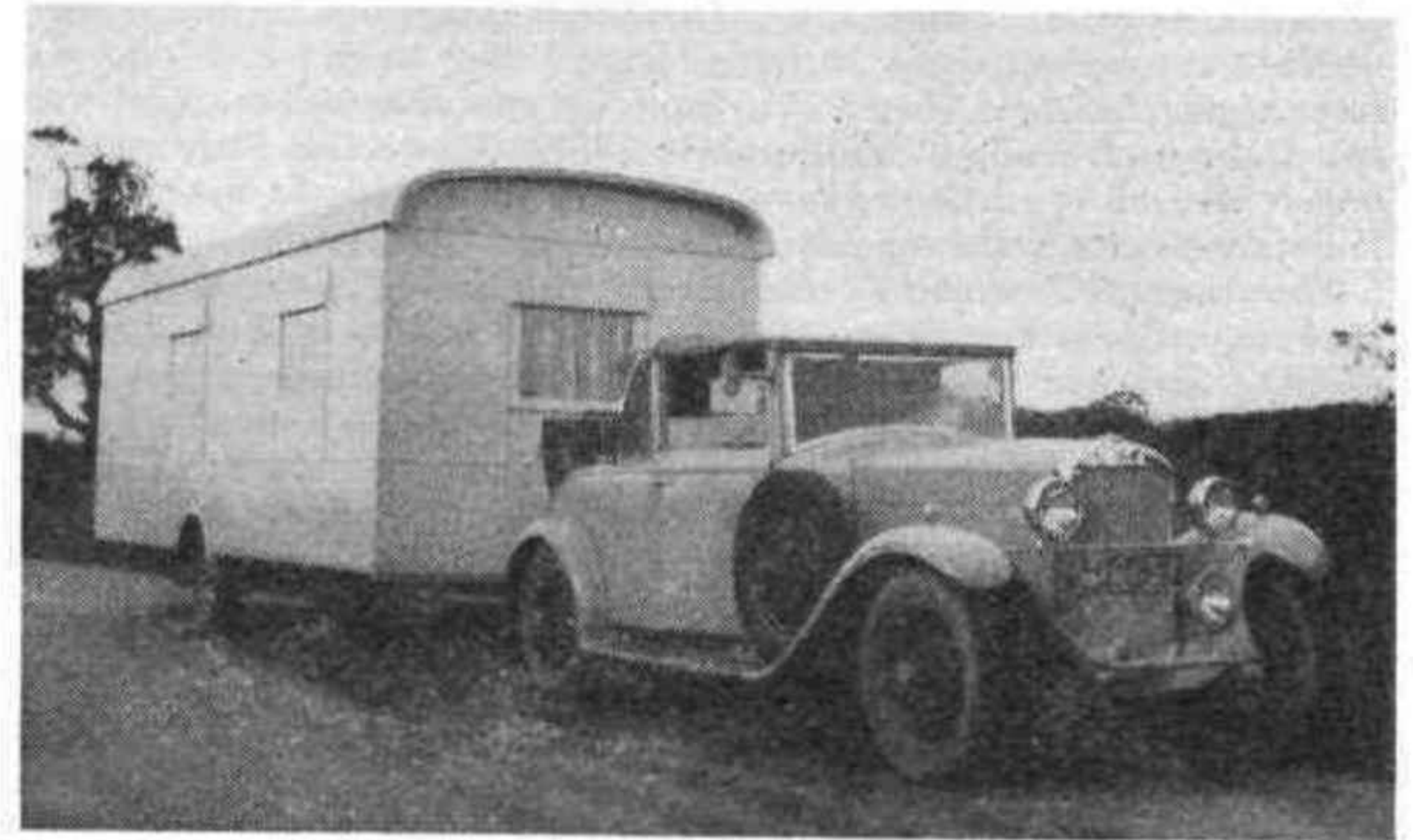
Having suffered five family moves in 14 months I decided to purchase a large caravan. A 22-ft. Pilot was bought, the usual connections were made, and off trundled the Humber with his owner's home on his back. That caravan weighed 38 cwt. empty and all of 2½ tons full, but the old Humber proved an absolutely ideal tug. For over 2,000 miles he heaved this enormous load over most of North Wales, up and down the Llanberis Pass, then up the West Coast of Scotland to Oban. Bottom gear was not often required, while never once was there the slightest uncertainty on a hill. Removing the exhaust-side bonnet panel stopped all tendency to boil and the gearbox was a delight to use. Then disaster—in order to quieten the top ends the block was rebored by a bodger near Nottingham and on its return the engine seized-up and even after 200 very gentle miles continued to do so. On stripping, one bore was found 20 thou. conical, the big-end broken up and a crankpin scored. Unfortunately, the bill had already been paid and since there were strong rumours of a further posting Overseas, the Humber was put into a Nissen hut and the doors sorrowfully closed. Six months later the writer was still waiting to embark and thoughts returned to the old car. The erring bore was tuned up and the big-end remetalled, the crankpin rubbed up with emery paper, a new battery fitted, a coat of Belco dark grey applied, and off he started again with the caravan—this time to the Midlands and South Wales, another 670 miles.

For over four more years the old Humber proved himself to be an ace amongst vintage cars. He was sold for £20 to an enthusiast and is still believed to be running.

Returning home again in 1955, a 1938 4½-litre Bentley was acquired. Investigation showed this to be in pretty poor condition and after the usual haggling her price was reduced from £500 to £300. She looked magnificent—just repainted and replated. But the engine was noisy and a continuous buzz indicated universal-joint trouble. However, £300 for a fairly modern Bentley wasn't much. The first shock was to find that a rebuilt engine would be £450, while the cost of everything else was in proportion. One hundred pounds was spent on new big-ends and a rebore but the engine and transmission still wanted attention, and it was decided to exchange her for something cheaper to run. It is impossible to over-enthusiast about the pre-war Bentleys. In almost every detail they are superb, but the initial cost of such excellence must be reflected in the cost of replacements. Intending purchasers may wish to examine the propeller shaft; replacing the universal joints will cost up to £60.

My Jaguar Mk. V 1950 model, has her faults, but with a lower top gear is more lively than the Bentley, there is more room and wind-noise is much less. The front suspension is excellent but, having waffled over some obstacles with torsion-bars in front, it is disappointing to be thumped in the back by cart-springs! There is, however, no roll when cornering and while at low speeds the steering may be spongy and low-geared, it is delightfully light and accurate at over 50 m.p.h. So far, in 9,000 miles, the petrol pump and water pump have required replacing at a cost of less than £5. A speedometer 90 is available and her overall fuel consumption is 18 m.p.g. Chromium and paintwork, after eight years, are almost like new. On the whole an excellent vehicle, which bears up to comparison with the Bentley better than might be expected. An overdrive would be a distinct advantage as a 4.3 top gear with 3½-litres means an exceptionally lively but somewhat fussy vehicle. Some timing-chain rattle is developing but the oil pressure is never less than 60 lb. at 1,500 r.p.m.

Looking back on 33 official years of motoring, two things strike the writer. First, what extraordinary value cars are today. The 1922 Crossley cost £780—equivalent to about £2,500 now. It had a primitive four-cylinder side-valve engine, no front brakes, an open



AN EXCELLENT WORKER.—The just-vintage Humber Snipe with the 22-ft. Pilot caravan it towed unprotestingly over vast distances.

body, four cart-springs with no shock-absorbers, and the only instruments were a speedometer, ammeter and oil-pressure gauge, and, if memory serves, the starter, spare wheel, jack and tool-kit were extras. In 1930 the Humber Snipe for the same price had a beautifully-finished saloon body, a six-cylinder (i.o.e.) engine, front brakes, instruments, interior lights, etc., and an infinitely better performance. Today, for half the equivalent value of the 1922 Crossley, one can buy a 3.4-litre Jaguar!

The other is regret in the demise of the old type of reliability trial in which anything could compete, from a Daimler limousine to a £5 Morris-Cowley. A scrape along a wall or bank in the old type of car meant possibly a new bit of aluminium angle on the running-board and a tap with a leather hammer, then a lick of paint on a mudguard—always black in those days. Nowadays any touch whatever means a visit to a body-builder and a respray. Thus the cult of the "special"—to the delight of the few but to the regret of the many. Club rallies are not the same—they take too long and are usually unutterably boring. But to the enthusiast there is still the same joy in tuning and maintaining his car as there used to be and the same delight in driving, as he fondly hopes, just a little bit better than his acquaintances and friends—who, of course, hold exactly the same views on their own prowess!

PAU G.P.—continued from page 272

It all sorted itself out, though Thackwell retired with a damaged gearbox, and then Tyrell went out with a broken universal-joint on one of his Cooper's half-shafts.

Trintignant was never seriously worried and drove comfortably according to the conditions of the road, and between rain-showers recorded fastest lap, all but lapping the second man by the end of the race. The two Porsches never lost sight of each other throughout the 50 laps and the Monomill was taken over by Mougins after a time and just before darkness descended the very mixed Pau G.P. meeting came to a close, the rather dissatisfied customers going home as more rain fell. The win by Trintignant was popular with the French but that was about all. The sooner the Automobile Club Basco-Bearnais returns its attention to real Grand Prix racing, as it has done for the past 17 Grands Prix of Pau, the better it will be for the Sport in general

Results :

PAU G.P.—Formula H—50 Laps—138 Kilometres—Cold and Damp		
1st :	M. Trintignant (Cooper-Climax) ...	1 hr. 26 min. 0.4 sec.—96.085 k.p.h.
2nd :	H. da Silva Ramos (Cooper-Climax) ...	1 hr. 28 min. 31.3 sec.
3rd :	G. Cabilia (Osca) ...	1 lap behind
4th :	R. Moore (Cooper-Climax) ...	2 laps behind
5th :	A. Veillet (Porsche RS 1500) ...	2 laps behind
6th :	H. Schiller (Porsche RS 1500) ...	2 laps behind
7th :	W. S. Frost (Lotus 1,100) ...	3 laps behind
8th :	P. Armagnac/R. Mougins (Monomill) ...	5 laps behind
9th :	J. Cales (Simca-Gordini) ...	8 laps behind
10th :	D. Latchford (Halsylec) ...	10 laps behind
Fastest lap : M. Trintignant (Cooper), 1 min. 38.4 sec.—100.975 k.p.h.		

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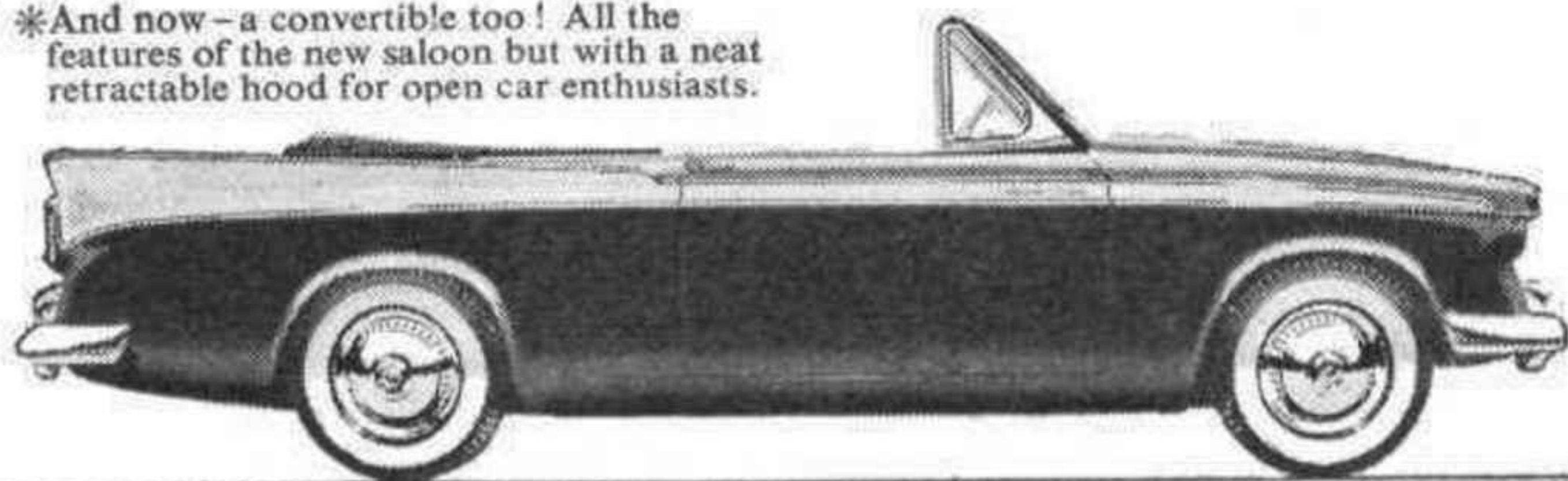
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*Price: Saloon £695 (plus P.T. £348.17.0) Convertible £735 (plus P.T. £368.17.0)
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*And now — a convertible too! All the features of the new saloon but with a neat retractable hood for open car enthusiasts.



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VW MOTORS' NEW DEPOT

On March 20th, Lord Brabazon of Tara opened the impressive new Service Depot and Showrooms now occupied by VW Motors Ltd. at Lord's Court, 32/34, St. John's Wood Road, London, N.W.8. These new premises occupy 50,000 sq. ft. and they are additional to the 45,000 sq. ft. VW workshops at Plaistow, which, in future, will be devoted to body repairs and painting. The Lord's Court depot has an imposing frontage and is equipped in the most modern fashion. Full servicing and repair facilities are available and from here new VWs will meet their owners, and it is from Lord's Court that dollar-sales will be conducted. In his speech, Lord Brabazon paid tribute to German successes in motor-racing achieved by Mercedes-Benz and likened the VW to a woman who, while not particularly beautiful or fast, has something about her which "gets" you. He said the VW had proved irresistible to 23,000 owners in this country to date and production is now at the rate of over 12,000 cars per day, so that Wolfsburg can be regarded as the Detroit of Europe.

K. von Heising, from Wolfsburg, whose responsibility it is to look after VW service throughout the world, spoke, in English, of the importance of this side of the business, remarking that a good car can be ruined by poor after-sales servicing. Mr. J. Graydon, Manager of VW Motors in this country, said, proudly, that his company owns the freehold of the fine new Lord's Court Service and Sales Depot, in which, as Lord Brabazon had remarked, you could lose two polo fields. Formerly Rootes used it to service their cars. Four hundred vehicles a week can be serviced there and, if the engine is cold, a single VW can be fully serviced in a matter of 20 minutes, while its owner rests in the waiting-room provided. Castrol and Shell lubrication service is available, a full stock of retail and wholesale spares is carried, and a VW Training School for mechanics is also operated from Lord's Court. The spacious Tourist Reception is attractively laid out, with framed pictures on the walls of VWs in rural settings. VW appreciate the importance of skilled mechanics who understand these cars—at present there are two per 100 cars, or some 460 VW-trained mechanics in the British Isles, and more will be speedily trained. Lord's Court is also the Industrial Engine Department, from which VW engines for compressors, welding sets, pumps, marine use, combine harvesters, dredgers and aircraft are supplied. Incidentally, any VW owner who covers 65,000 miles free from major overhaul gets a gold pin, badge and certificate. Amongst the cars we saw in this spotlessly-clean, efficient Service Station was a Karmann-Ghia VW coupé with a proprietary right-hand-drive conversion.

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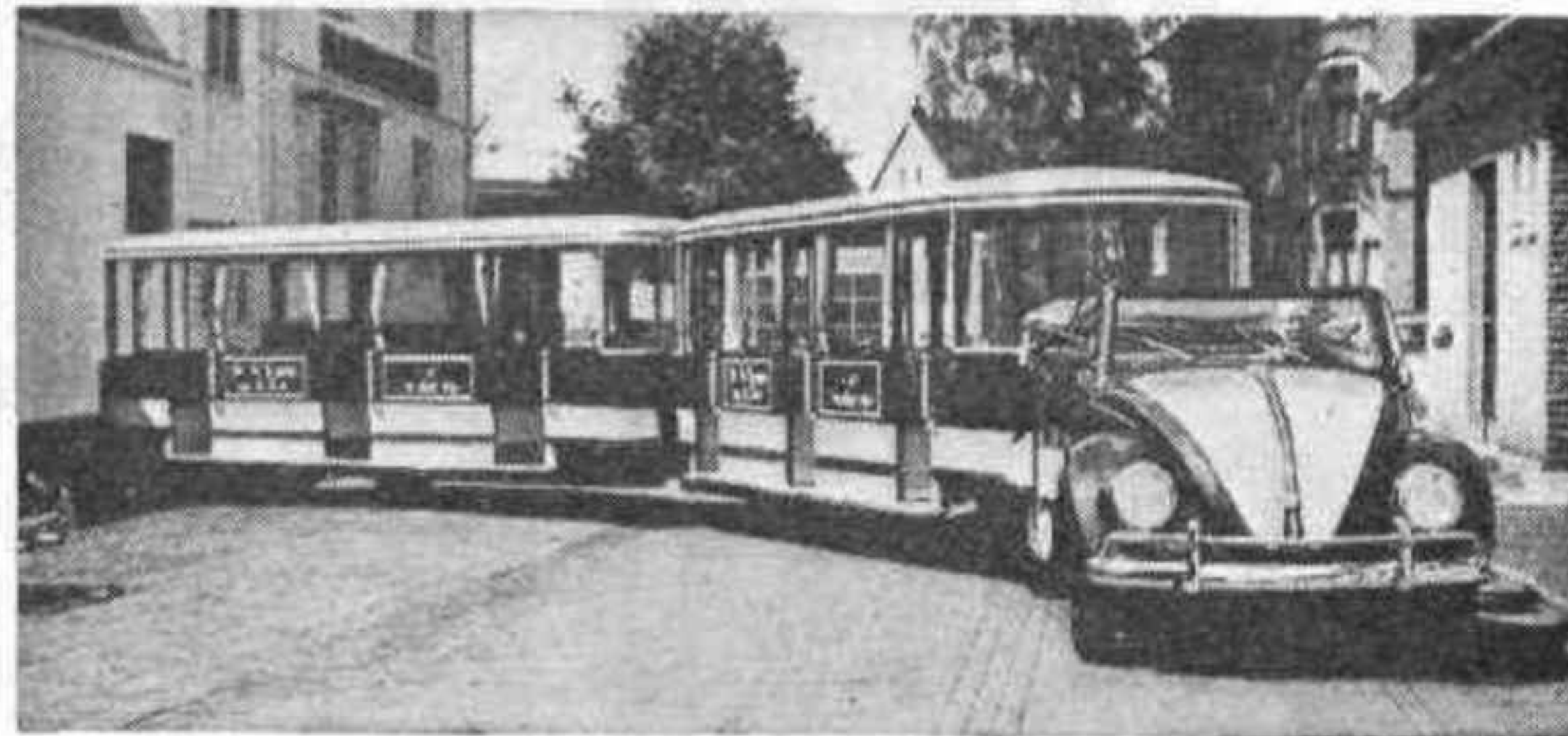
Arising out of a letter in MOTOR SPORT last January, J. H. Fielder, Technical Editor of *Passenger Transport*, sends the accompanying picture of a VW seen in the Fresian Islands last year. It appears to be a version of a 'bus made by the German coachbuilding firm of Herman Harmening K.G., of Bückeburg, for exhibition, fair-ground and seaside resort transport. A modified VW tows two trailers, providing accommodation for 42 passengers in a train which is 49 ft. long and equipped with hydraulic brakes throughout.

* * *

Future fixtures of the VW Owners' Club of Great Britain include a rally on June 1st and the Chairman's Run on July 20th. The Hon. Sec. is R. D. Woolf, 40, Send Close, Send, Woking, Surrey.



TASTEFUL.—The new-car reception bay at VW Motors' new 50,000 sq. ft. premises at Lord's Court, London. Note the illuminated, inset coloured pictures that decorate the wall. These spacious service bays and showroom were purchased by VW Motors Ltd. from the Rootes Group.



The remarkable VW fairground transporter referred to in the opposite column.

NATIONAL BENZOLE MAPS

National Benzole Co., Ltd., have announced publication of their series of road maps, covering England, Scotland and Wales. These maps are now on sale at National Benzole Solus Filling Stations throughout the country. The maps are on the useful scale of five miles to the inch and have been specially prepared for the National Benzole Company by the famous firm of cartographers, Messrs. George Philip & Son Ltd. Four sheets cover the whole of England, Scotland and Wales. London is included, at five miles to the inch, on Sheet One, but there is also the "London Special," a fifth sheet which gives Greater London at one inch to one mile on one side and Central London at six inches to one mile on the other.

At a Press Conference in London, the Managing Director of the company, Mr. H. H. Bates, said that a great deal of trouble had been taken in the preparation of these maps. "Every feature that is likely to help the motorists has been emphasised," he said, "while anything likely to confuse him has been 'played down' or omitted." There is, for example, a complete absence of the heavy black masses which so confuse built-up areas on most maps—such areas are sensibly shown in white. These maps, indeed, represent an entirely new approach to the science of road map-making and show not only the highways but the tiniest by-ways, more clearly than any other road maps of these islands available today.

Important geographical features are shown and named—towns, villages, rivers, canals, lakes, mountains, fells and so on, as well as railways, stations, car-ferries, golf courses, National Parks and the properties of the National Trust open to the public. Roads are classified by Ministry of Transport groupings. Road numbers are given for all trunk-roads and "A" and "B" roads. Distances between towns and important road junctions are given in miles, pin symbols indicating the start and finish of each "length." The sheets open to 36 in. by 23 in. and are printed both sides in black, red, yellow and blue—together with the infinite variety of other shades that can be obtained by combinations of those primary colours. Each of the five sheets is on sale at a price of one shilling each, so that the whole series, which folds conveniently into a coat pocket or car cubbyhole, may be obtained for five shillings.

DISABLED DRIVERS' MOTOR CLUB

Amongst our large readership there may well be many disabled motoring enthusiasts, so we would remind them that the Disabled Drivers' M.C., which was founded in 1922, still flourishes and looks after the interests of this specialised membership. We were delighted to see, in the spring issue of their magazine, an article about the early years of this Club, which was pleasing not only because it contained fresh material but because it was free from error. It recalls the sixteen-valve Bugatti which the legless driver B. H. Austin, M.B.E. (who is still President of the Club) raced at Brooklands, recalls the Deemster speed hill-climb of 1923, and is accompanied by a nice picture of one-legged Norman Fielden with the G.N. in which he won the first Disabled Drivers' Handicap race at Brooklands in 1922. The Acting Sec. is F. J. Dupée, 19, Devonshire Gardens, London, N.21.—W. B.

The Railton Owners' Club will meet every second Wednesday of the month at "The Green Man," Bedford Street, London, W.C.2, from 8 to 11 p.m. The Secretary's address is Manor Hotel, Datchet, Bucks.

The Sunbeam S.T.D. Register will open the 1958 season with a Sporting Get-Together at the Hawley Hotel, Blackwater, Surrey, on May 18th. Its annual Wolverhampton visit will this year occupy one day only, on Sunday, June 22nd.

BOOK REVIEWS

"**They Fought for the Sky**," by Quentin Reynolds. 298 pp., 8½ in. by 5½ in. (Cassell and Co., Ltd., 35, Red Lion Square, London, W.C.1. 21s.)

This book about the pilots of the 1914-18 War and the aeroplanes they flew is excellent entertainment and also a useful source of reference, for it is nothing like as superficial as its serialisation in a Sunday newspaper may have suggested. The author, the well-known newspaperman, certainly has an eye for a story and "They Fought for the Sky" is, it is true, written in "popular" style, nor are some of the technicalities handled in a manner to suggest that Reynolds has a firm grip on how the i.c. engine functions.

These criticisms apart, here is an excellent "refresher course" for those of us who admire the now-legendary World War I pilots like Billy Bishop, Richtofen, Mick Mannock, Immelmann, Billy Mitchell, etc., but who cannot recall which were their individual fighting characteristics, in what sequence they took to battling in European skies and what aeroplanes they flew. Reynolds' book brings all this to life again and his explanation of the research he did before embarking on this book should reassure the reader of the accuracy of the main facts, within the limits possible with such distant, dramatic and at the time but casually-recorded history.

Apart from the excellent pen-sketches of the great pilots of the 1914-18 War and a clear picture of how the air war of that fascinating era unfolded, "They Fought for the Sky" puts into perspective the sequence, qualities and failings of the leading fighter aeroplanes of that time, although naturally technicalities are but sparse.

Anyone interested in this subject but lacking time to peruse the seven volumes of "The War in the Air," which is the official history of the R.F.C., will find 21s. well spent on this Cassell's work—Reynolds' three-page bibliography also offers a rich source of reference to this specialised subject, although the author omits "Sagatarious Rising," that so excellent book by Cecil Lewis, although it is quoted from liberally. "They Fought for the Sky" contains some good pictures, and Hispano-Suiza fans will find delight in the stork insignia painted on the Spad flown by the great French ace Georges Guynemer. This book will make excellent escapist Whitsun reading, if you can get a copy before the holiday.—W. B.

"**He Lit the Lamp**," by Ursula Bloom. 214 pp. 8½ in. by 5½ in. (Burke Publishing Co., Ltd., 55, Britton Street, London, E.C.1. 18s.)

This is the biography of the late Professor A. M. Low, that well-known figure in motoring and scientific circles. The Professor figured in a biographical article in the second issue of *The Brooklands Gazette* before that journal was renamed *MOTOR SPORT*. He was intimately associated with all manner of queer ventures, wrote a large number of scientific books of the more popular sort and played a notable part in the founding of the Cyclecar Club, now the B.A.R.C.

The Introduction is by Lord Brabazon of Tara, who is, as is his wont, honest and outspoken, so that, while he is obviously full of affection for Low, he "debunks" his right to the title of Professor and finally concludes by calling him "a very nearly great man."

In a rather "bitty" book, because it is largely composed of extracts from Low's letters and articles, Ursula Bloom describes the life of her friend, the man of so many parts, who demonstrated television in 1914, built a robot-plane in 1917, developed contact lenses, and concentrated on the Low audiometer. Low's interest in early small cars is not given anything like as much space as one would have wished but there are pictures of Low in an (unnamed) Calthorpe light car during World War I with a Bleriot flying overhead (one suspects by reason of some composite photography!), Low in a 1912 Bedelia tandem-seat cyclecar (driving from the front seat—apparently his own conversion), with the Norlow motor-scooter he built with the Hon. V. A. Bruce after World War I and with the rocket-driven Speedway motor-cycle.

This is a sad book, of interest, however, to the late Professor's many friends and to youngsters who are of an inventive turn of mind.—W. B.

The R.A.C. has issued the 1958 edition of its comprehensive *Guide and Handbook*. Containing a million words, nearly 200

maps and town plans, a 64-page Atlas of Great Britain and Ireland in three colours, a two-page map of London, together with lists of parking places in the Metropolis, high tides at 154 coastal towns and resorts, a directory of more than 3,000 towns and villages, with data on garages, hotels, restaurants, golf clubs, market days, etc., and information on caravan sites, hills, steamer services, legal advice, etc., etc., this 640-page (8½ in. by 5 in.) book is excellent value at 12s. 6d. to non-members, 8s. 6d. to R.A.C. members. We are still intrigued, as we were two years ago, to see that Fleet Pond is the largest lake in England—this should be worth a visit, being but 37½ miles from London, whereas the Lake District proper is a day's drive away!

* * *

That indispensable R.A.C. publication "The Motor Sport Year Book" (228 pp., 4½ in. by 6½ in.) has been enlarged for 1958, alas no longer of pocket size. It contains the full season's fixtures of International, National and local events of every kind (this fixture list occupies 76 pages) and in addition contains model sets of rules for clubs organising competition events, the R.A.C. Standing Supplementary Regulations, a full list of R.A.C.-recognised clubs and officials, with addresses, location and admission prices to the principal British race circuits, speed trial venues, etc., etc. This is a book essential to everyone who follows the Sport. It cost 2s. 6d. (3s. if posted) from the R.A.C., Pall Mall, S.W.1, or R.A.C. County Offices.

* * *

Castrol have again issued their looked-forward-to book "Achievements." The 1957 edition covers events the world over, won on Castrol oil. Users include the greatest of the world's riders and drivers. If you want a copy of this 48-page lavishly-illustrated book, use the tear-out postcard which will be found in this issue of *MOTOR SPORT*.

* * *

The 1958 edition of the informative "B.A.R.C. Year Book" (103 pp., 8½ in. by 5½ in., soft covers, 5s.), which contains a great deal of information about B.A.R.C. racing in particular and motor-racing in general, including routes to Continental circuits and circuit maps, is now available from 55, Park Lane, London, W.1. There are articles on racing in America and on G.P. cars and the G.P. d'Europe but the last two contributions have been lifted directly from last year's Aintree programme without being edited, that on the history of the G.P. d'Europe, for instance, including the words "crowds are gathered today at Aintree," and omitting details or results of the 1957 race!

* * *

Readers of an engineering frame of mind will find a great deal to interest them, and perhaps much that will surprise them, in R. G. Moulton's "Model Aero Engine Encyclopædia" (208 pp., 8½ in. by 5½ in., 12s. 6d. Model Aeronautical Press Ltd., 38, Clarendon Road, Watford, Herts.). There are illustrations and tabulated data relating to the world's commercially-available engines from 0.55 c.c. to 4.8 c.c., the majority of which will run at something in the region of 15,000 r.p.m.!

* * *

A computer for attaching to car and motor-cycle speedometers, which provide visual conversion of English into metric speed and distance readings, is available from M.H.G. Products, 13a and 13c, High Street, Welling, Kent, price 7s. 6d.

* * *

A handy tester for electrical circuits is made by the Larmar Eng. Co. Ltd., Ingatestone, Essex. This "Larmar Lightning Tester" is not a sparking plug tester but is intended for quickly locating faults in the wiring circuits of a car. Suitable for either 6 or 12-volt systems, this tester, which incorporates a lamp bulb and a contact point which can penetrate insulation if required, sells for 8s. 6d. (postage 8d.).

ROOTES' FLOORING

The Rootes Group now sells, at 7d. per section, inclusive of p.t., "Polymat" floor covering for car and home. Pliable but tough, this material has interlocking tabs and slots so that mats of any size and shape can be made up in a matter of minutes, especially as "Polymat" can be cut and shaped with a sharp knife. Approximately 4 in. square, this material is packaged in six squares in any one colour, choice of black, brown, blue, green, red, grey, primrose and white being available. "Polymat" is claimed to be tough, flexible, hygienic, hard-wearing and sound-insulating. Supplies are available from Rootes Ltd., Ladbroke Hall, Barlby Road, North Kensington, London, W.10.

AN EXCELLENT "VINTAGE SILVERSTONE"

Itala Trophy Race Won by Tozer's 1927 Amilcar Six. W. J. Bodington (1932 Twin-cam 2.3-litre Supercharged Alfa-Romeo) Wins MOTOR SPORT Trophy Qualifying Race

A RECORD crowd of about 8,000 braved a cold wind to watch an excellent V.S.C.C. Silverstone Race Meeting on April 12th—a sure indication that if the Minister of Transport does anything to injure vintage motoring he will find himself unpopular and unvoteworthy with the public as well as with the cars' owners.

* * *

The meeting opened with the usual One Hour High Speed Trial, results of which are tabulated hereunder:

751-1,100 c.c.—Qualified: Mayhew (1930 Riley Nine), Kehoe (1929 Riley Nine), Berting (1929 Riley Nine), Winder (1923/8 Humber), Hurlbatt (1928 Riley Nine), Dancer (1928 Salmson).
1,101-2,000 c.c.—Qualified: Sim (1929 Alfa-Romeo), Barber/Scharaff (1927 Frazer-Nash), Winder (1926 Frazer-Nash), Archdale (1924 Aston Martin), Davie/Brown (1926 Alvis), Arnold-Forster (1925 Frazer-Nash).
2,001-3,000 c.c.—Qualified: Noble (1930 Alvis), Vessey (1926/8 Lancia).
Over 3,000 c.c.—Qualified: Howell (1930 Type 46 Bugatti), Douglas-Reid (1924 30/98 Vauxhall).

Some nice, original vintage cars ran in this High Speed Trial, notably Howell's big Bugatti saloon, going splendidly, the Vauxhall, which shed its fire-extinguisher, Winder's very nice 1926 Anzani Frazer-Nash with original narrow-track front axle, the long-tail twin-cam Salmson and various 12/50 Alvis and "Brooklands" Rileys. Perhaps the most pleasing of all was Archdale's side-valve Aston Martin four-seater, entirely original even to beaded-edge tyres.

The first five-lap Handicap was led for two laps by Moores' somewhat-modified blue Ulster Austin Seven, until the back-markers came through, Ashley's 1930 Frazer-Nash winning very easily from a 1932 Frazer-Nash driven by Gibson, with Quartermaine's well-known 30/98 Vauxhall third.

There followed a five-lap Scratch Race in classes which Bradley's 4½-litre Bentley looked to have in hand until its old rival, McClure's 4½-litre Bentley pipped it on the run home. Hollis' two-seater 3-litre Bentley—original, at all events externally—retired.

Excitement quickened with the 1908 G.P. Itala Trophy Race for Vintage Racing Cars, over 10 laps. The cars lined up on the starting grid made an imposing cross-section of motor-racing history. No fewer than four Amilcar Sixes were present, Rowley had his fabulous V12 2-litre 1924 Delage, on methanol fuel, Howell his equally fabulous 16-cylinder 4-litre Maserati, now in sports trim, a costly but desirable link with the past, for which a rebore of both eight-cylinder blocks had been completed and a new blower-shaft (at a cost of £70) fitted. The field was completed by Kitchener's 1928 F.W.D. Alvis which finished second in the T.T. of that year, the A.C. Nash and Barnard's ex-Dixon Riley Nine Special, running at present with a compression-ratio of only 7 to 1. Alas, Davenport's V-twin G.N., McClure's fast Bentley, McDonald's Bentley and the 1910 Fiat were non-starters.

Tozer's splendid little Amilcar led away but the Delage closed with it, these two going past the pits side by side on lap four, the Delage leading laps 5 and 6. Then its complicated power-unit began to falter and Tozer re-took the lead, to win at 69.7 m.p.h. Rowley kept second place and had lapped at 71.47 m.p.h. Howell, cornering wide at Woodcote, kept the big Maserati in third place until oil-pressure dropped and he wisely pulled in two laps from the finish, allowing Clutton, in the other Ecurie T.N.C. Amilcar Six, to come home in that position.

The five-lap Edwardian Handicap was spoilt by non-runners, the Zust and Fiat being absent, likewise the 1908 Itala which has new rims and tyres but no spokes in its wheels. So Clarke's typically-Edwardian 25-h.p. Talbot strove to fend off three pre-1915 T.T. racers, Neve's Humber winning in a bunched finish from Jack Sears in the T.T. Sunbeam, both of whom passed the Talbot at the last possible moment.

The finest race of the afternoon was unquestionably the 10-lap All-Comers' Scratch Race. Five E.R.A.s, the two faster Amilcar Sixes, the Spero 3-litre Maserati which Jack Sears was trying out, the ex-Mary Grosvenor 1½-litre blown Alta, Hayward's ex-Kennington 6C Maserati, Mudd's 1933 2.6 Alfa-Romeo once driven by Chiron, Mallalieu's splendid twin-cam Type 51 G.P. Bugatti, now back in correct supercharged form, Lockhart's K3 M.G. Magnette single-seater, Hill's 1934 T.T. NE M.G. Magnette and Lyne's Amilcar Six made Silverstone sing with nostalgic sounds. W. F. Moss led all the way in the ex-Broad E.R.A. "Remus," power-sliding out of the corners, on an impeccable drive, at a race-winning average speed of

78.31 m.p.h. Hull, driving another team-E.R.A., the 2-litre ex-Wharton car, got within 5 sec. of Moss, but fell back on lap six, so that Sears, who seemed to find the ex-Bira 3-litre Maserati rather a handful and had dented its tail, got into second place. When Little's fast Alta went sick Waller, sliding his corners in the ex-Carson E.R.A. once raced by Scribban and Shawe-Taylor, became third, in which order they finished. Waller, indeed, made fastest lap, at 79.96 m.p.h. and Clutton's Amilcar secured the vintage award, although a lap behind the bigger place men. The 6C Maserati, very smart, was fourth.

After Mrs. Moizer had led for three laps in a s.v. Surbaisse Amilcar, Mayhew's Riley Nine came up to win the next five-lap Handicap at 58.78 m.p.h., Begley's rare Gough-engined Byfleet II Frazer-Nash second and the lady-in-the-Amilcar, looking back to see what margin she had over Kleiman's Riley, third—just.

Faster cars came out of the seventh race, another five-lap Handicap, which, after Hull's E.R.A. had retired, had a stirring finale, because as Chapman's E.R.A., the car once owned by Lloyd-Jones, crossed the line the winner, with Waller's E.R.A. behind him, and Mallalieu's Bugatti in third place, the 3-litre G.P. Maserati, handled now by Sowman, and Moss' E.R.A. came pelting past a bunch of slower cars, the E.R.A., which had out-accelerated the Maserati at the start, just beating the Italian car into fourth place. Sowman had the compensation of fastest lap, at 80.85 m.p.h.

Thirteen cars next lined up for the five-lap MOTOR SPORT Trophy Qualifying Handicap. The race was slowed when Kemp over-corrected a skid at Woodcote Corner and rolled his Manx-tailed M-type M.G. over, the driver lying unconscious beside the wreckage until an ambulance could be brought onto the course. Through it all Bodington's 1932 twin-cam blown 2.3 Alfa-Romeo won at 62.59 m.p.h. in a close finish from Halkyard's 1923/8 4½-litre Bentley, with Bill Mason's delightfully-non-cut-about 1930 4½-litre Bentley tourer third. The others qualifying for the Final are Hollis' 3-litre Bentley, Noble's six-cylinder Alvis that was once a truck, and Ainsworth's 4½-litre low-chassis Invicta. The next MOTOR SPORT qualifying Race will take place at the Eight Clubs' Silverstone Meeting on June 7th.

Running only slightly late in spite of Kemp's calamity, the day's sport concluded with a final five-lap Handicap, which Barry Clarke's Edwardian Talbot led until swamped by the later starters, the Alta spoiling its chances by broadsiding and Begley's 1935 Frazer-Nash winning from Kehoe's "Brooklands" Riley Nine and Gibson's Frazer-Nash.

This has been a splendid day's sport—and sport is the operative word, for V.S.C.C. racing is untainted by commercialism. Another V.S.C.C. Silverstone Meeting will be held on July 26th, and Northern enthusiasts are catered for by the V.S.C.C. Oulton Park Meeting on June 28th. Finally, a word of praise for the informed commentary on the competing cars by J. W. Broad, who is the best commentator for this sort work we have ever listened to.—W. B.

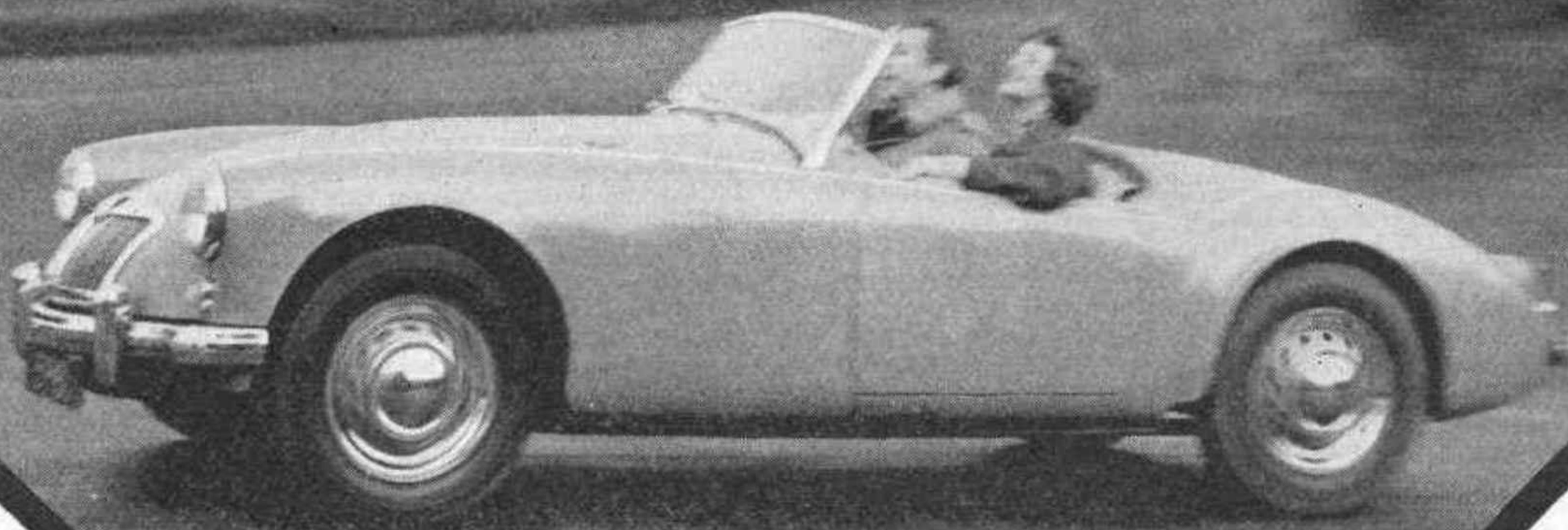
Results:

First 5-lap Handicap:	R. W. Ashley (1930 Frazer-Nash) ...	64.02 m.p.h.
Second 5-lap Handicap:	E. J. Meyhew (1930 Riley Nine) ...	58.78 "
Third 5-lap Handicap:	G. Chapman (1934 E.R.A.) ...	72.50 "
Fourth 5-lap Handicap:	H. W. Begley (1935 Frazer-Nash) ...	57.66 "
Edwardian Handicap:	K. Neve (1914 T.T. Humber) ...	59.26 "
5-lap Scratch Race:	D. G. McClure (1928 4½-litre Bentley)	67.13 "
Up to 1,100 c.c.:	H. R. Heap (1930 Riley Nine)	
1,101-1,500 c.c.:	B. E. Brown (1930 Frazer-Nash)	
1,501-3,000 c.c.:	M. D. Hollis (1923 3-litre Bentley)	
1908 G.P. Itala Trophy Race:	J. C. Tozer (1927 Amilcar Six) ...	69.70 "
Handicap Winner:	C. E. Lyne (1926 Amilcar Six)	
10-lap All-Comers' Scratch Race:	W. F. Moss (1936 E.R.A.) ...	78.31 "
Vintage Award:	R. G. H. Clutton (1927 Amilcar Six)	
"Motor Sport" Handicap:	W. J. Bodington (1932 2.3 Alfa-Romeo)	62.59

WALES HAS ITS RALLY

Following National Rallies in England and Ireland, Wales has its National Welsh Festival Rally, sponsored by *The Liverpool Daily Post*, from May 8th to May 11th. The rally starts from Llandudno, Warrington, Kenilworth, Bristol and Cardiff, following a 1,000-mile route through South, West and North Wales after converging on the first-named town. The finish is at Colwyn Bay, on May 10th, where tests will be held. Entries have closed

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B.A.R.C. GOODWOOD EASTER MEETING

Hawthorn (V6 Ferrari) Wins Sensational International "100" Glover Trophy Race. Victory For Moss (Aston Martin DBR2) in Sussex Trophy Race. Lewis-Evans (Beart-Cooper) Wins 500-c.c. Event and Brabham's Cooper Vanquishes Lotus in F.II Lavant Cup Contest. Lap Record set to 97.3 m.p.h. by Hawthorn's Ferrari and Moss' Cooper.

IN spite of icy weather crowds estimated at some 60,000 went to Goodwood on Easter Monday to watch some spectacular racing and sample the new amenities. The amenities were more attractive for the spectators than for the competitors because although the latter now have the new, if narrow, vehicle tunnel (which is too low for some transporters to negotiate) they were faced with seas of liquid mud in the new Paddocks and adjacent roads. Humans can cope in such conditions by wearing gum-boots but mud on the tyres is exceedingly bad for racing cars. We imagine, however, that the owners of Goodwood will soon have the Paddock area cemented over, taking as their example Brooklands, where, in 1907, a vehicle tunnel and concrete Paddock were provided before its constructors had so much as seen a racing car.

If the improvements fell down in this one respect, the big crowd saw some excellent racing, the presence of Hawthorn, Collins, Moss and Behra making up for the absence of the Vanwalls. Moreover, the new airstrip attracted the unexpected number of 74 private aeroplanes, which added interest of a Brooklands-nostalgia kind to the day's sport—we hope sincerely that one summer Sunday the B.A.R.C. will hold an Air Display and Flying Meeting at Goodwood. Before the racing commenced on Easter Monday that highly commendable body, the Tiger Club, gave a display in D.H. Tiger Moths and the Volkswagen-engined Rollason Druine Turbulent was demonstrated.

* * *

THE EARL OF MARCH TROPHY (10-lap Scratch Race for 500-c.c. racing cars)

Thirteen healthy "bangers" started in this race, which Lewis-Evans in the efficient Beart-Norton led from start to finish. At first he was challenged by Russell in R. R. Jackson's Cooper-Norton but this developed a clutch malady and stopped at St. Mary's after three laps. Taylor's Ace Garage Beart-Cooper then followed the other Cooper from this tuning-stable at a discreet distance, with Pitcher's Lea's Garages Cooper-Norton in third place. In spite of fuel-haze over the engine Taylor's Cooper ran on untroubled, but Jones' Cooper developed trouble, Brimotors' Cooper-Norton managed only nine laps and Lovell's Grenfell-Norton joined the Robin Jackson Cooper at St. Mary's.



COLIN CHAPMAN, on the starting grid, winds up the elastic of Allison's F.II Lotus before the Lavant Cup Race commenced.

Results :

1st : S. Lewis-Evans (Beart-Cooper). Won by 16.3 sec. at 83.62 m.p.h.
2nd : T. P. Taylor (Beart-Cooper).
3rd : J. K. Pitcher (Cooper-Norton).
Fastest lap : Lewis-Evans, 85.04 m.p.h.

* * *

THE LAVANT CUP (15-lap Scratch Race for F.II cars)

This race was expected to be interesting, as featuring the improved F.II Cooper and Lotus cars, and so it proved. Moss, in Rob Walker's Cooper, was a non-starter, but Alfred Moss' British Racing Partnership had Lewis-Evans in a 1958 F.II Cooper-Climax, Brabham drove one of the new works Coopers, and Team Lotus put in two 1957-style F.II Lotus cars, of which Allison's had the new positive-stop gear change, Hill's the earlier arrangement. Salvadori had to be content with a non-works car, driving Atkins' entry. Lewis-Evans' light green car had a radio aerial protruding from its tail, and Taylor's Lotus sported a new high tail, making it look somewhat "Vanwall-ish." The field was made up of privately-entered Coopers, George Wicken back again in a racing cockpit, Stoop had his 1,220-c.c. Cooper which had seized-up on the Saturday when a water hose slipped off its pipe. All the other cars used 1,475-c.c. Climax engines, except for the new 1,490-c.c. unit in Brabham's Cooper. Salvadori got away well but had a mishap on the very first lap, hitting the bank on Lavant Straight, which caused his retirement, unhurt. Brabham soon established a decent lead, his Cooper snaking over the bump at Fordwater. Here J. D. Lewis (Cooper) looked unstable.

Behind Brabham, as the race settled down, Hill and Allison in the two Lotus cars, pursued the leader, the race run at a furious speed. Allison seemed content with third place but Graham Hill pulled out all the stops and closed on Brabham, overtaking the Cooper on lap 10. Thereafter we were treated to the spectacle of Brabham at his best, as he sought to regain the lead. This he finally did down Lavant Straight two laps from the end, leading Hill's Lotus over the line by a very slender margin. Lewis-Evans just motored sensibly round in fourth place, crouched forward in the seat of his spotless Cooper, very comfortably ahead of F.II Autocar Champion Tony Marsh. The Lotus of Taylor and Cooper of Naylor retired. This F.II race could hardly have been more breath-taking and how pleasant that it resolved into a close-fought Cooper/Lotus battle, first round (and of *The Autocar* Championship) going to the versatile and very fast Australian driver.

Results :

1st : J. Brabham (1,490-c.c. Cooper). Won by 0.4 sec., at 93.76 m.p.h.
2nd : G. Hill (1,475-c.c. Lotus).
3rd : C. Allison (1,475-c.c. Lotus).
Fastest lap : Hill, 95.79 m.p.h.

* * *

THE SUSSEX TROPHY (21-lap Scratch Race for non-supercharged sports cars exceeding 1,100 c.c.)

This race attracted a field of 27 sports cars so diverse in character and speed that even hardened spectators of British closed-circuit sports-car contests made excuses to stand a good way back from the edge of the track! Nor did four non-starters, who included Salvadori in Coombs' 1,750-c.c. Lotus, do much to alleviate the situation. Moreover, a Le Mans start was the order of the day.

However, all went off without incident of a sad character.

Great interest attached to the Ferrari driven by Collins, who arrived at Goodwood with his wife in a striking Pinin Farina-bodied Ferrari sports car. Instead of the expected 3-litre V12 Testa Rossa, Ferrari had brought an experimental 2-litre sports car with engine based on that of the V6 Grand Prix car. A normal back axle is used, without independent suspension, there is a full-width screen to the cockpit, in which the driver sits on the left, with the battery on the floor on the right. Ferrari had been busy from 8.30 a.m. onwards on the Saturday, practising in the sleet to ascertain the correct gear ratios. Opposing this new Ferrari, which was giving away a great deal in litrage, was Moss in the works 3.8-litre Aston Martin DBR2. Scott-Brown had a new Lister-Jaguar, Hill a Lotus Fifteen with 1,960-c.c. engine (the other Lotus Fifteen was not

present, so Allison had to stand down), Bloxam's H.W.M. Jaguar and five privately-entered Aston Martin DB3S, including Jean Bloxam's coupé, while Duncan Hamilton's D-type Jaguar could be guaranteed to go rapidly. There were also two 3-litre V12 Ferraris entered by Equipe Nationale Belge, driven by Bianchi and Mairesse.

Moss showed his usual ability at a Le Mans start and led away but Scott-Brown out-accelerated him and passed the Aston Martin. Thereafter we were able to watch Scott-Brown employing his unusual tactics to keep the new Lister-Jaguar ahead of Moss, whose car was slower but who braked later into the corners. Stirling, driving with his great experience and as calmly as usual, had to wait for eight laps before he passed the Lister-Jaguar. Two laps later the steering tightened up on the luckless Scott-Brown and he pulled off onto the grass before St. Mary's.

Moss now led very easily from Collins, who was driving the new, very crisp-sounding Ferrari impeccably, his understeer line out of St. Mary's with the power turned on being delightful to behold. But he was 1.8 litres down on the British car and, barring a bout of the Sebring axle trouble, Moss couldn't fail to win. This he did, setting a new sports-car lap record of 92.5 m.p.h. on his way. Duncan Hamilton was taking r.h. corners on l.h. lock in his usual exuberant style, to hold a safe third place. Mairesse was later passed by the Lotus Fifteen, which was going so well in Hill's hands that it actually set the 2-litre sports-car lap record to 90.38 m.p.h., vide the official results (but we believe the time-keepers were not aware Collins was in a 2-litre Ferrari!), before retiring with gearbox trouble. Bianchi, who circulated with the filler flap of the big yellow Ferrari open, hit the chicane on lap 15, returning to the race, however, with a badly dented tail, finishing a lap behind Whitehead's Aston Martin DB3S, which, in fourth place, was the last finisher to complete the full distance. Mairesse went ploughing in a big way after Lavant Corner on one lap in the other yellow Ferrari but regained the straight untroubled.

Results :

1st : S. Moss (3,800-c.c. Aston Martin DBR2). Won by 47.6 sec., at 89.94 m.p.h.
 2nd : P. Collins (2,000-c.c. Ferrari V6).
 3rd : J. Duncan Hamilton (3,442-c.c. Jaguar-D type).
 Fastest lap and new sports-car lap record : Moss, 92.5 m.p.h.
 2-litre Class : Collins (Ferrari).
 New 2-litre sports-car lap record : G. D. Hill (Lotus-Climax 15). 90.38 m.p.h.

GLOVER TROPHY INTERNATIONAL "100" (42-lap Scratch Race for G.P. cars)

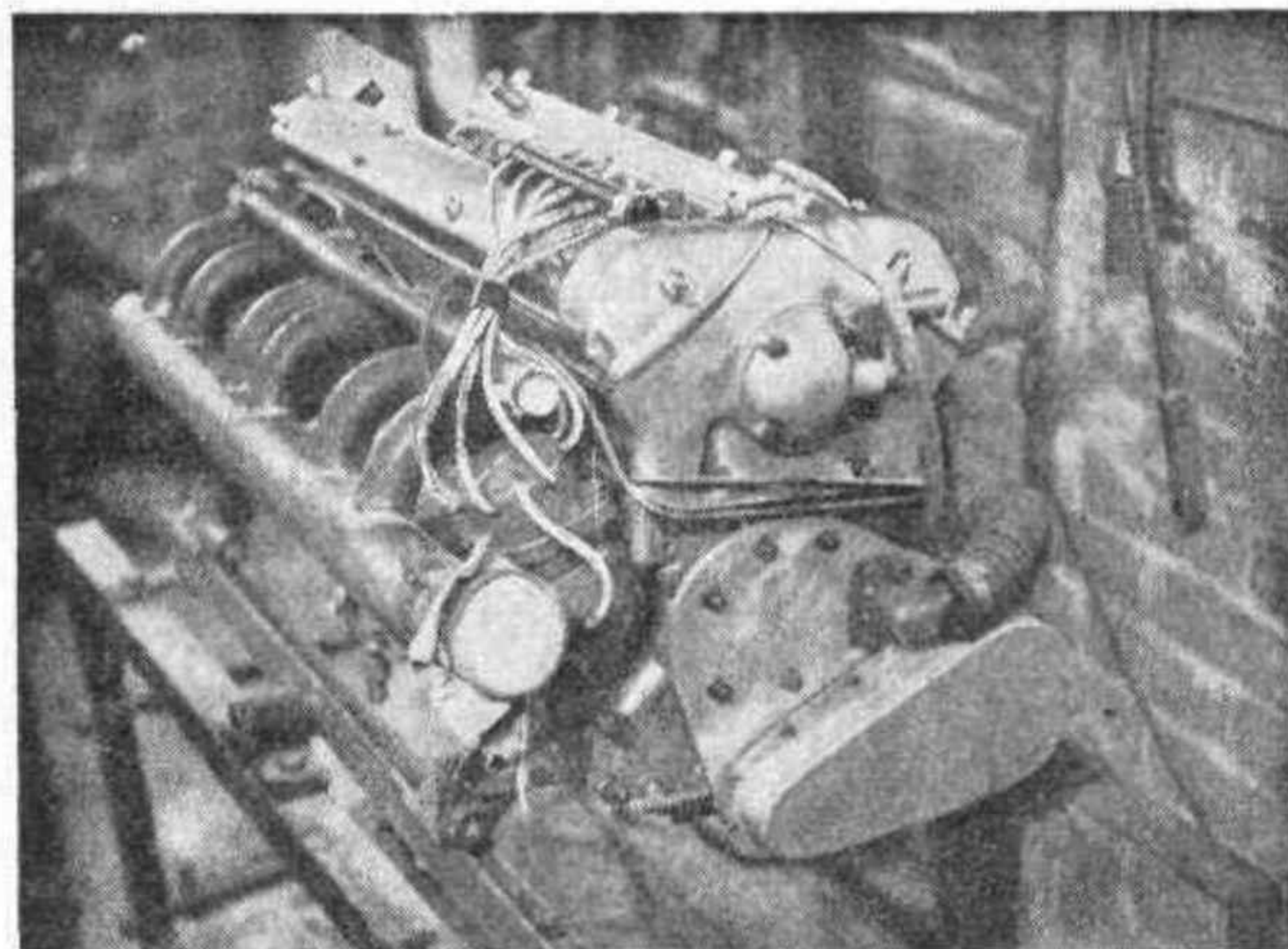
It was a good idea on the B.A.R.C.'s part to put on this race for G.P.-type cars over a distance that is half the minimum for a G.P. race and therefore a useful try-out for near G.P. machinery.

Ferrari Automobili thought it worth while sending one of the latest F.I V6 Ferraris for Hawthorn to drive, and B.R.M. had two cars, with Behra and Schell as drivers, which, however, were last season's machines, with "interim" modifications to Behra's car.

Hawthorn's Ferrari had a Perspex cover extending right over the carburetter intakes, the four-spoke steering wheel which is a Hawthorn fad and, also to please the driver from Farnham, there was an aero-screen set behind a full-width cockpit windscreen! Both this and the sports Ferrari were on Englebert tyres. The only real opposition to these genuine G.P. cars were the Cooper-Climax cars of Moss and Brabham. Moss had the engine from the famous Rob Walker Argentine winner, in a 1957 chassis, albeit a new one, with the radius rods from the rear hub-carriers. Brabham used a works 1,960-c.c. Cooper, Salvadori swopping with him for the other works Cooper. Halford and Campbell drove old G.P. Maseratis, the latter's the ex-Scarlati car, and it was nice to see three Connaughts running, Richardson having his G.P. car, Scott-Brown another, and Lewis-Evans the "Dart," the two last-named driving for B. C. Ecclestone. No one can cast any aspersions, incidentally, on Tony Vandervell for sensibly giving this 100-miler a miss.

For three laps after flag-fall Behra kept the B.R.M. fairly well in front of the Ferrari. Alas, on lap four the B.R.M. slid straight on into the concrete wall of the chicane, this 9 in. barrier literally exploding, as did much of the B.R.M. A front wheel fell off and pandemonium prevailed, Behra walking away from the carnage, rubbing his knees! Schell had already, on the opening lap, been into his pit and after another stop on lap seven he retired his B.R.M. with smoke issuing from its rear brake. Is the B.R.M. hoodoo aloft again?

Moss had stalled the Cooper's engine just before the start. He was pushed along the course as the flag fell and roared off in pursuit of the field, while officials watched with wide-open eyes! That he was soon in third place after four laps, closing fast on Brabham, whom he took on lap 10, indicates but mildly the miraculous manner in which Stirling was hurling—that word is not over-dramatisation!—the little Copper round Goodwood. He could scarcely have gone



In anticipation of adequate power and assured reliability, Paul Emery has fitted this modified 2.4-litre Jaguar engine in his Emeryson Formula I car. The extra cover on the front of the crankcase encloses a duplex-chain which drives a water pump feeding in through the front of the block, and a six-cylinder fuel-injection pump. On the left is seen the special inlet manifold built by Emery, fed with air through the forward-facing entry, carefully sealed in this photograph in the workshop. The car ran, unsuccessfully, at Goodwood.

faster, and as Hawthorn, driving very placidly, left St. Mary's, Moss was entering that corner. Brabham was noticeably outpaced by Moss—and the Australian does not exactly hang about!

Whether Moss would have got on Hawthorn's tail we shall never know, because on the 22nd lap the Cooper threw a connecting-rod, coming to rest, engine a mess, at Woodcote. The race now became a procession, the V6 Ferrari unassailably in the lead, Brabham fast but far behind in second place. Salvadori was third, but not on the same lap, Allison was driving well, but also well back, in last year's F.II Lotus, to win, however, the F.II section from Marsh's Cooper. At intervals the Maseratis of Campbell and Halford circulated, until the latter slid slowly sideways off the course at St. Mary's as a means of stopping after the brakes had vanished. The Emeryson made even rarer appearances.

Hawthorn and Moss had held off any trace of boredom, however, and both had lifted the Goodwood lap record to 97.30 m.p.h. (1 min. 28.8 sec.). Wait for Monaco!

Results :

1st : M. Hawthorn (2,417-c.c. Ferrari V6). Won by 36 sec., at 94.96 m.p.h.
 2nd : J. Brabham (1,960-c.c. Cooper-Climax).
 3rd : R. Salvadori (1,960-c.c. Cooper-Climax). 41 laps.
 Fastest lap and new lap record : Hawthorn and Moss, 97.3 m.p.h.
 Formula II Class : 1st : C. Allison (Lotus-Climax). 41 laps.
 2nd : T. Marsh (Cooper-Climax). 40 laps.
 3rd : I. Burgess (Cooper-Climax). 40 laps.

THE CHICHESTER CUP (10-lap Scratch Race for sports cars up to 1,100 c.c.)

As the light faded under a wintry sky with a hint of snow and the fascinating variety of visiting light aeroplanes took off on their return journeys (amongst them Tony Vandervell's Dove), the small sports cars had their race. No fewer than 20 Lotus cars ran, together with three of the Elva works team and the new Tojeiro. Campbell-Jones drove Margulies' Lotus-Climax so effectively that he just managed to catch Dickson's blue Lotus on the run in to finish, setting a new Class G sport-car lap record of 88.89 m.p.h. in doing so. Otherwise Dickson had led all the way, a polished drive. Salvadori didn't seem to have enough "steam" in one of Coombs' Lotus entries, and Flockhart, in the other, was even slower. However, headlamps alight, Salvadori finished third, ahead of Hall in a team Lotus.

Results :

1st : J. Campbell-Jones (1,098-c.c. Lotus-Climax). Won by 0.2 sec., at 87.0 m.p.h.
 2nd : T. Dickson (1,098-c.c. Lotus-Climax).
 3rd : R. Salvadori (1,098-c.c. Lotus-Climax).
 Fastest lap and Class G sports-car lap record : Campbell-Jones, 88.89 m.p.h.

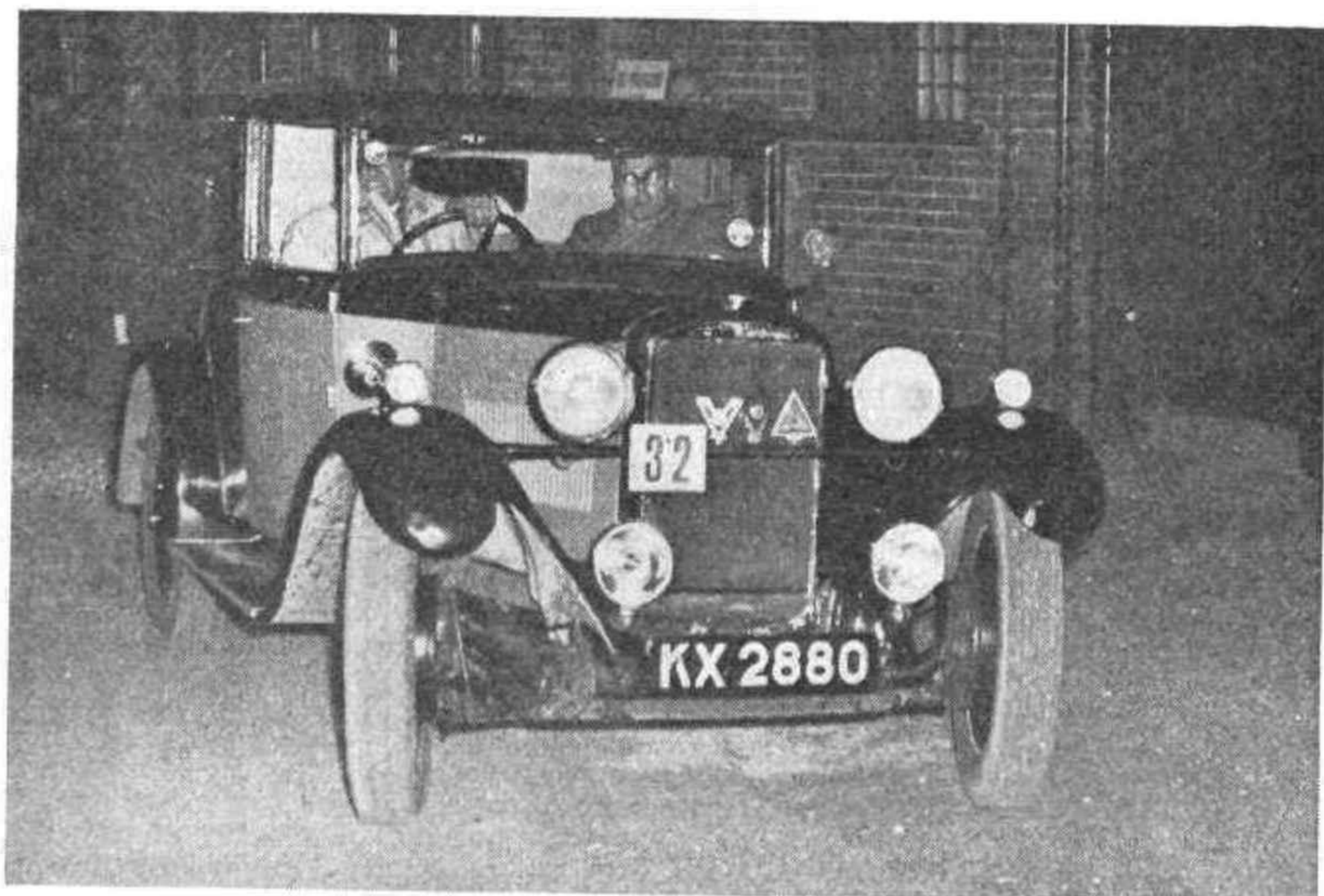
A CLUB FOR MINICAR OWNERS?

Claude Rye is contemplating starting a club for users of three- and four-wheeled cars not exceeding 500 c.c. Those interested are asked to express their views to Mr. Rye, whose address is 899, Fulham Road, Fulham, London, S.W.6.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old Car Matters

EASTER ANNIVERSARY.— The 50th M.C.C. Land's End Trial was celebrated by including vintage vehicles in the entry. Here R. C. Hiller's 1929 Hillman Fourteen coupé is seen leaving the start at Colnbrook for the long trek to the "Observed Sections" in the West Country, the Editor of MOTOR SPORT acting as navigator.



ON March 22nd the Trojan O.C. organised a trial in Surrey before holding its A.G.M. and Dinner at the Aerodrome Hotel, Croydon. The trial, contested by eight vintage Trojans including one van, started from the Trojan factory at Purley Way, over which Tiger Moths from Croydon aerodrome—another lost cause—appropriately flew. The Editor of MOTOR SPORT rode in Group Capt. Scroggs' Trojan, now with an 8-to-1 compression-ratio, although the cheapest petrol was still being used! This Trojan, and another driven very ably by Miss Woodhouse (it was said, on the same Trade Plates that she used 50 years ago, when, during her long association with Trojan Ltd., she demonstrated the then-new rear-engined model) were the only competitors to climb the notorious Goat Track between the zig-zag at Box Hill.

At dinner the Guest of Honour was Miss Woodhouse, who kept the assembled company amused with numerous Trojan reminiscences. She remarked that she had thoroughly enjoyed her drive that afternoon, her first in a Trojan for some 25 years, the smell of burnt oil below and the uncertainty of when it would stop and when start again being especially nostalgic. In fact, she had had to hold in bottom gear with one hand while steering up the Goat Track with the other, no easy feat even for considerably younger drivers. Miss Woodhouse recalled that around 1925 the works' hack was Trojan No. 4, which possessed two accelerator pedals that had to be depressed together in order to keep both cylinders firing, was painted mauve, and differed altogether from other Trojans, to her embarrassment when driving it. She later demonstrated and sold many Trojans, her family being closely connected with the designer, the late Leslie Hounsfield. She recalled a clergyman who, emerging from a waterlogged road in a Trojan, the registration letters of which were ARC, was greeted by the local garage hand with, "I see you've come in the Ark, sir"—to which the cleric replied promptly, "Yes, and through the flood, too." She referred to a Trojan van in the form of a tea-pot, supplied to the order of a tea-blender, which, on its delivery journey through London, disgraced itself by impaling City bowlers on its spout, out of which, incidentally, the exhaust gases were led. Trojan, she suggested, pioneered rear engines, and sliding doors and the diesel engine for small commercial vehicles. The Editor of MOTOR SPORT, replying to Group Capt. Scroggs' toast of "The Guests," thanked the Trojan O.C. for its hospitality which, in his case, included a convincing demonstration of how well a Trojan will climb hills! He then referred to a B.B.C. broadcast by Cecil Clutton in which that gentleman had expressed a very low opinion of vintage small cars. Clutton regarded them as not worth preserving. "He is quite wrong," said Boddy, who went on to suggest that the expensive vintage car favoured by Clutton could neither benefit from the notably inexpensive spares available to T.O.C. members nor beat Scroggs' Trojan in climbing Simms Hill, for instance, during an Exeter Trial. Boddy concluded by calling on those present to continue to care for their unusual cars so that, uphill if not on the level, they will continue to prove Clutton's remarks to be wrong.

In subsequent discussion it was revealed that several Trojans are on the market. In case anyone is prompted by the article in last

month's MOTOR SPORT to buy such a vehicle it should be remarked that before the war Trojans could be acquired for 30s., so that today the top price for a really sound Trojan would seem to be not more than £10.

THE VINTAGE SECTION OF THE M.C.C. LAND'S END TRIAL

To celebrate the 50th Anniversary of the "Land's End" the M.C.C. this year invited vintage and veteran cars and motor-cycles, entered by members of the V.S.C.C. and V.M.C.C., to compete in its Easter Trial.

Naturally this could not be missed, and the Editor of MOTOR SPORT thus found himself, on the evening of Good Friday, navigator in R. C. Hiller's 1929 Hillman Fourteen coupé. The drive through the night from London to the breakfast stop at Taunton was uneventful, the Hillman riding comfortably in spite of a complete absence of shock-absorbers on this particular car. The Fountains d.h. coupé body, rebuilt to original specification, provides protection from the elements and possesses a polished wood dashboard in the finest vintage tradition, an additional refinement being that with the instrument lights alight, both cubby-holes are also illuminated. The 4-cylinder 2-litre side-valve engine provided an easy cruising speed of 40/45 m.p.h. to the accompaniment of a sibilant hiss from the original Zenith carburetter. The only departure from standard for the "Land's End" was a slight increase in compression-ratio and packing washers under the clutch springs. The Hillman Fourteen is an interesting, if neglected, vintage touring car. The arrangement of the minor controls on the steering-wheel hub is typically vintage and the details of the front-brake gear are of interest.

That one never ceases to learn about cars was emphasised by the discovery that the Hillman's front hubs can be greased conveniently through nipples inset in the hub caps and that an auxiliary lever behind the r.h. gear and brake levers does not, as one supposed, dip the headlamps but, in fact, when in working order, opens the sprung lid of the dicky seat—a refinement the owner must have appreciated as he drew up to offer a lift to ladies who might not have been able to lift open the heavy upholstered cover of the "rumble seat" unaided.

At Taunton it was possible to examine the remainder of the vintage entry. Apart from the motor-cycle stalwarts, some of whom rode belt-driven bicycles behind dim acetylene lamps, the cars were an imposing array. Wright had his aluminium-bodied Powerplus-powered 1924 Frazer-Nash, Dr. Harris his well-known 1926 Meadows Frazer-Nash. Whowell drove a closed 1927 Rolls-Royce Twenty. Cheshire's 1926 short-stroke 12/50 Alvis sported an aluminium open four-seater body. Box's 1927 Austin Seven Chummy retained its original shape and 3-speed gearbox but was spoiled by later pressed-steel wheels. Bryant's 1927 Austin Seven and Marshall's 1924 Austin Seven looked to be commendably original "Chummy" tourers. Stiles drove his 1930 Jowett "Black Prince" fabric saloon, Roberts a very nice 1926 Morris-Oxford two-seater, Huckstepp a 1924 coupé Morris-Oxford. Bettridge's 1930 Lea-Francis was a Meadows-engined wide two-seater, Huxham had a very smart, original and imposing 1928 4½-litre open Bentley (with a cone of steel plate attached to its off-side front hub cap with which

to fend off the wall at Bluehills Mine hairpin!), while Rosselli's 1929 Lagonda was one of the classic open 2-litres. Filsell's 1929 Fiat 509 fabric saloon was indulging in piston-ring maladies and lacked hill-storming power, but Ballard's 1930 Riley Nine tourer was running well and economically.

Saunders competed in his 1926 30/98 Vauxhall, splendidly original even to Dunlop triple-stud front tyres, and Lilley's 1930 12/50 Alvis tourer possessed enormous Zeiss headlamps of startling complexity. Very fine were Wood's immaculate 1910 Rolls-Royce Silver Ghost tourer and, contrastingly, but also immaculate, Winn's 1919 2.8-litre Chevrolet. Miss Stocken drove her blue 1924 Trojan, which was giving generator trouble—but, naturally, she carried a spare one. Nicholson's 1926 9/20 Humber tourer had got no further than Reading, where it retired with divers electrical troubles, l.t. and h.t., but Hayward's 1928 Bayliss-Thomas was present, bearing evidence of having seen a great many Land's End Trials. Mann had a 1926 open 3-litre Bentley that was a credit to this illustrious *marque* and Whitehouse and Howell were comfortably ensconced in saloons, the former in his familiar 2-litre Ballot, the latter in a seemingly unsuitable but, in fact, effective 1930 Type 46 5.3-litre Bugatti, like a scaled-down "Royale."

Fortified by breakfast at midnight and by the discovery that the Hillman was doing nearly 30 m.p.g., we set off for the hills. Porlock didn't trouble us, neither did Lynmouth. Station Lane we ascended strongly until, with a startling bang, the engine stopped, luckily beyond the observed section. It restarted satisfactorily but appeared to be suffering from mysterious intermittent petrol starvation. This we grappled with for many miles, the fault making any attempt at Beggar's Roost impossible. This notorious hill defeated most of the entries. Sensibly, the Edwardian Rolls-Royce, which climbed everything else, didn't try it, but the 4½-litre Bentleys, the big Bugatti saloon and both Frazer-Nashes got up.

Eventually our trouble was traced to a frayed rotor in the M.L. magneto, which, cured, gave no further trouble, apart from difficult starting. Old Bluehills Mine, the last observed section, is a reasonably easy climb even for vintage cars—if they can get round the bottom hairpin. Like most of the entry the Hillman required a reverse. Preston's handsome 1927 12/50 Alvis long-stroke tourer made it non-stop with a very good climb, Hayward put one front wheel up the bank but his Bayliss-Thomas kept going to make a splendid ascent, and Stiles' unobtrusive Jowett saloon earned applause for its nonchalant cornering and climb. Miss Stocken's Trojan had no trouble at all. Both Bryant's little Austin Seven and Ballard's Riley Nine tackled Bluehills splendidly—vindication for vintage light cars! Cheshire got the inside wheels of his Alvis up the bank at the hairpin and failed, but Whowell's Rolls-Royce proved that a properly-designed big vintage car can succeed.

So the Anniversary entry in the 1958 Land's End Trial wended its way to Newquay, a town deserted by holiday-makers on account of the Arctic weather. When results came through it was seen that the only cars to gain First Class Awards were the two "chain gang" Frazer-Nashes. The M.C.C. has said that a vintage section will be included in its events only at appropriate anniversaries but so enjoyable was this revival of the older "Land's Ends" that many people are hoping the V.S.C.C. and V.M.C.C. will manage to persuade "Jackie" Masters to invite them again next Easter.

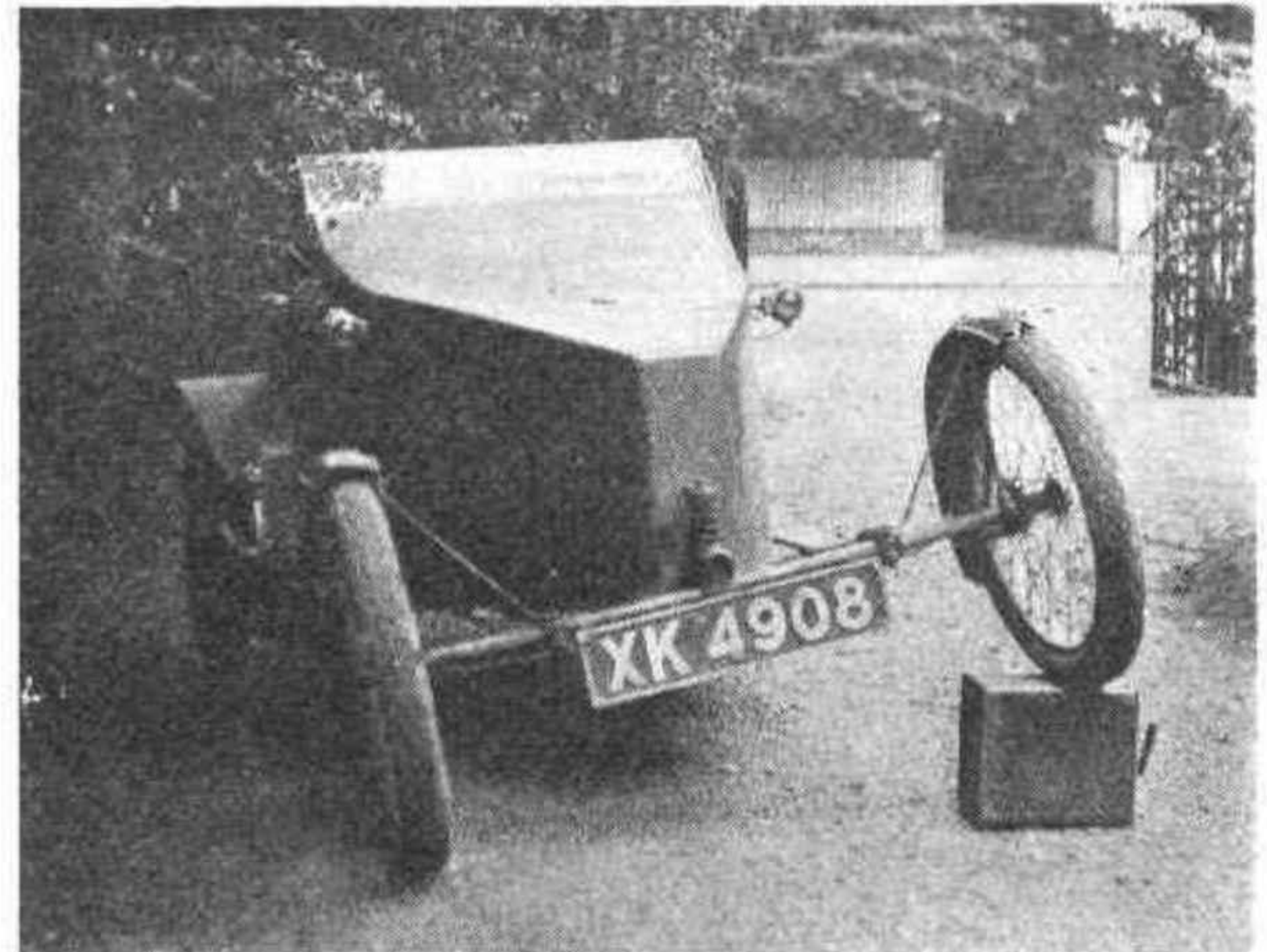
On the Sunday the Hillman brought us back the 250 miles from Cornwall to Berkshire at a surprisingly satisfactory average speed and in that comfort and security exclusive to a car of this vintage, not the least of its charm being a fuel-range in the region of 350 miles, a convenience some modern manufacturers might well incorporate in their 1958 cars!—W. B.

The Historic Commercial Vehicle Club, which claims over 50 members will hold its first rally at the Leyland works, Leyland, Lancs., over the week-end of May 31st/June 1st. Tests and a Concours d'Elegance will be held.

The Sunbeam M.C.C. will hold its 12th annual Veteran and Vintage motor-cycle and car rally on June 15th. This event, judged on mileage over the competitors' own route covered on the Sunday morning, allied to age of driver and vehicle, is open to all comers. The finish and rallying point will be based on Beaulieu Motor Museum, where a vintage and veteran quiz will be open to the public after the event. Entries close on May 27th, at 10s. for a solo, 12s. 6d. for a sidecar or tricycle, 15s. for a car, while entrants can have a fortnight's third-party insurance cover for an extra 5s. or 7s. 6d. There will be a Concours d'Elegance, weather permitting, on the afternoon of the rally, judged by the spectators! Altogether this sounds an excellent event. Regulations from: S. W. White, 16, Whitfield Gardens, Mitcham, Surrey.

FRAGMENTS ON FORGOTTEN MAKES

No. 4—The Gibbons



IN THIS PICTURE the centre-point steering and suspension of the Gibbons shows up to advantage. This cyclecar also had cable-and-hobbin steering and an air-cooled, flat-twin engine slung on the off side of the body.

THE Gibbons, produced in 1922, was undoubtedly one of the most unorthodox and, perhaps for that reason, one of the most interesting, of the cycle-cars produced during the early nineteen-twenties.

£140 ex works—compared with present-day values—does not seem very expensive but, at that time, £140 was a lot of money, especially when it is remembered that none of the accessories, now considered essential, were included; no spare wheel, no tools, no speedometer, no clock, no windscreen-wiper, not even horn or lamps.

Motive power was supplied by an air-cooled 8-h.p. Coventry Victor flat-twin engine. An excellent unit and thoroughly accessible—although rather too much exposed to the elements, as it was hung on the outside of the body!

Transmission was by means of two belts—one to each rear wheel. The offside belt ran over a kind of combined clutch and pulley and low gear was engaged by depressing a foot-pedal. The high-gear drive was taken by the nearside rear wheel and had to be engaged by means of a hand lever.

Braking was extremely primitive and consisted of two small blocks operating on the belt rims of the rear wheels—not very effective in wet weather and hardly suitable for modern traffic conditions.

The steering gear was unusual. At the end of a short horizontal steering column was a pulley to which were attached twin stranded wires. These passed over a further pair of pulleys let into the floor and the ends of the wires were fastened to the two sides of the front axle, which swivelled at the centre both horizontally and vertically. However, it worked quite efficiently and only once, on the writer's Gibbons, caused some alarm when the wires broke while travelling at speed—about 18 m.p.h.!

A long run was quite an adventure in this quaint vehicle and hills, which today seem trivial, were carefully avoided if at all possible. The writer has vivid recollections of a trip to Bognor in the summer of 1923—particularly of the ascent of Bury Hill over the South Downs. The lower part of this rather formidable obstacle was rushed but the willing engine, hampered by a slipping belt, refused to take us farther than the first bend and the remainder of the hill, about a mile, had to be climbed in a thoroughly undignified manner. The writer pushed at the back while his father, pushing at the side, depressed the low gear pedal with a stick. It was a scorching hot day and the long decline through the shade of the trees on the other side of the Downs was much appreciated by all concerned. The total time for the run from London to Bognor was six hours.

In spite of its strange appearance, lack of hill-climbing powers and many discomforts the Gibbons provided a great deal of pleasure and excitement and it was not without some feelings of regret that

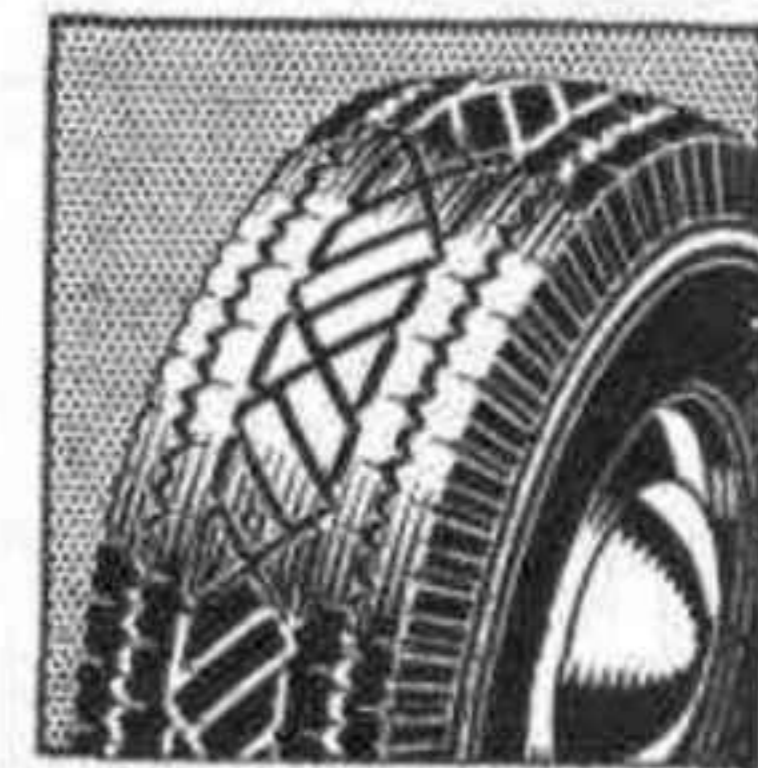


You too will be a

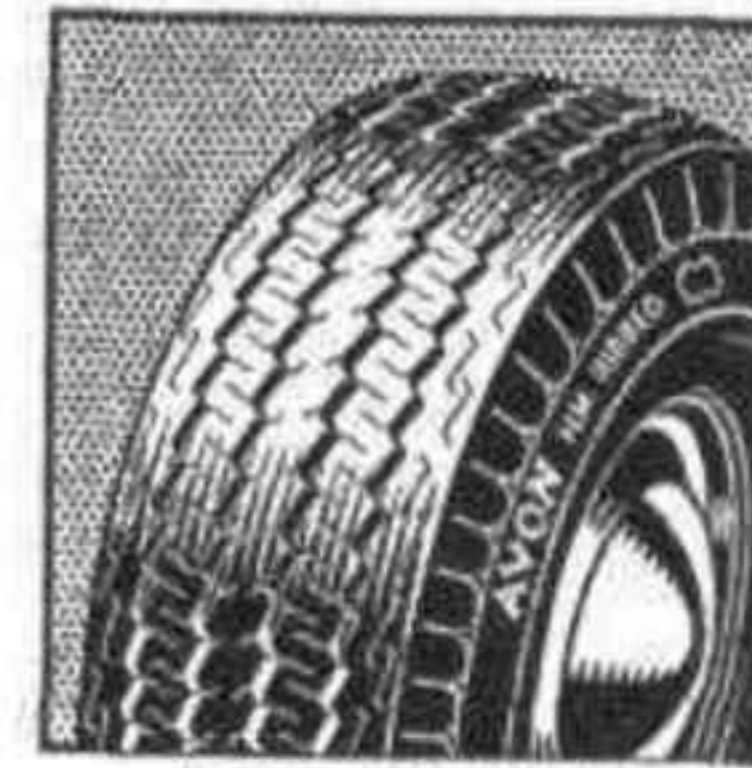
Happy Motorist!

When parking has become a pleasure . . . When fly overs and fly unders have ended the week-end crawl . . .

Or, much sooner than that—*on the very day* you fit Avon H.M. tyres and enjoy the saving their higher mileage brings, then you too will become a Happy Motorist—and get a lot more fun out of every money-saving mile you drive!



*** H.M. CENTRE GRIP**
The all-purpose tread for extra grip and super traction—plus the famous Avon HIGHER MILEAGE.



*** H.M. RIBBED**
The ideal tread design to maintain even wear and silence with the newest forms of car suspension. Gives first class road holding and, of course, HIGHER MILEAGE.

fit

AVON
H·M

Higher Mileage
tyres

* Available in 'AIRSEAL' (needs no tube) or REGULAR construction.



RARE THING.—A Gibbons cyclecar that got as far as Aldwick!

it was at last exchanged for a real car in the shape of a Jowett two-seater (with dickey).

The body of the Gibbons, which was made of three-ply wood, is probably doing good service as a dog kennel or hen coop somewhere to this day!

It is believed that this model was the only one which ever came off the production line but the writer would be pleased to hear of or from any other owner.—R. HOPWOOD.

A rally and Concours d'Elegance for Edwardian and vintage cars is to be held at Hayling Island on June 22nd. Details from: G. Knox, Grotto House, Sea Front, Hayling Island, Hants.

Don't forget the Andover Traction Engine Rally on May 10th.

To celebrate their 150th Anniversary D. Napier & Son Ltd. are staging an exhibition at the Tea Centre, Lower Regent Street, London, from May 31st to June 14th. They hope, also, to have a parade in London of Napier cars, probably on June 7th, and wish to hear from interested owners, who should write to D. S. McDonald, D. Napier and Son Ltd., Acton, W.

Frank Lockhart, Peugeot agent in Dunstable, has acquired the Type 174 sleeve-valve 23/65 Peugeot which appeared as a chassis at the Motor Show of 1925 and, endowed with a saloon body by Victor Broom, was used by Chris Shorroek's family from 1926 to 1929. It has been taxed for only 22 months of its life and has run only 15,000 miles since new. Stored subsequently, its engine started easily and ran smoothly. Lockhart intends to restore this rare Peugeot. For historic racing car events he is rebuilding to original specification the ex-Bellevue Marshall-blown 1935 K3 M.G. Magnette single-seater raced before the war by Smith and said to have crank and con-rods from the Goldie Gardner record car.

A Parade and Concours d'Elegance for old cars, free of entry fee, is to feature in the Bath County Athletic Club and Conservative Association meeting on June 7th. Details from Capt. Moss, 15, Johnstone Street, Bath. Something similar is envisaged by Mr. J. P. Smith, Branshaw, Oakworth, Keighley, Yorks, at Kildrammy Castle, Aberdeenshire, for June 15th. Details on request.

The Editor is badly in need of copies of *The Autocar* for 1918 to mid-1919 and for the first six months of 1928 and *The Motor* from 1918 to 1930, to complete sets. He would be glad to hear from any readers who can assist. He has copies of *The Autocar* from 1920 to 1929 to exchange.

There is rumour of a vintage Humber in a Surrey breaker's yard and of a Straker-Squire vintage light car in the West Country, but we do not know the exact location of either.

A vintage Singer tourer will feature in the Rank film, "The Sea Wall."

The 12/50 Alvis Register's annual rally to "The Phoenix," Hartley Wintney, Hampshire, takes place on the evening of May 17th.

Some model-T Ford parts are said to be available in a Berkshire village—stamped letters will be forwarded.

A New Zealand correspondent tells us that a 1908 racing Vauxhall, in sad condition but reasonably complete, exists near Christchurch.

Can anyone help Mr. C. G. Weight, who took over manufacture of Briton cars in 1922 and continued to make them until 1929, discover one of these cars? The Briton, a Wolverhampton make, was originally built, as a blood-relation of the Star, from 1909 until 1922. Mr. Weight's company, now Tractor Spares Ltd., is anxious to amass as much data as possible about the Briton car and to find another besides the 1910 two-seater which is the only one known to them. Letters, sent either to MOTOR SPORT or to the *Express & Star*, Wolverhampton, can be forwarded.

The Edwardian Mercedes rescued in Glasgow, as reported in the March issue, is a 1913 model with Cunard coachwork. The new owner, Capt. J. R. J. Belson, requires drawings of the original hood-sticks, if anyone can assist.

To publicise their Spring collection of men's clothes Watson Pritchard Ltd. recently had on show at their Liverpool shop a 1904 Wolseley and, later, a 1906 Jackson rebuilt 18 months ago by P. A. H. Rockliff and his brother.

Yet another old car has come to light. A 4-cylinder Daimler limousine of circa 1911 was discovered during the sale of an old house in Birkdale, Lancashire. Practically complete, the car had not been moved since the mid-nineteen-twenties and, according to our correspondent, was "in a glorious state of elegant decay." It was sold into good hands and is to be fully restored. The new owner requires data and certain missing electrical and other parts including a magneto.

In Brisbane someone is restoring a 1927 La Salle.

Bugatti owners belonging to the Bugatti Club, Nederland, are to pay homage in June to the late Ettore and Jean Bugatti by visiting Lydia Bugatti's chateau at Ermenonville where a Bugatti Royale, Bugatti speed-boat and aeroplane, the 350-c.c. supercharged Bugatti engine and other Bugatti treasures are kept. All Bugatti owners are welcome.

The V.S.C.C. will hold its Buxton 80-mile Rally, dinner and transparency show on May 10th and its Ulster Spring Rally for Irish members on May 17th. On May 3rd its Rolls-Royce section intends to honour the memory of the Hon. C. S. Rolls by rallying to Monmouth.

Those vintage-car enthusiasts who saw Orlon's delightful advertisement in a recent issue of *Punch* featuring a Morley sportshirt and a 9/20 Humber tourer will no doubt express their appreciation by wearing only Morley shirts from now on.

Pleasing, but less effective, we thought, was a subsequent Players advertisement, also in *Punch*, in which a 1903 Renault filled the picture.

A bull-nose Morris, possibly incomplete, is believed to be at a garage in Oakhampton.

Rumour has it that a couple of vintage motor-cycles and vintage lorries, a bull-nose Morris-Cowley sunshine saloon and an incomplete vintage Fiat saloon may still be in a brickyard near the river Medina, I.-of-W. The lorries are, or were, converted Dennis char-a-bancs, one of which was still carting loads of 700 bricks at a time after the last war.

The Bransgore Village Fair, on June 14th, will include a rally open to all veteran, Edwardian and vintage cars, with prizes for each class and one for the entrant coming the greatest distance. Entries close June 1st; there is no fee. Details from: Miss F. A. Tuck, Church Cottage, Bransgore, Hampshire.

Esso **BULLETIN**

GOODWOOD INTERNATIONAL MEETING 7.4.58

Lavant Cup

1st Jack Brabham COOPER-CLIMAX 93.76 m.p.h.

Goodwood International 100
1500 c.c. CLASS

1st Cliff Allison LOTUS-CLIMAX

Chichester Cup

1st J. Campbell-Jones LOTUS 87.08 m.p.h.

(Subject to Official Confirmation)

"Yes, and won on exactly the same petrol I'm putting in your tank now!"

**GOLDEN
ESSO EXTRA**

**Finest Petrol
in
the World**



VINTAGE POSTBAG

Sir,

Having had a slight shunt in the recent snow, and being motorless for a week or two, I bought a 1930, 27-h.p., six-cylinder Dodge saloon from a local garage. This car had changed hands a week previously for £12 10s., so that I was just a bit apprehensive! However, the excellent superficial appearance, and 30-lb. oil pressure when hot (in addition to four brand new tyres) made me think I couldn't lose much!

A fortnight's daily use has convinced me that this rather "utility" and unexciting looking old "Yank" is perhaps the best car I have ever owned! I have had quite a variety—G.N., Bugatti, Lagonda Rapier, Austin Sevens, Rover, Riley, and a number of M.G.s including my present ZA Magnette.

The Dodge has a pressed steel body of a gauge used only today for armour plating! There is not a squeak or rattle of any sort—the doors close perfectly and are draught-proof. Compare this with any Weyman or coachbuilt English body of 1930 vintage! The moquette upholstery is shabby but still good (incidentally the door panels are on press-studs to facilitate attention to door locks and window winders) and the comfort of the seats is superb. The paintwork is still smart and the plating has survived 28 winters better than that on my M.G. Magnette has done for four!

The six-cylinder engine is sweet and smooth, climbs like a steam engine, and is far quieter than the M.G. The gear change is heavy, but easy enough, and anyway you never need change, once in top.

But the most impressive thing is the "drivability." Despite the rather feeble hydraulic shock-absorbers, the ride is better than the M.G. (the bumping, banging, noisy suspension of which puts me in a temper after 20 miles!), and the cornering, despite the top-heavy look of the car, is very good; so is the precision of the steering, which although rather heavy at parking speeds is light and pleasant when on the move. The Wagner Lockheed brakes are first-class.

Acceleration is slow by present standards, cruising speed is 45.50 m.p.h., and top speed seems limited only by the driver's brutality! The only snags are the six-volt electrics, and 14 m.p.g.! The latter is almost certainly due to maladjustment of the "mechanical" Stromberg carburetter, and I hope to improve it.

To sum up: if spares were readily available, I would ten times sooner have the 1930 Dodge than the 1954 M.G. Magnette. It is an all-round better motor car.

I am, Yours, etc.,

Shephed.

G. B. WOOLLEY.

* * *

Sir,

Although I have just missed the Jubilee year of the Rolls-Royce Silver Ghost, I think that the photograph I am enclosing might still be of interest. Mr. R. W. Whitworth, my wife's father, is shown standing alongside his beautiful white Silver Ghost.

I mention my father-in-law and his place in the photograph because it is possible that older readers may know him. He joined the Rolls-Royce company before the first war, and between the wars was well known to Rolls-Royce owners on the Continent when he was in charge of the Service Depot in Paris.

The white Silver Ghost is of more than usual interest because it successfully completed a Paris-Moscow rally in the hands of Mr. Whitworth who received a very nice medallion to commemorate the run.

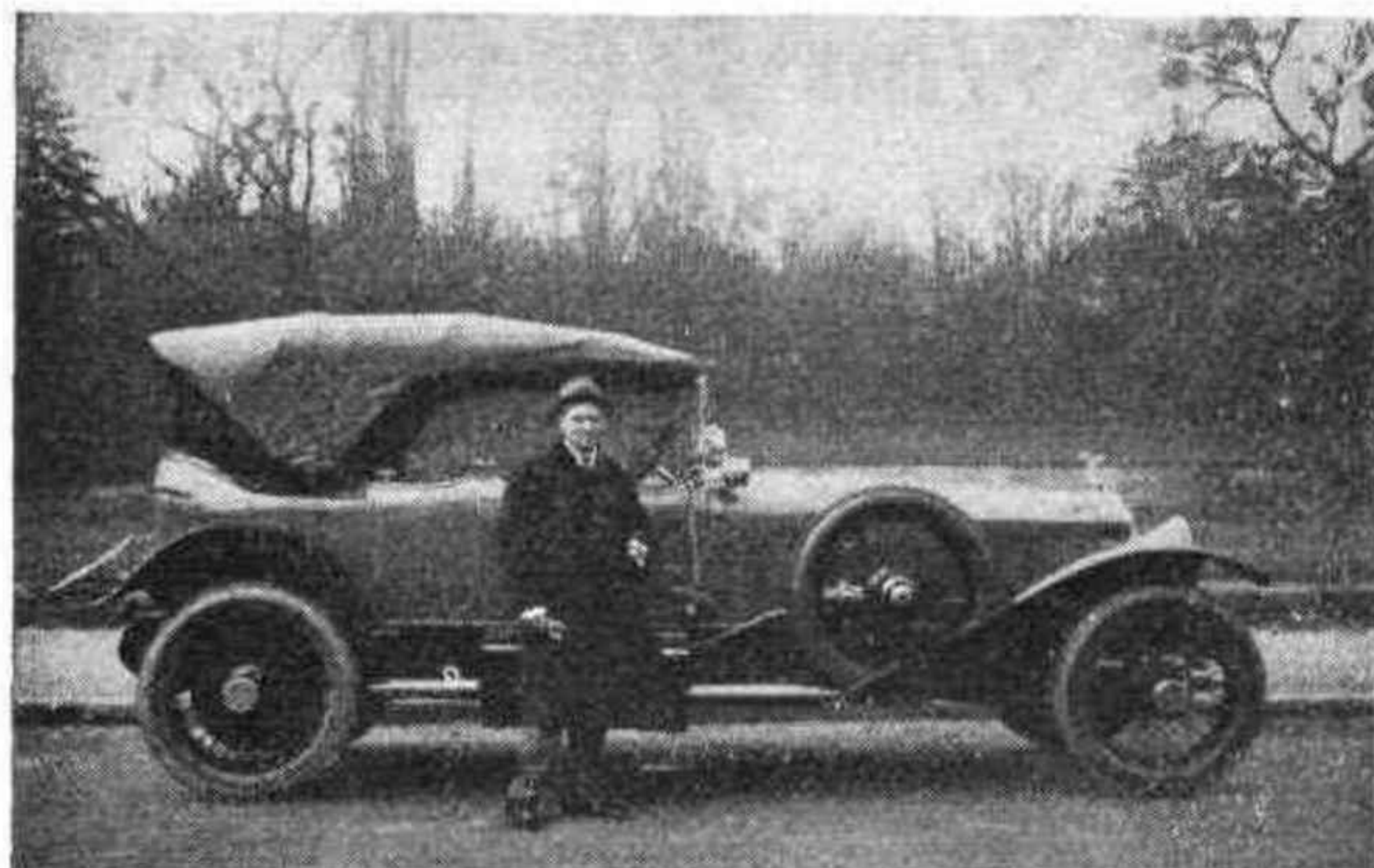
When I married I was naturally delighted to acquire a father-in-law who had, so to speak, grown up alongside the Silver Ghost, the 20/25 and so on, and who can talk with such knowledge of those wonderful motor cars and of the unbelievably thorough maintenance work carried out by the service depots. But I had a further pleasure in store, for I learned also that an uncle of my wife's had been the racing driver Williams, an Englishman who drove Bugattis with some success until the outbreak of the last war. After working for some time with a Special Service unit of the British Army, attaining the rank of Captain and winning, I believe, the D.S.O. and Croix de Guerre, he was captured by the Gestapo in 1942 and was last heard of in a concentration camp.

I would like to write more fully about all these things, but in a letter one must be brief. Nevertheless, I hope I have stirred some memories and provided a little bit of interest where memories don't exist.

I am, Yours, etc.,

Biggin Hill.

R. H. TEAGER.



THE BEAUTIFUL WHITE Rolls-Royce Silver Ghost, which ran in a Paris-Moscow Rally, referred to in the letter from Mr. R. H. Teager.

Sir,

Thirty years ago I was Service Manager to Messrs. Trojan Ltd. and I was accordingly interested to learn that there is a Trojan Owners' Club. I remember A. F. Scroggs who was a regular competitor in the Land's End runs. His car had a "Nife" battery.

No one, I suppose, will deny that the Trojan was unorthodox to say the least and it appealed to strangely varied types of purchasers. One, I remember, was a travelling preacher who used his car as a mobile pulpit. The day came when its mechanical condition demanded a visit to the works and he duly drove up almost enveloped in blue exhaust smoke. He switched off and the smoke screen gradually thinned out revealing in foot-high letters painted along the entire side of the body—"Behold He cometh with clouds, and every eye shall see Him"!

I was interested to see in the MOTOR SPORT article a photo of No. 1 Trojan. During my time with the firm a large number of early models were sold for scrap, which seems a pity.

The table of models contains a reference to the detachable coupé top for the old Utility ("The Lady's little coupé") but makes no mention of the detachable saloon top with sliding glass windows sometimes fitted as an extra to the three-door tourer. This was made by a local Croydon coachbuilder, Mr. Alban Crofts.

The three-door with drop tailboard conversion was done by Crofts and was a very good idea selling readily to those with a use for such machines but it became impossible after a time to continue to publicise it as certain licensing authorities siezed upon it as an excuse to place the vehicle in a higher taxation group.

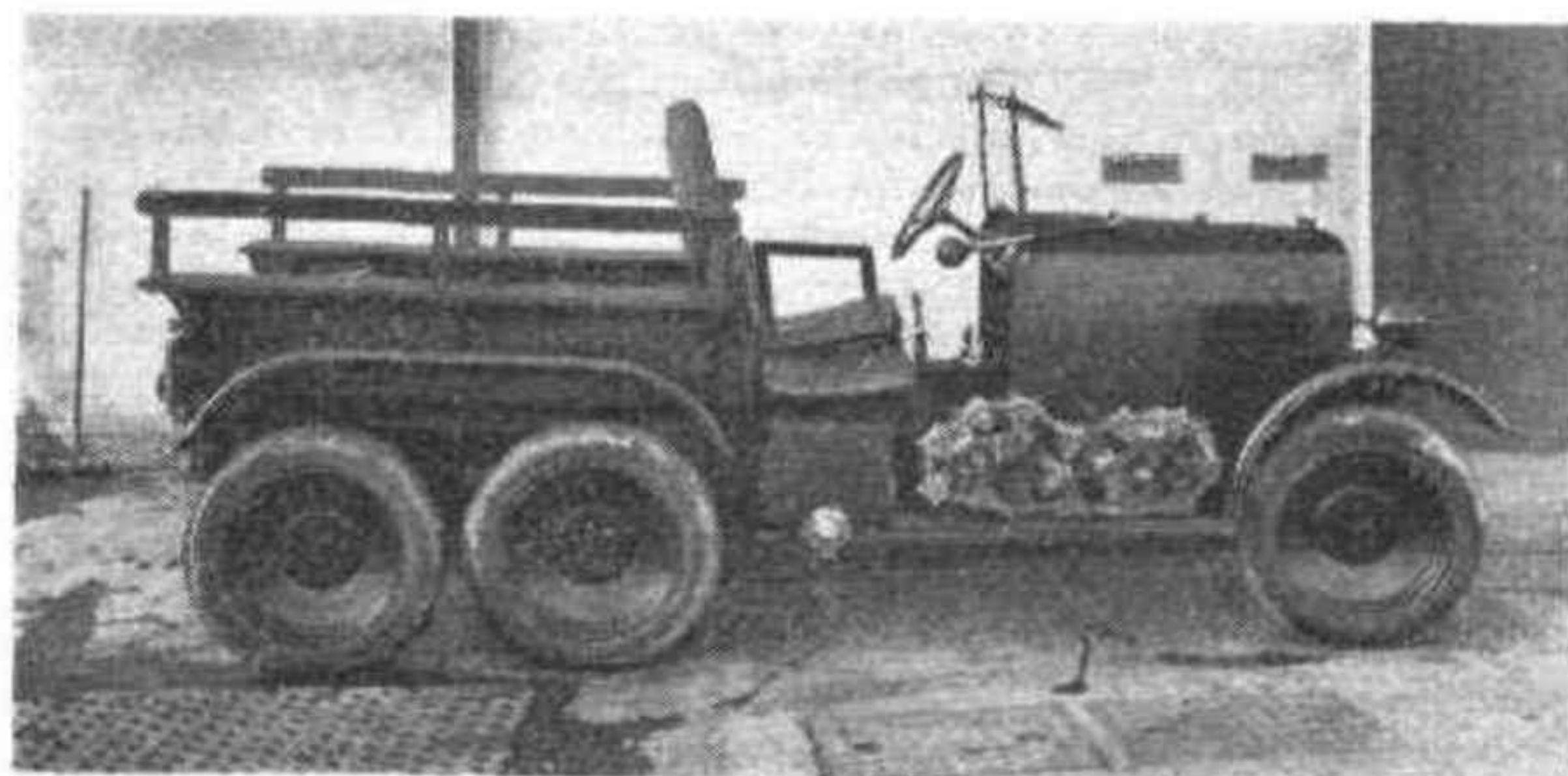
The date given against the 6-wheeler (1927) is not correct. I still have a set of reprints from about a dozen motoring and trade papers describing its first appearance and these are all dated June or July, 1929. It was quite the most remarkable vehicle the company ever produced [see photograph below—ED.]. I was concerned in its development and for all the testing and the demonstrations above referred to. Its cross-country capabilities were almost those of a small tank. A number of four-wheeled Trojans were constructed for hiring out to the Territorials during their camps. As far as I can recall they were standard as far as the chassis details were concerned and really were capable of hauling a couple of field guns. The crew rode inside. This venture, like many others undertaken by the company, was not a financial success.

I am, Yours, etc.,

Horam.

G. DUDLEY HARDY.

Continued on page 300



Moss Wins Sensational B.A.R.C. "International 200"

Coopers Dominate the Race

AINTREE, April 19th.

THE *Daily Mail*-sponsored "International 200" turned out one of the most sensational long-distance races for many years. After Behra's Goodwood crash and Moss' engine failure it seemed that the field might be depleted. However, B.R.M. bought two 1957 cars to the practice session, the race number and a "T" being transposed from one to the other as Behra and Flockhart tried each car. Both were running without brake servos, the only cure Girling could suggest for the trouble which caused Behra's nasty accident on Easter Monday. One B.R.M. developed magneto trouble and in any case it was intended only to start one car, in which Behra set a lap time of 1 min. 59.3 sec. Alf Francis had been busy since Goodwood. Having a set of experimental over-size pistons and liners for a Climax engine, 0.9 mm. larger than those of the 1,960-c.c. engine, he assembled a new 2,010-c.c. power unit for Moss' Cooper. With this still stiff Moss did 2 min. 0.6 sec., a time 0.4 sec. slower than Salvadori's works 1,960-c.c. Cooper. Fourth fastest was Brabham's works Cooper, in 2 min. 1.2 sec.

The field comprised these cars, Ballisat's 2-litre Cooper, Schell in Brown's FII Cooper under the Owen entry, his B.R.M. being unavailable, three 250F Maseratis, several Connaughts, and lots of FII Coopers, of which Walker's pair, in the hands of Trintignant and Brooks, had the older, transverse spring i.f.s., as well as the two Team Lotus FII cars. Lewis-Evans was fastest of the FII contingent in practice, in the British Racing Partnership Cooper (2 min. 4.4 sec.), Hill's Lotus next (2 min. 6.0 sec.).

As the flag fell Moss got away splendidly, followed by Behra and Salvadori. Brabham soon passed Salvadori and after six of the 67 laps Moss led by 4 sec. from the B.R.M., Brabham's Cooper closing on Behra. Although Behra still expresses himself as very happy in a B.R.M. he couldn't hold off Brabham, who took second place on lap 10. The French driver re-took second place on lap 20 but kept looking back to see how much he had pulled out over the Cooper, while Moss, lapping car after car, had a very secure lead.

On lap 28 Behra came round Tatt's Corner with Brabham on his tail and pulled sharply across to the pits, where he retired with the brake fluid on the boil. The leaders at 35 laps were Moss, Salvadori Brabham, a brief pit-stop on the 31st lap having cost Brabham second place. Moss had a 50-sec. lead and was easing up. Behind the leading trio Brooks, driving the FII Cooper impeccably—in practice he had broken a gearbox shaft—more work for Alf!—had disposed of Hill's Lotus after a great struggle, and Lewis-Evans was a steady sixth.

Now, with the race more than half over, interest might well have waned, had it not become obvious to the more intelligent spectators that all was not well with the leading Coopers. Salvadori was closing the gap between his car and Moss', the latter in obvious trouble. Apart from overheating Stirling was fast on laps when he had a clear run, slow if he had to negotiate "traffic," because he was nursing a clutch which was ready to refuse to grip at any moment. Both the Lotus made brief calls at their pits, but Schell's Cooper held sixth place ahead of Scott-Brown's Connaught. Brabham was also troubled with a slipping clutch and his engine wasn't happy. Salvadori, too, had clutch trouble and on lap 51 lost second place to the Australian.

All eyes were now on Moss, who had slowed very considerably and caused consternation by sometimes coming close in to the pits, giving the "come past" signal to other drivers. Brooks was now going magnificently in Walker's 1½-litre Cooper, closing on Salvadori and taking third place on lap 63. At this late stage in the race Moss in No. 7 Cooper, which was boiling like a kettle, was a mere 13 sec. ahead of Brabham and since lap 55, when the gap had been just over 30 sec., it appeared possible for Brabham to win. However, John Cooper seemed reluctant to speed up the Australian, and for some laps thereafter Moss kept the distance between the leading Coopers the same. Now, with four laps remaining, Brabham was closing rapidly on Stirling, whose car was clearly very sick indeed. The small but enthusiastic crowd of spectators at Aintree's well-equipped, if sombre circuit on this cold but dry afternoon, rose to their feet to witness the drama of the closing laps. On the last lap it appeared that Brabham would catch Moss. As the two Coopers came down to Tatt's Corner for the last time in this 201-mile race Brabham made to overtake Moss. Stirling was on the inside and, scorning to brake, went into this r.h. corner to tail-slide across Brabham's nose

Brabham, also tail-sliding, recovered, cut onto the inside and accelerated for all he was worth out of the corner to the finish. Moss, too, had his foot hard down. Would his clutch now refuse him? It held, and Moss crossed the line fractionally ahead of Brabham, by what the time-keeping pundits said later was one-fifth of a second! Mrs. Topham said Moss always gives them a thrill at Aintree and this he had certainly done, recalling similar sensational E.R.A./Maserati finishes at Brooklands. Ruefully, sportsman Jack Brabham told the excited crowd, "I put my brakes on. Wasn't it silly of me?"

Rob Walker must have enjoyed his "200" when able to relax, for Moss won it for him, Brooks won the FII category and Trintignant's FII Cooper finished, sounding as crisp as at the start. On lap 47 Brian Naylor suffered a very nasty accident, his Cooper getting into difficulties at Melling Crossing and dragging him, half out of the cockpit, for a long distance before it came to rest with the offside back wheel hanging loose. (The time taken by the ambulance to reach hospital must constitute a record.) The mechanical casualties are listed with the results:

AINTREE "INTERNATIONAL 200"—Formulae I and II—67 Laps—201 Miles Cold and Dry

1st :	S. Moss (2,010-c.c. Cooper)	...	2 hr. 20 min. 47.0 sec.—85.66 m.p.h.
2nd :	J. Brabham (1,960-c.c. Cooper)	...	2 hr. 20 min. 47.2 sec.
3rd :	C. A. S. Brooks (1,475-c.c. Cooper)	...	2 hr. 21 min. 52.2 sec.
4th :	R. Salvadori (1,960-c.c. Cooper)	...	2 hr. 22 min. 15.0 sec.
5th :	S. Lewis-Evans (1,475-c.c. Cooper)	...	2 hr. 22 min. 58.0 sec.
6th :	H. Schell (1,475-c.c. Cooper)	...	66 laps
Fastest lap :	J. Brabham (Cooper)	in 2 min. 1.4 sec., 88.96 m.p.h.	
Formula II Winner :	C. A. S. Brooks (Cooper)	2 hr. 21 min. 52.2 sec.	
Fastest Formula II lap :	C. A. S. Brooks (Cooper)	in 2 min. 4.4 sec., 86.32 m.p.h.	
Retired :	K. Campbell (Maserati), three laps, broken oil pipe; A. Marsh (Cooper), four laps; G. Wicken (Cooper), seven laps, gear-change; V. Edwards (Connaught), nine laps, spun; K. Ballisat (Cooper), 11 laps, gearbox; R. H. Parnell (Cooper), suspension; B. Halford (Maserati), 16 laps, puncture; K. Kavanagh (Maserati), 24 laps; J. Behra (B.R.M.), 27 laps, brakes; D. Shale (Cooper), 33 laps; B. Naylor (Cooper), 37 laps, crash; I. Bueb (Cooper), 51 laps.		

As supporting races there were up-to-1,100 c.c. and over-1,100-c.c. sports-car races and a saloon car race. In the big sports-car race the works Aston Martin DBR2s, of 3,901 c.c., were driven by Salvadori and Brooks. In practice they were equally fast with different axle ratios, setting Reg. Parnell a pretty problem. Scott-Brown's 3.8 Lister-Jaguar and Masten Gregory's Ecurie Ecosse 3.8 Lister-Jaguar also got round in the same time (2 min. 5.2 sec.), while the remarkable 1.9-litre Lotus 15s of Hill and Allison did 2 min. 7 sec. and 2 min. 7.2 sec. Overnight the axle-ratios of the Astons and Scott-Brown's Lister were changed.

Archie got away at the start, to lead all the way, pulling out a comfortable margin. Gregory's Lister-Jaguar was second until overtaken by Salvadori on lap six of this 17-lap race. Brooks had overtaken Salvadori on lap four but thereafter fell back, to retire with clutch trouble. The Lotus 15s should have been amongst the big stuff but Allison's was shunted at the start, time being lost because the rear of the body was badly damaged, while Hill couldn't find the cogs when they were wanted. It wasn't Allison's day because he nearly didn't start even before the shunt, the rotor-arm giving trouble on the line. However, he had the consolation of setting a new class lap-record of 85.58 m.p.h., Salvadori setting a new 3-litre sports-car lap-record of 87.38 m.p.h.

Scott-Brown, easing up towards the end, won by 1.4 sec., at 86.1 m.p.h., from Salvadori and Gregory, Bueb bringing the Ecurie Ecosse Jaguar-D in fourth, ahead of Mairesse's yellow Testa Rossa Ferrari and spectacular Dunham Hamilton in his Jaguar-D.

Lotus got some satisfaction at Aintree, Hall winning the small sports-car race over 17 laps at 81.61 m.p.h. from Dickson's Lotus and Maekenzie Low's Elva, after Stacey's Lotus, in the lead for nine laps, overheated.

The 10-lap Saloon Car race should have been in Sopwith's pocket but his very fast 3.4 Jaguar retired when the Dunlop disc brakes went up in smoke, allowing Sir Gawaine Baillie's 3.4 wire-wheeled Jaguar to win by 1.6 sec., at 70.94 m.p.h. from Flockhart, who made excellent progress in spite of a spin in Coombs' drum-braked 3.4 Jaguar. Blond kept his 2.4 Jaguar ahead of Manduca's Alfa-Romeo 1900 to win the up-to-2,600-c.c. section and Foster in Jacobs' M.G. Magnette beat the furiously duelling 1.5 Rileys of Grace and Leston to gain the up-to-1,600-c.c. class, the M.G. also vanquishing the Alfa-Romeo. Eversley (Hillman Minx) spent his race indulging in spins at almost every corner!—W. B.

PICTORIAL REVIEW

Easter Goodwood

Empire Trophy

V.S.C.C. Silverstone

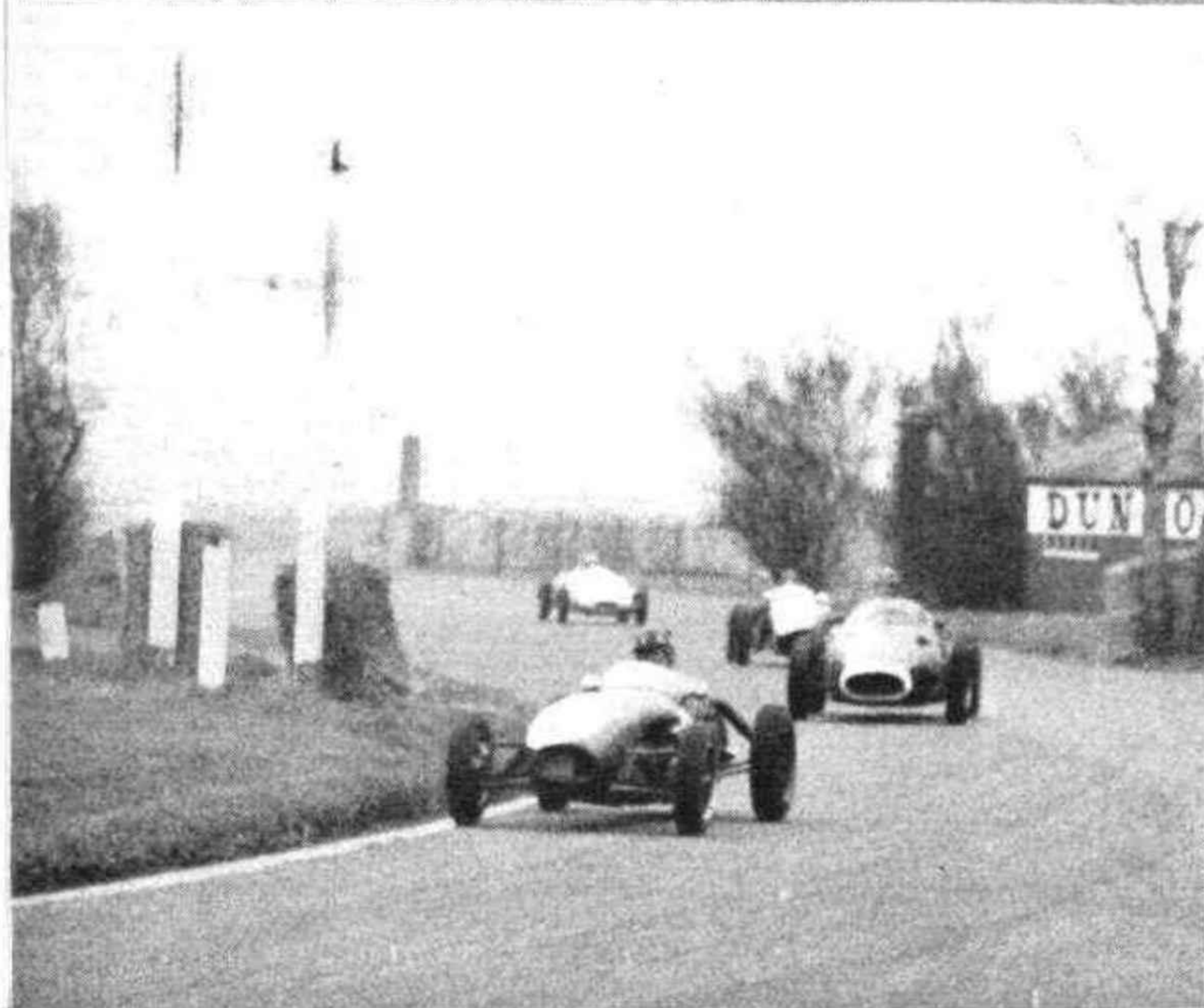
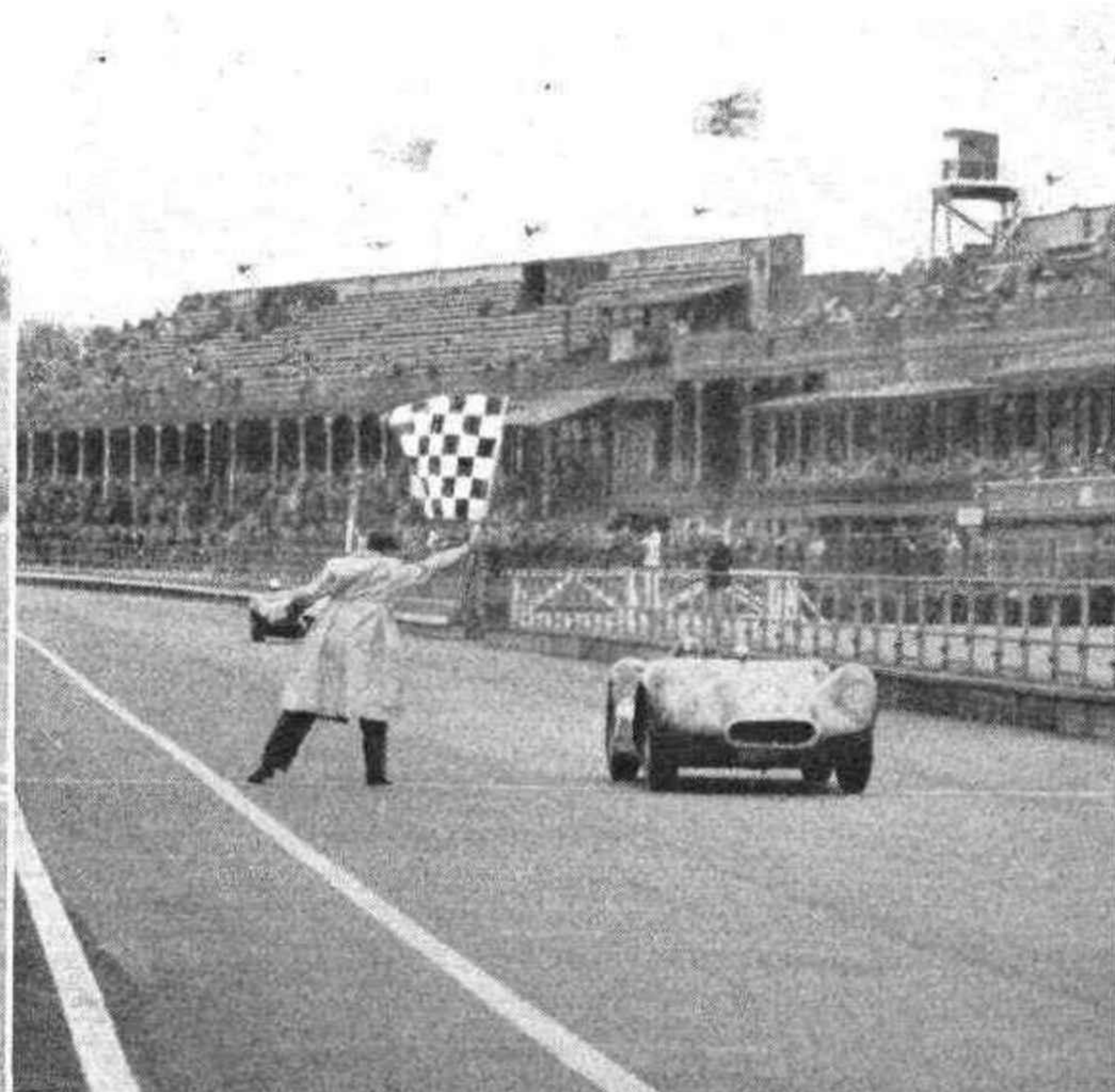
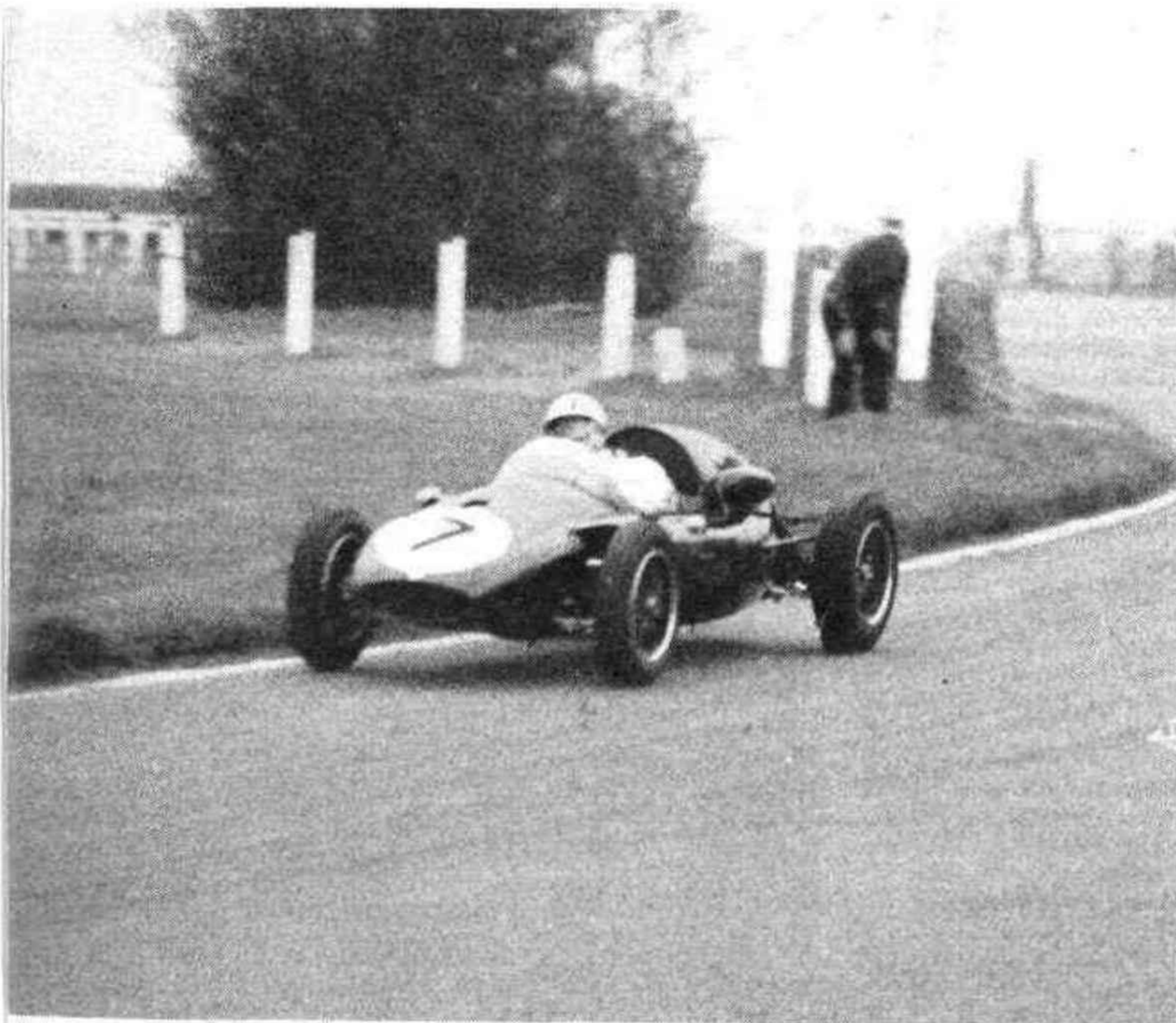
B.A.R.C. International 200

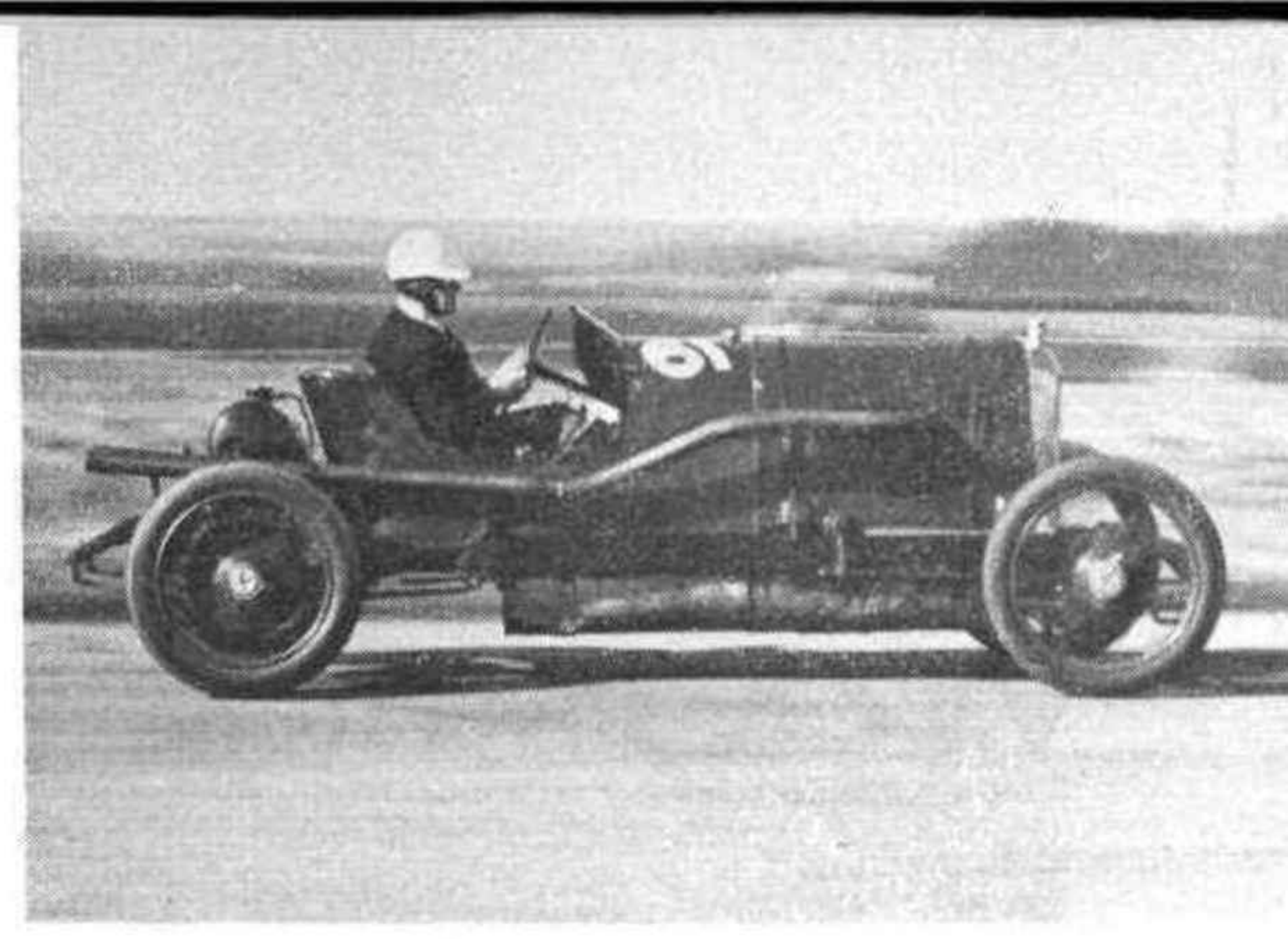
Top left : FORTUNATE INDEED.—Stirling Moss in the 2,010-c.c. Cooper-Climax on his way to victory, by one-fifth of a second, in the Aintree International 200 Race, which he all but lost to Brabham's Cooper due to a slipping clutch.

Top right : POPULAR VICTOR.—Archie Scott-Brown takes the chequered flag at the conclusion of the Aintree over-1,100-c.c. Sports-Car Race. His 3.8-litre Lister-Jaguar outmatched the Aston Martins in spite of their 3.9-litre engines.

Bottom left : A GROUP AT MELLING.—Graham Hill's F. II Lotus leads Scott-Brown's Connaught towards Tatts Corner during the Aintree 200.

Bottom Right : DUELLING JAGUARS.—The Aintree saloon-car race produced an unexpected result. Sopwith's very "hot" Jaguar developed hot brakes and retired, allowing Sir Gawaine Baillie's disc-braked 3.4 Jaguar to win by a narrow margin from a drum-braked Jaguar splendidly driven by Flockhart, here seen in second place. But for a spin, Flockhart would have won.





EDWARDIAN WINNER.—Kenneth Neve is here seen at the wheel of the 1914 Humber, the car which won the 5-lap Edwardian Handicap at the V.S.C.C. Silverstone Race Meeting on April 12th.

POPULAR VICTORY.—Mike Hawthorn, the Farnham driver, won the big race at Goodwood on Easter Monday at record speed, in this V6 G.P. Ferrari, which, unlike its main challengers, ran trouble-free throughout this 100-mile "curtain raiser" to the 1958 Grand Prix season.

ON HIS TAIL.—Archie Scott-Brown's unique cornering technique was insufficient at Goodwood on Easter Monday to fend off Moss in the Aston Martin DBR1, which won the Sussex Trophy Race and established a new sports car lap record of 92.5 m.p.h. Here Stirling tails Archie through the chicane. The 3.8-litre Lister-Jaguar (No. 60) later became tired and retired when its steering stiffened up.

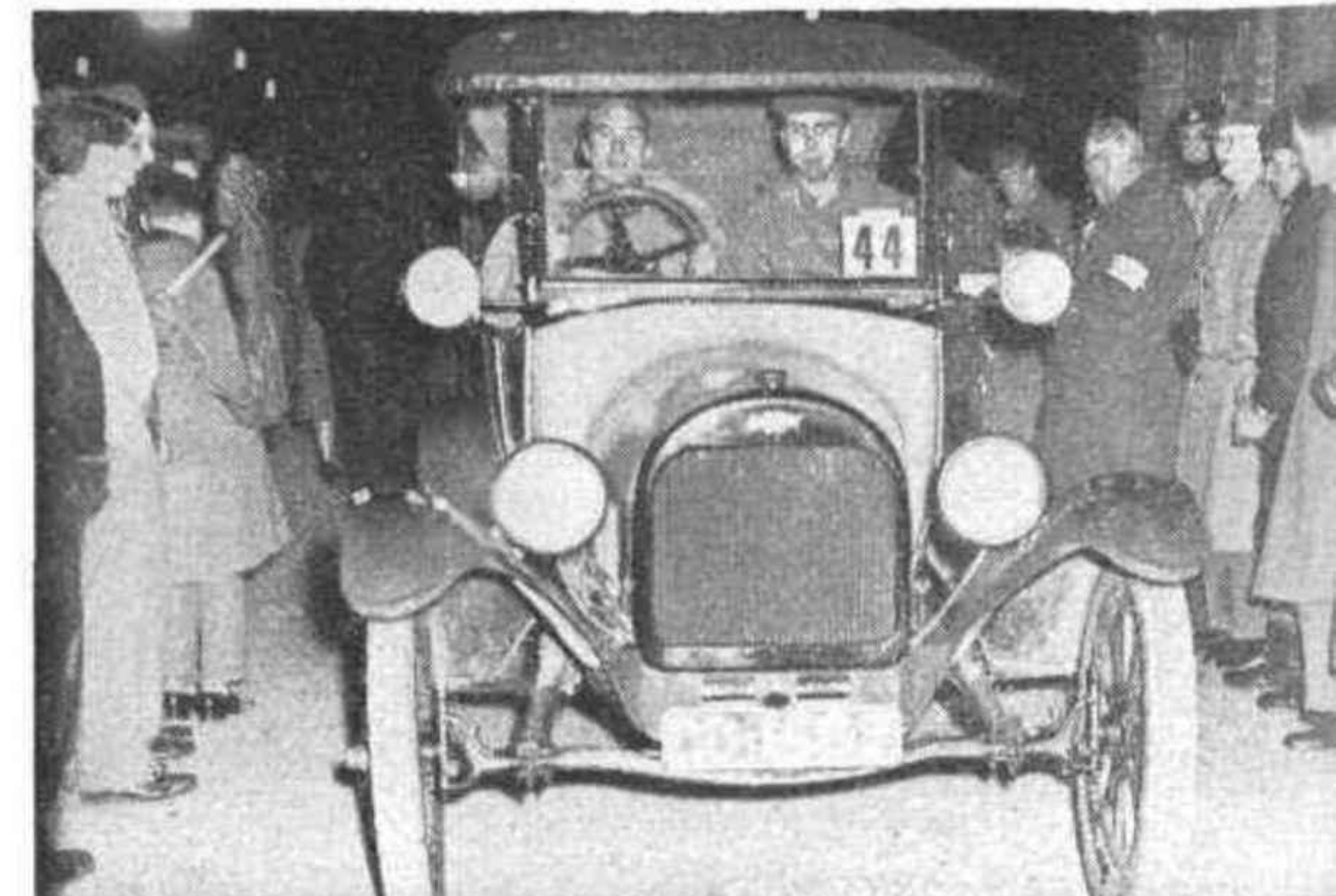
HOLD HER, DUNCAN!—A typical action shot of Duncan Hamilton cornering at Goodwood in his D-type Jaguar, on his way to taking third place behind Moss' Aston Martin and Collins' V6 Ferrari in the Easter Sussex Trophy Race.

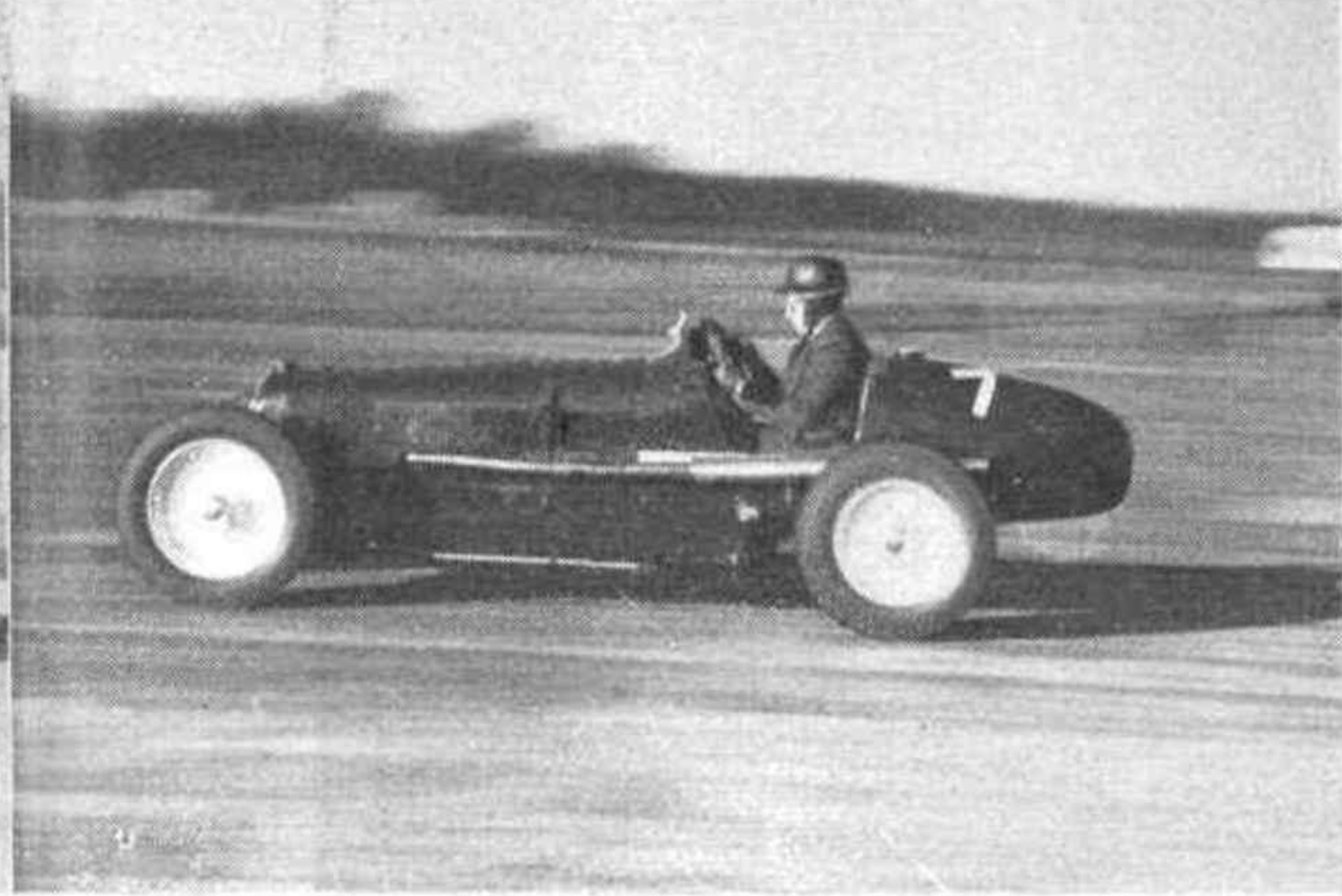
FIRST TIME OUT.—The F11 Cooper of the Alfred Moss/Pat Gregory British Racing Partnership being driven in fourth place at Goodwood in the Lavant Cup Race, by Lewis-Evans. It is wired for radio inter-communication.



OH, STIRLING!—Moss' mechanics may have said that, or stalled on the starting line at Goodwood. Here the other starters streaming away. Jean Behra in the B.R.M. (No. 3) which led but slightly vanquished on initial acceleration by Brabham's Climax but retired when the Climax engine fell to pieces. Had he finished Hawthorn in the Ferrari (No. 1), set a record race average for C.

AMERICAN VINTAGE.—R. E. Winn's 1919 2,831-c.c. Chevrolet tourer leaving the start of this year's M.C.C. Land's End Trial. These cars were popular in England in the early 'twenties but are now very rare.





ANOTHER E.R.A. VICTORY.—One of the 5-lap handicap races for vintage sports and racing cars was won by Chapman's 1934 E.R.A. at 72.50 m.p.h. on the Silverstone Club Circuit.



something different, when the driver of Rob Walker's Cooper (No. 7) is seen in the 100-mile Glover Trophy Race for Grand Prix cars are seen until its sensational crash well ahead of Schell in B.R.M. (No. 4), Cooper (No. 19). Moss started soon after this picture was taken shed he would have been penalised for this push-start. The winner, Goodwood and, with Moss, a new Goodwood lap record of 97.3 m.p.h.

ANOTHER VINTAGE LAND'S END COMPETITOR.—W. A. Marshall's 1924 Austin Seven driving out into the night from the "Peggy Bedford," Colnbrook, at the start of the long trek to the West Country—and some notorious hills.

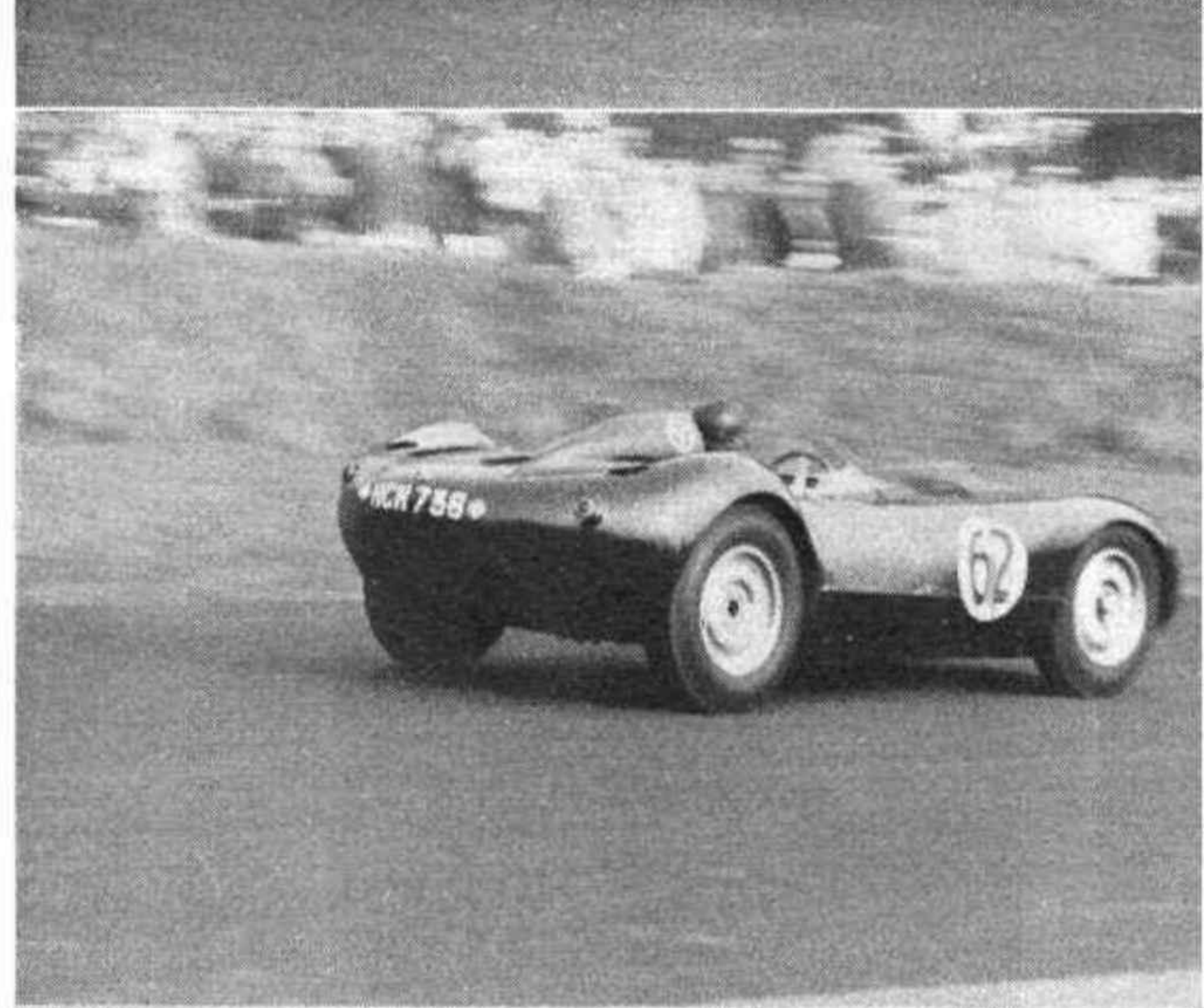


COMPLETING THE TREBLE.—Stirling Moss in a works-entered Aston Martin DBR2 receives the chequered flag to score his third British Empire Trophy victory, thus equalling the record of Bob Gerard set up in 1947, 1949 and 1950 in his 1½-litre supercharged E.R.A.

FAST AND IMMACULATE driving enabled Tony Brooks to achieve comfortably second places in both the heat and Final with the second higher-g geared and therefore slower works DBR2, which is seen here drifting through Old Hall Corner.

THIRD MAN HOME in his heat after a most impressive drive was Bruce Halford (Lister-Jaguar). He sportingly handed over his car to Archie Scott-Brown for the Final after the works Lister had retired with steering derangement and saw his car take third place once again.

SPIRITED CHASE.—in second place by Cliff Allison in the 1,960-c.c. Lotus Fifteen was a highlight of the 25-lap Final until low oil pressure caused the car's withdrawal. Graham Hill, in an identical Lotus, lapped in 1 min. 50.8 sec. during his heat, a new sports-car record, subsequently equalled by Moss.



RUMBLINGS

The Saab is gaining an increasingly good reputation, so considerable interest attaches to the new Granturismo 750 model. This comprises

A SAAB

GRAN TURISMO

the Saab 93 all-steel body/chassis unit and a 748-c.c. Sonett super sports engine developing 50 b.h.p. The G.T. 750 is a four-seater with ample luggage space, for which a performance of 0-50 m.p.h. in 13 sec., or in 9½ sec. in tuned form, is claimed. Larger brakes than standard are fitted, together with Pirelli Cinturato racing tyres. If the car doesn't seem fast enough as it is the customer can order a dual-carburettor, tuned engine, giving 57 b.h.p. A pleasing aspect of this new Saab is that it really is equipped as a Gran Turismo automobile, with comfortable individually-moulded seats, shoulder harness and grab handles to secure passengers who travel with an enterprising driver, screen washers, the classic wood-rimmed racing steering wheel, tachometer, even a Halda average-speed computer. The passenger's front seat can be laid flat to form a bed and has a headrest; there are closed stowage compartments in each door, and further stowage for thermos flasks, etc., in the rear-seat armrests. The price seems to be in the region of £850, or £900 approximately in 57-b.h.p. form. It seems worth waiting for!

* * *

Our road-test report on the revolutionary Citroën DS19 in last month's issue has aroused widespread interest, so it is worth mentioning that the car has, at the time of writing,

CITROËN DS19 POSTSCRIPT

covered over 8,000 miles in the hands of MOTOR SPORT's staff, in a matter of twelve weeks. In this mileage it has given no mechanical trouble, apart from a defective wiper switch which cured itself, and has consumed very little oil and no water, while the only attention has been routine greasing, the hydraulic system requiring no servicing. So it really does seem as if the DS19 is as dependable in service as it is advanced in design and construction. In returning to it after testing other cars, the comfort and safety of the DS19 continue to be a revelation. It is amply fast enough, if noisy when accelerating, with the present engine, but what a car it would have been had the intended flat-six air-cooled power unit materialised! As it is, it is one of the world's leading fast touring saloons and, incidentally, about the easiest cars there is to get into and out of.

Citroën can be proud of producing two remarkable cars of diverse character but outstanding practicability, in the DS19 and 2 c.v. Incidentally, the little air-cooled flat-twin 2 c.v. has recently been produced with its power plot duplicated at the rear, to give four-wheel drive. In this form this utility Citroën rivals the cross-country



PLANNED FOR COMFORT.—The well thought-out and generously equipped interior of the exciting new Saab Granturismo 750.



A USEFUL TRAILER for transporting racing cars, boats, trials cars, veterans, etc., is the Progress Chariot, described below. Not that we imagine for one moment that the Lotus Elite will ever again have recourse to assistance of this kind!

abilities of the six-wheeler Trojan, Crossley, Renault and Citroën Kegresse vehicles of the vintage era.

Finally, to avoid confusion which one passage of our test-report may have caused, let us explain that the body side panels of the DS19 are of steel, only the roof and facia being of plastic material.

* * *

The Progress Chassis Company, of Edmonton, London, have produced a new racing-car transporter christened the "Progress Chariot." The Progress Chassis Company do

A PRACTICAL TRAILER

much sub-contract work for Lotus Engineering and the car in the picture with the trailer is a new Lotus Elite. The transporter's main feature for quick getaways is its ease of loading by one man. By extending the leg of the front wheel, the rear end is lowered and the car can be driven straight on to the trailer.

Total weight of the trailer is 328 lb., which means that a car weighing up to 12 cwt. can be carried without exceeding the designed all-up capacity of 15 cwt. at the wheels. The loading arrangements are all adjustable so that cars of almost any dimensions can be carried. The basic price of the trailer is £72, and with lights and full accessories total cost ex-works is £79 10s. 0d.

* * *

Attracted by the sight of a complete war-time Spitfire Mk. XVI aeroplane by the roadside, picketed down and wearing its cockpit

and other protective covers (souvenir post-cards from the petrol-pump attendant, price 6d. each), we stopped at Swandean Garage, Worthing, to see what old-car and freak-racer fancier F. M. Wilcock was up to.

We found him busy restoring a 1904/5 18/22-h.p. Brown Bros. touring car for Brown Bros. Ltd., who were delighted when this rare veteran was unearthed, almost literally, in a field in Sussex. A complete rebuild is being undertaken by Swandean Garage Ltd. At the same time Wilcock is restoring a 1903 Georges-Richard brougham, a suitable horse-drawn body having been discovered and modified to suit this chassis, which was so rusted away that the side-members and other parts have had to be refabricated.

Wilcock has decided to sell the remarkable ex-Lloyd Jones' Triangle Special sprint car, which, with rear-placed Rolls-Royce Kestrel aeroplane engine and radiator, in a four-wheel-drive Daimler Scout chassis, was virtually invincible in s.s. sprints up to a quarter-of-a-mile. It may be recalled that a Rolls-Royce overhauled engine was installed not long ago. The drive goes via a transfer box and a 30/98 Vauxhall gearbox, the final drive being 5 to 1 and all the upper ratios geared-up! One gathers that a former owner cast in the cover of the transfer gearbox an inscription which cannot be read aloud before ladies, but this is now obscured by a small cylindrical petrol tank which Wilcock has fitted above it. At the end of the Brighton kilometre the Triangle Special would be doing 135-140 m.p.h.! It will be a thousand pities if it does not re-appear on the sprint scene. It can be bought, we imagine, for rather less than £300.

AT CRYSTAL PALACE

Crystal Palace, site of motoring exhibitions, trials and races since the very early days, will, on May 18th, be the rendezvous of Alvis owners, all of whom are welcome to watch driving tests and a Concours d'Elegance open only to Alvis O.C. and 12/50 Alvis Register members. Details from: K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.

Continental Notes

ITALY really did get itself into an unhappy state over real motor racing, but after the initial ban on all events on other than closed tracks, such as Monza, there are signs of common sense prevailing and normality returning. In Sicily things were quite healthy for the Siracusa race took place on the usual road circuit and the Targa Florio has been reinstated as a World Championship event, while in Italy the Naples races this year were for sports cars with a 2-litre limit, a type of event they have often had in the past. The classic town-to-town races have, however, really fallen under the axe and the Giro di Sicilia was limited to Touring and Grand Touring cars and run as a regularity event with set speed schedules. The same route was used as in past racing events and at four points round the course there were timed speed hill-climbs. The Mille Miglia has taken the same form as the Giro Sicilia except that an entirely new route is being used which runs the entire length of the Dolomite Mountains and the only similarity with the past are the facts that it starts and finishes at Brescia and is 1,000 miles in length. Other than that the 1958 Mille Miglia will be a shadow of its former self and the Automobile Club of Brescia would have done better to call it The Tour of the Dolomites. It is due to be run on June 8th, but I fear few people will take much interest, for to continue to use the name of an event that had sufficient character to stand out as a classic, for what is now nothing more than a Rally, is rather like running Le Mans as a 100-mile event and still calling it the Le Mans 24-hour race.

The Royal Motor Union of Belgium, who organise the gruelling Liège-Rome-Liège Marathon Rally are holding another event on July 17-20th which should be just as gruelling and this is the Liège-Brescia-Liège Rally for minicars. Realising that the serious minicar, such as Goggomobil, Isetta, Zundapp and so on have come to stay, the R.M.U. are hoping to attract an enormous entry of small fizzing machines so that the noise at the start in Liege should be quite something. Basically the event is open to cars not exceeding 500 c.c., having four wheels and not more than three cylinders, but the organisers are being fairly flexible in respect of what they originally intended to be production minicars. They will admit sports cars, prototypes, cars with no doors and even those with engines basically of over 500 c.c. providing they are lined down to this maximum and, of course, have not more than three cylinders. They are really out to encourage competition amongst the real minicars rather than small cars like the four-cylinder 600-c.c. Fiat, but one can foresee some keen competition between two-cylinder Abarth-Fiat 500, Berkeley, Goggomobil, Frisky, Isetta and so on.

At the end of June another 500-mile race is to be run on the Monza banked track and already interest is building up, only this year I hope the Professional Drivers will say here and now that they will not take part and not wait until a week before the event. There are plenty of un-Professional Drivers who would like to have a go, so the sooner we know who is going to "chicken-out" this year the better it will be for all concerned. The Firestone Tyre Company are already planning an initial trip to do some pre-race testing of special tyres and if the American boys from Indianapolis really learnt anything last year, and I am sure they did, it is easy to visualise 180 m.p.h. laps being made in practice. One team that will certainly be back at Monza is the Ecurie Ecosse and this time they hope to be better prepared and are working on a single-seater Jaguar with exposed wheels to allow them to use bigger tyres. But for the tyre limits last year the standard D-type Jaguars could have lapped at 160 m.p.h., so this year I hope to see one of the Ecurie Ecosse drivers well up amongst the American cars. Enzo Ferrari is showing interest in this event and has promised the organisers that he will enter a car but who will drive it is another matter, for last year Hawthorn, Collins and Musso all refused to go near the Monza banked track. However, the Monza 500-Mile race is definitely on this year on June 28th or 29th depending on the weather and if anyone wants to see sheer undiluted speed with 190 m.p.h. being reached on the straights, then Monza is the place to go.

While on the subject of speed it was interesting to note on the way to Pau that the French authorities have placed speed limits on all large commercial vehicles, and in the usual French manner where motoring is concerned they have made a very practical job of it. The limits set are high enough for very few drivers of "heavies" to complain; coaches, for example, can crack along at 85 k.p.h. (about 53 m.p.h.), really enormous Berliet or Willeme lorries can cruise unmolested at 70 k.p.h. (about 44 m.p.h.) and if they pull a trailer they must drop their speed to 65 k.p.h. (about 41 m.p.h.). These speed limits seem so sensible for the sizes of vehicle that it is doubtful whether many large commercial vehicles will ever exceed

them. Had the limits been set at a ridiculous 20 or 25 m.p.h. there would have been continual law-breaking, so it is really refreshing to see some intelligence being used by those in control of law-making. A thing that is becoming very noticeable in France is the preponderance of DS19 Citroëns, the French have really taken to this remarkable car and they are to be seen everywhere. However, there are two snags to this, one is that the DS19 throws up more spray and mud than any car I have ever come across and the other is that an enthusiastically-driven DS19 can make one hurry unnecessarily in one's Gran Turismo coupé if the honour of Porsche is to be retained, especially on fast swerving roads across the South of France. The ability of the DS19 to go once it is fully wound up is understandable, having driven one pretty hard, but the reason for the fantasmic shower of muck that follows in its wake on a wet road is not so easy to understand. It sprays out in all directions so that even when one passes in the opposite direction it plasters your screen more than any other vehicle. As no car is perfect I suppose one will have to put up with this sort of thing from the lucky Frenchman who placed his order early for a DS19. At the other end of the scale Citroën are also making themselves felt on the French roads, for over Easter weekend the traffic was continually dropping to a walking pace up long hills as everyone followed a 2 c.v. Citroën struggling to make its 9 b.h.p. pull a whole family along on their Easter holiday. After a few days of this I was glad to get into Italy, the land of Fiats, but it was not long before the traffic was slowed up by a two-cylinder Fiat 500 grossly overlaid and in the middle of the road. Very soon now minicars are going to require special tracks to run on like cyclists!

One of the interesting sights at Siracusa was to see a 26-year-old Italian girl driving a Grand Prix Maserati and not teetering round at the back of the field in an effeminate way, but having a real go "up with the boys." This was Maria-Teresa de Filippis from Naples and though it was her first outing in Formula I she showed she was not frightened of using the car, getting it into full-lock power slides through the corners and winding it up to well over 7,000 r.p.m. in the gears. Although she is new to Grand Prix racing she is not new to motor racing, having driven an A6G sports Maserati in local races, at Monza in the Supercortemaggiore races and in the Mille Miglia. Having seen her performing on difficult street races at Naples and Bari it was no surprise to see her ring-the-neck of her newly-acquired Grand Prix car. To the Siracusa organisers and the Italian Federation I give full marks for allowing her to take part in a Grand Prix, something the R.A.C. are afraid to do, banning as they do, such women as Nancy Mitchell, Patsy Burt and Jean Bloxam from any hope of competing in a Formula I event. On the other hand, the R.A.C. will accept Scott-Brown with his unfortunate deformity yet the Italian Federation will not allow him to take part in Italian races. The F.I.A. stands for the Federation Internationale Automobile, the governing body of all motor racing in Europe, yet they seem to have little or no control over the question of accepting women drivers or deformed male drivers, their only action being to "pass-the-buck" and retreat. The governing body of motor racing may be International in theory but it certainly is not in fact.—D. S. J.

EASTER AT MALLORY PARK

Twenty thousand spectators watched the Nottingham S.C.C. race meeting at Mallory Park on Easter Monday. The weather was fine but cold for the Formula III and sports-car programme. P. G. Fletcher in his Lotus and John Brierley in the Victoria-Climax clouted the bank at Shaw's Corner and L. Mayman lost a wheel, but the drivers were not seriously injured in this otherwise enjoyable meeting.—I. G.

Results:

10-lap Race for 1,300-c.c. sports cars: 1st: J. C. Brierley (Victoria-Climax), 79.91 m.p.h.; 2nd: A. Macmillan (Lotus-Climax), 79.88 m.p.h.
 10-lap Race for over 1,300-c.c. sports cars: 1st: P. Taylor (Aston Martin), 72.56 m.p.h.; 2nd: A. Riddy (Lotus-M.G.), 71.98 m.p.h.
 10-lap Formula III: 1st: P. Proctor (Cooper-Norton), 78.54 m.p.h.
 30-lap sports-car race:
 Overall winner: D. Protheroe (Austin-Healey 100S).
 Up to 1,000-c.c. class: 1st: R. Gilbert (Turner-Austin), 62.84 m.p.h.
 1,301 c.c.-1,600 c.c.: 1st: K. Mackenzie (M.G.), 67.58 m.p.h.
 1,601 c.c.-3,000 c.c.: 1st: D. Protheroe (Austin-Healey 100S), 74.68 m.p.h.
 15-lap Formula II: D. Wagner (Cooper-Norton), 78.81 m.p.h.
 20-lap Unlimited sports cars: 1st: A. Macmillan (Lotus-Climax), 81.82 m.p.h.; 2nd: J. Blumer (Lotus-Climax), 81.71 m.p.h.

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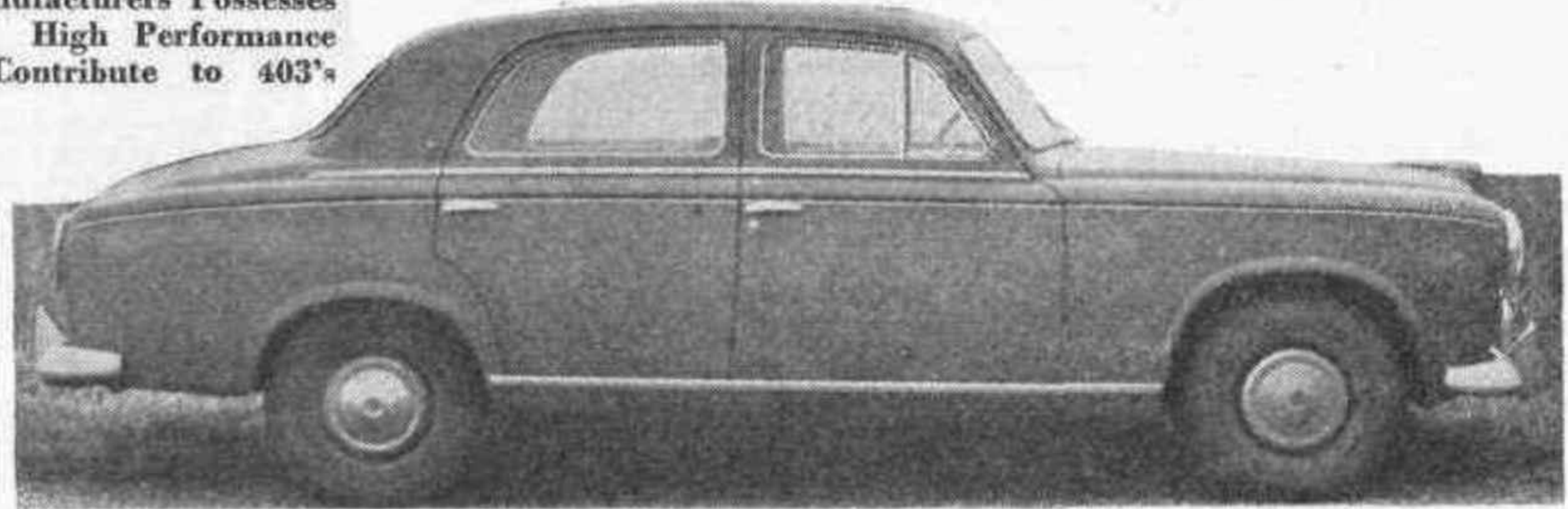
by name



THE PEUGEOT 403 — A GOOD FRENCH FAMILY CAR

Latest Model from One of France's Oldest Manufacturers Possesses Excellent Brakes and Roadholding Qualities. High Performance from 1½-litre Engine. Unusual Features Contribute to 403's Individuality.

THE MODERN PEUGEOT.— This fullside view of the 1½-litre 403 saloon shows up the handsome lines of this famous worm-drive French saloon. Note the comparatively high build, neat wheel knave plates each secured by a central bolt, and the wide doors.



THREE years ago we borrowed a Peugeot 203 for test from Lockhart's Service Depot at Dunstable. This Peugeot lingers in the memory as having very safe handling qualities and outstandingly powerful brakes, and possessing good performance allied to economical consumption of fuel. Recently we journeyed again to Dunstable to try the later Peugeot 403, a very good family saloon, but not as outstanding in its class as the smaller-engined 203. The charm of the Peugeot 403 to the enthusiast centres around its individuality, safe handling qualities which render it very pleasant to drive, and its outstanding performance for a very roomy car with but a 1½-litre wet-liner, 58-b.h.p., four-cylinder engine.

Under the bonnet there is individuality in this power unit, the polished domed valve cover of which conceals inclined o.h. valves in hemispherical combustion chambers, actuated by short and long rockers and push-rods. At the rear of the 403 there is the classic Peugeot worm-drive back axle, while throughout this car practical as well as individual items prevail. Front suspension is by wishbones and transverse leaf-spring but at the back, although a rigid axle is employed, it is sprung on coil-springs and located by a stabiliser bar. Steering is rack and pinion.

Outwardly this Peugeot is a conventional, handsome and spacious 5/6-seater saloon, well finished and of rather high build. The use of stainless steel for the bumpers and neat wheel knave plates secured by a single central screw instead of being sprung tinnily onto the wheels will be noted by the discerning, and the clean exterior lines are enhanced by the absence of a visible petrol filler, this being concealed beneath a spring-loaded flap which forms the near-side rear reflector and, closed, seals the filler orifice. Roof-rack sockets are provided as standard and it is pleasing to see the Peugeot lion mascot, with those sharp teeth in its open mouth, retained on the 403.

Inside the car there is a wide back seat and two large separately adjustable front seats, the backs of which can be let down to form a bed, an arrangement popular in France. Side-levers control sliding adjustment, the seats being set well inboard of the doors. Upholstery is in leather and each door has a small armrest, while there is a folding centre armrest for the back-seat occupants. All four doors trail—they shut rather "tinnily" and on the test car the passenger's front door proved obstinate. The front windows require three turns, the back ones, which do not quite wind down completely, 2½ turns of their handles to raise and lower them. There is a central roof lamp, actuated by opening the front doors, but not by the rear doors, its switch convenient to the front-seat occupants. The rear doors are locked by their interior handles, only the front doors possessing sill-locks, the door through which exit is made then being lockable externally by key. The front passenger's door is fitted with a cloth "pull." There is a drawer-type ashtray in the fascia and another for the rear-compartment passengers in the end of the rear seat armrest, usable only when the rest is down.

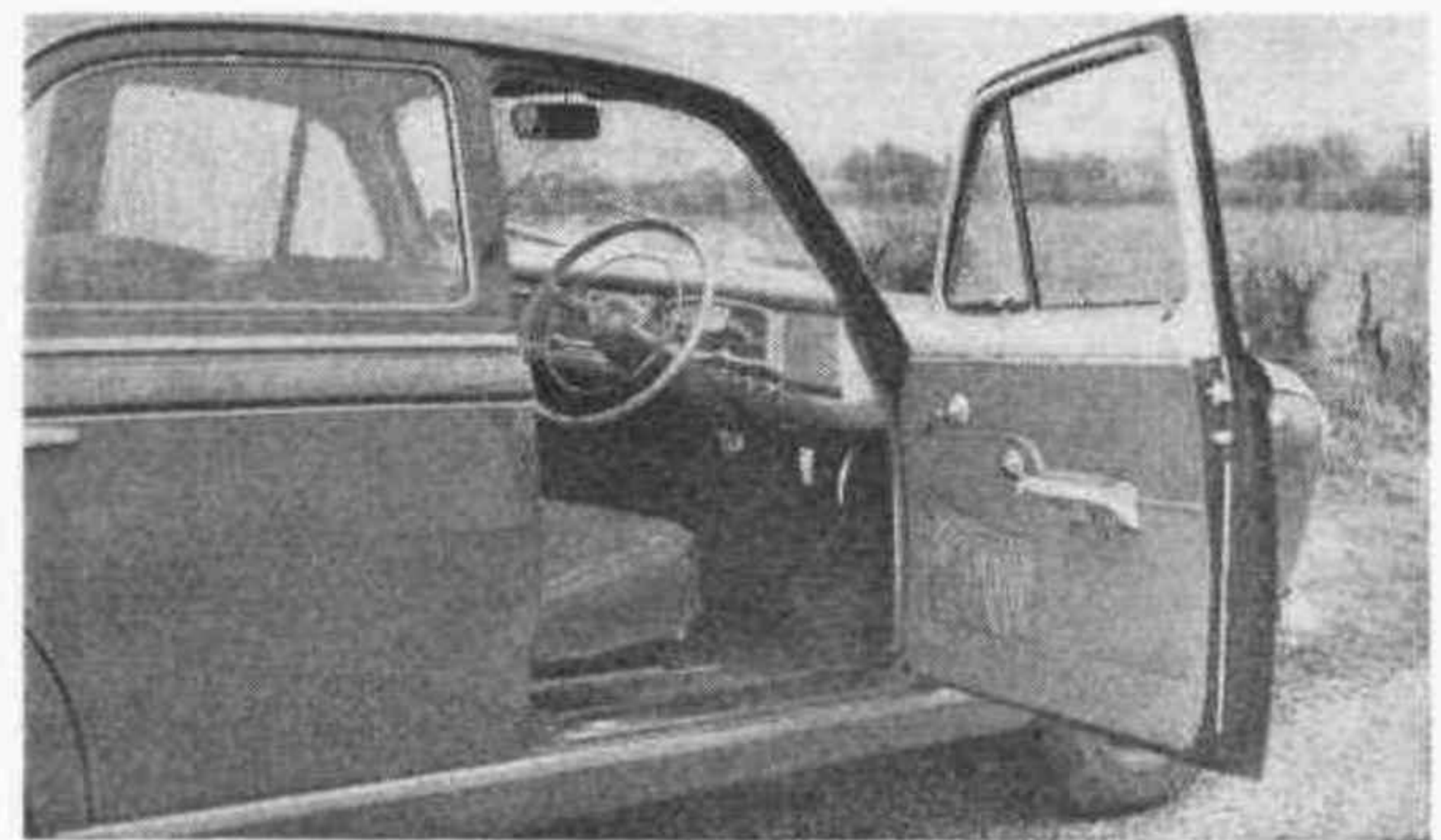
Behind the well-placed two-spoke steering wheel the driver is confronted by a metal fascia and finds visibility good, both front wings being in full view and the side pillars untroublesome. Examining the Peugeot's interior in detail one finds some excellent items which emphasise the car's individuality and other items not so welcome. For example, the cubbyhole is so shallow as to be virtually useless and is covered by an unpleasant, spring-loaded, unlockable vertical lid. Under the fascia on the left there are four fuses in commendably accessible covers and a little tumbler switch for selecting off- or near-side parking lamps, a thoughtful piece of design being that the direction-flashers work from these parking lamps as well as from their own lamps as additional warning of a change of direction.

The minor controls of the Peugeot 403 are very conveniently arranged. On the right of the steering-column a lamps-lever operates in a "box," from which lamps off, sidelamps, dipped headlamps and headlamps full beam can be selected at a flick of finger and thumb. On the left of the column, above the gear-lever, is a small plastic stalk which actuates the direction-flashers, these self-cancelling notably promptly after a corner has been negotiated, instead of flashing an unnecessary and irritating warning for hundreds of yards thereafter. A row of "solidified milk" buttons left and right of the steering column, on the fascia, look after, respectively, choke, starter, screen-washers, air-seal for the heater intake (for excluding egress of diesel and other obnoxious fumes in traffic) and screen-wipers. Starter and washer buttons push in. The others are labelled S, AC and EU, respectively, which can but bewilder British owners! There is rheostat control of effective instrument lighting by means of a very small "fumbly" knob under the fascia for operation by the right hand, and apparently the French do not trust the reliability of their wiper motors, as an emergency hand control, as on Citroën and Simca, is provided.

The centre of the fascia is occupied by the heater panel, the controls comprising two neat, plated quadrant levers, with the fan-switch incorporated in the right-hand one. The heater fan is commendably quiet. There is a fresh-air vent located inside the front grille and delivering through a vent pipe in the cockpit. Heater and demister are thoroughly efficient.

The front doors have ventilator windows which have thiefproof locks, as on the VW, but unfortunately lack the rain-gutters of those on the German car, so that ventilation in rain results in water dripping into the Peugeot's interior.

Instrumentation comprises small square-dial indicators for water temperature (rather amusingly calibrated 104, 140, 176 and 212 deg. F.), fuel contents, ammeter reading and clock. Centrally between these is the mileage total recorder, the trip (with decimal) recorder being located above, within the big arc of the Jaeger speedometer, which has a commendably steady needle, but which is calibrated with thick lines every ten m.p.h. from 0 to 95 m.p.h. and



BEHIND THE WHEEL of the Peugeot 403. Note the wide trailing door, which, unusual today, has a door pocket, the steering column gear-lever matched by an excellent lamps-switch stalk and the full horn-ring on the steering wheel, which is sufficiently stiff not to be operated inadvertently and which sounds a loud or soft horn.

with thin lines every 5 m.p.h., which can be confusing. The fuel gauge is decently accurate, but marked merely 1, 2, 3, 4, with hatching at the "empty" end of the dial; water temperature is normally approximately 170 deg. F. Rather unnecessarily large knobs protrude under the fascia for zero-ing trip mileage reading and clock. There is a very adequate centre rear-view mirror and twin, swivelling anti-dazzle vizors, the passenger's carrying a vanity mirror. To make up for the inadequate cubbyhole the 403 has elastic-topped pockets in the front doors and a wide shelf behind the back seat. The fascia is generously crash-padded and has an upholstered sill above it and the windscreen.

In driving the Peugeot the well-splayed-out pendant pedals and light clutch action are immediately appreciated. The steering-column gear-lever, on the left of the column, is rigid and operates easily but is no better than others of its kind, inadvertent selection of the wrong gear being all too easy, accentuated in the Peugeot because the gear locations are as for a three-speed box with reverse forward of bottom gear, top gear, which Peugeot term overdrive, being forward, above second-gear position. The change down from this high top to normal top or third gear and back again is easy, but to go quickly from high top to second gear is awkward, while bottom gear is sometimes engaged when third is selected from high-top.

To the disappointment of this steering-column gear-shift is added that of finding the gear ratios spaced in the usual dreary manner of mediocre family cars. Second gear (9.74 to 1) is too low to be useful and the gap between this and third gear (5.75 to 1) is depressing, while top gear (4.36 to 1)—the so-called overdrive top—can be engaged satisfactorily from around 30 m.p.h. and could with advantage be higher.

Due to these gear ratios acceleration is not outstanding, the Peugeot needing 23 sec. for the standing-start $\frac{1}{4}$ -mile and taking even longer to reach 60 m.p.h. from rest. Once in its stride, however, the car gets along splendidly, if rather noisily, the over-square engine making its presence heard in the lower gears and top gear emitting some whine. These unhappily spaced ratios are somewhat offset by the flexibility of the car, third gear sufficing down to a crawl, while top gear can be engaged at 30, or even 20 m.p.h., although this is troublesome to one's conscience, as the makers do not like this ratio to be used below 40 m.p.h. They also say first gear must on no account be engaged if the car is doing over 15 m.p.h.

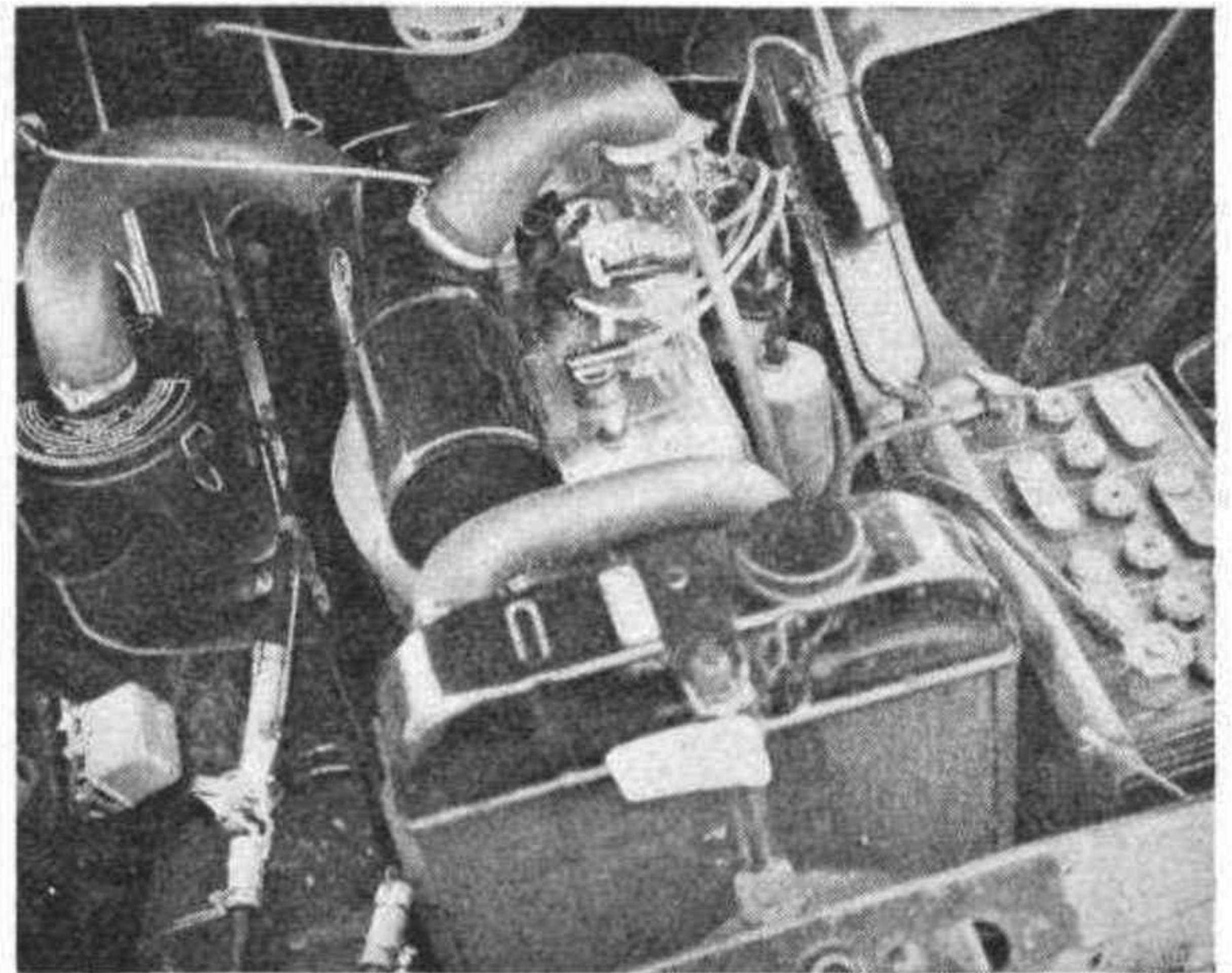
The indicated maxima are 28, 51 and 80 m.p.h. in first, second and third gears, while in top gear the speedometer needle goes off the dial, the genuine level-road maximum being about 84 m.p.h. A cruising speed of 70-80 m.p.h. is habitual.

Reverting for a moment to the detail arrangements, there is no ignition key, a rather badly-placed knob by the steering-column switching on the h.t. current; as the warning light is incorporated in the water thermometer dial forgetful owners will probably run the battery down. This indicator also shows low oil pressure. There is a separate indicator window for the direction-flashers.

As the driver becomes accustomed to the 403 he finds its suspension softer than that of the 203. This absorbs road shock satisfactorily, at the expense of an irritating up-and-down motion to the car's occupants, accentuated because the phasing of the seat springs is out of harmony with the suspension. But, if the ride is bad in this respect, the steering and cornering power are very good. There is not a trace of lost motion at the wheel, which is free from kick-back and vibration and extremely accurate. This is light steering, geared



CAPACIOUS.—The Peugeot 403 is not only a comfortable and spacious 5/6-seater saloon, it is a quietly handsome, certainly not flamboyant, car. The bumpers are of stainless steel.



ENGINE ROOM.—An under bonnet view of the Peugeot 403, showing the polished valve cover enclosing push-rod-operated valves inclined in hemispherical combustion chambers, the huge cylindrical Tecalemit air cleaner and the forward-mounted battery, etc.

$3\frac{1}{2}$ turns lock-to-lock, which is not so low-geared as it sounds, for the lock is phenomenal, providing the useful turning circle of 31 ft. The car corners very safely, even on wet roads, for which the fitting of Michelin "X" tyres all round is probably largely responsible. The cornering is nicely balanced, with virtually neutral steering action, but just a trace of understeer. There is a good deal of roll and the seats do not provide much support under fast cornering conditions, comfortable as they unquestionably are. The tyres protest hardly at all when the car is near its limit of cornering adhesion. For light pedal pressure the brakes are extremely powerful and quite vice-free. They stop the car in a straight line in the wet. The hand-brake is set too far under the scuttle on the right and its metal lever and ratchet release are hard on tender hands, but it holds securely.

The engine has the comparatively sober compression-ratio of 7.0 to 1 and accepts Esso Mixture without a trace of "pinking." Nor does it run-on after fast driving, and it consumed no oil or water during the long week-end when the writer tested the car. Fuel consumption was said to be very good, at least 30 m.p.g., but our test didn't substantiate this. A tankful of petrol took us 253 miles, which, on the claimed capacity of $10\frac{1}{2}$ gallons, is 24 m.p.g. Subsequent tests on measured quantities of petrol gave an average of 24.4 m.p.g. under normal usage. Finally, after our customary high-speed run consumption remained at 24 m.p.g., creditable under the circumstances but making us dubious about claims of 30 to 40 m.p.g. from the 403. The body of the Peugeot is free from rattles save for a metallic noise from the region of the fascia and wind noise is low. The Marchal headlamps can be adjusted easily after the chrome rims have been slipped off; they give a fair driving light but are very poor when dimmed, so that spotlamps would seem essential.

In the high-speed drive round our 115-mile Hampshire circuit in the early a.m. the Peugeot's excellent cornering and braking powers were fully apparent. Under bad conditions, with mainly wet roads and mist which slowed the car in places, the overall average speed worked out at 60.2 m.p.h. over these varied, give-and-take roads. In the hands of the same driver who has conducted this severe test with the last four cars to be fully road-tested by MOTOR SPORT, the Peugeot covered the final winding section of the route at the excellent average speed of 74.3 m.p.h., bettering the speed on dry roads of a two-carburettor $1\frac{1}{2}$ -litre British sporting saloon by 2.9 m.p.h. Such a performance would only be possible with a car of high braking and roadholding ability. During this part of the test steering and cornering were confirmed as very good, the car breaking away under extreme conditions with all four wheels at first, the back then sliding rather viciously, calling for quick and violent correction with the steering. The good visibility and superb steering lock materially assist fast driving but the soft ride spoils rapid negotiation of long bumpy bends.

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Drive in where you see the Mercury sign and ask for Super National Benzole. A tankful will convince you it's the best fuel you can buy!



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It remains only to add that the Peugeot has a large luggage boot, the lid of which can be locked and has over-centre hinges, luggage being carried on the floor above the spare wheel and tools, and that the bonnet has to be propped open. The Tudor battery, Ducellier coil, and big Tecalemit air-cleaner for the single Solex carburetter are accessible, but the dip-stick arrangement is poor. Very sensible is the glass container which shows brake-fluid level at a glance, as on the 203.

Towards the end of the test some trim under the facia had become detached and the clutch tended to judder, but otherwise no shortcomings developed. Incidentally, the only extras on the car were Kumficar seat covers and floor mats.

Summing up, if the Peugeot 403 is unsatisfactory in respect of ride, gear-change and gear ratios, it has roadholding, steering and braking which render it safe as well as fast, and excellent performance for a spacious 1½-litre car with single carburetter and low compression-ratio. It is a car of individual character, typically French.

In this country this Peugeot is available for £796 2s. 11d., or £1,195 11s. 5d. inclusive of import duty and purchase tax. Other versions are a folding-head cabriolet, eight-seater family saloon and station wagon. Lockhart's Service Station, Chiltern Road, Dunstable, can offer quite prompt delivery.—W. B.

THE PEUGEOT 403 DE LUXE SALOON

Engine : Four cylinders, 80 by 73 mm. (1,468 c.c.). Push-rod-operated inclined o.h. valves. 7.0-to-1 compression-ratio. 58 b.h.p. at 4,900 r.p.m.
Gear ratios : First, 17.15 to 1; second, 9.74 to 1; third, 5.75 to 1; top, 4.36 to 1.
Tyres : 165-380 Michelin "X" on bolt-on steel disc wheels.
Weight : 1 ton 1 cwt. 0 qtr. 21 lb. (less occupants, but ready for the road, with approximately 1½ gallons of petrol).
Steering ratio : 3¼ turns, lock-to-lock.
Fuel capacity : 10½ gallons. (Range approximately 253 miles.)
Wheelbase : 8 ft. 9 in.
Track : Front, 4 ft. 4¾ in.; rear, 4 ft. 4 in.
Dimensions : 14 ft. 7½ in. by 5 ft. 6 in. by 4 ft. 11¼ in. (high).
Price : £796 2s. 11d. (£1,195 11s. 5d. inclusive of p.t.). With extras as tested, £1,209 6s. 5d.
Concessionaires : Distributors Peugeot Ltd., 127, High Street, Croydon, Surrey.

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VINTAGE POSTBAG—Continued from page 289

Sir,
 With reference to the article on the F.W.D. Alvis, I enclose two photographs of—presumably—the 12/80 model. I do not remember if these are of the same car as the one with feminine attachments [see below—ED.] was taken at Brooklands in July 1929 and belonged to Mr. R. S. L. Boote—a great Alvis enthusiast.

I am, Yours, etc.,
 K. G. BASSETT.

Bakewell.

The V.S.C.C. Pomeroy Trophy Contest, intended to find the best all-round touring car, was contested at Silverstone and on the road on March 22nd/23rd and was won by that rare vintage car, a 1930 18/80 M.G.

Results :

Pomeroy Memorial Trophy.—C. Barker (1930 18/80 M.G.). *Class 2* : L. S. Michael (1953 Bristol). *1st Class Awards* : N. Arnold-Forster (1925 Frazer-Nash), A. Gibson (1932 Frazer-Nash), J. Vessey (1926 Lancia Lambda). *2nd Class Awards* : C. Harding (1937 Lancia), C. Clutton (1928 Bugatti).

The Vintage S.C.C. of Australia Opening Rally produced the following class winners :—

- Edwardian* : G. Roberts (Calthorpe).
- Up to 1924* : R. Pritchett (Mercedes).
- 1925-1928* : G. Sevenoaks (Rolls-Royce).
- 1929-1931* : C. Bolitho (Chrysler).
- P.V.T.* : A. Puckett (Aston Martin).
- Visitors* : K. Dunbar (Star).

.....
AN INTER-REGISTER CONTEST

The Sunbeam S.T.D. Register, Fiat Register, Humber Register and 12/50 Alvis Register will again hold an Inter-Register contest this year, in conjunction with their usual meetings. The holder of the Trophy is the Fiat Register. The first round of the 1958 contest will be the Fiat Register driving tests at Beaulieu Motor Museum on June 1st. This contest will be followed by the 12/50 Alvis



REDOLENT of days at Brooklands, now gone forever—the F.W.D. Alvis referred to in the letter from Mr. K. G. Bassett.

Register navigation rally and tests at Woburn Abbey on June 8th while the Humber Register event will follow on July 27th. The S.T.D. Register will probably make its annual Wolverhampton Week-end the occasion of the Inter-Register event, on a date to be announced later.

GOOD FOR GLENTON

In the past we have not always agreed with the writings of Robert Glenton of the *Sunday Express*. However, in the issue of that newspaper for April 6th he struck a good blow for owners of cars built prior to 1948, who next year face the compulsory vehicle tests. Glenton concluded a powerful attack on the Minister of Transport's unnecessary and ill-considered scheme in these words :

"Two million motorists are affected at the moment. Two million family men who treasure their elderly cars.

"I know that there are people who look at these cars nose to tail in the seaside queues and say they should be off the road.

"But it is my experience and the experience of all who have anything to do with them, that they usually have more loving care and attention devoted to them than is given to much newer machinery.

"The reason is simple. A man usually buys an old car or keeps one because he cannot afford anything more modern. His car is a sizeable part of his capital. Is it likely then that he is going to hazard it through laziness or indifference ?

"And what makes this testing plan of Mr. Harold Watkinson, the Minister of Transport, seem even more lunatic is that the police have already perfectly efficient powers to stop and investigate the condition of any car they see on the road.

"They make much use of these powers. They work quietly and effectively. That is how it should be.

"If vehicles have to be tested then surely it is far better that the right to decide on them—a decision which may not only cripple family freedom of movement, but which certainly can jeopardise a man's livelihood—should be in the hands of the men we have trained to administer law and order.

"Not presented willy nilly to private individuals who, if they feel of that turn of mind, can become as complete a set of dictators as this country has seen for many a generation."

WHICH WILL HE CHOOSE ?

The announcement that H.R.H. the Duke of Kent called upon sports-car manufacturers to rally to the M.I.R.A. test ground at Lindley recently so that he could subject their cars to a series of exhausting tests may suggest a Royal prerogative not available to ordinary buyers of fast motor cars. But it also stamps the Duke once again as a shrewd young man. As he presumably requires from a car the same standards that many other moneyed young men require also, wise prospective buyers in the sports-car market will watch with interest to see what new car replaces the Duke's Aston Martin. His choice will undoubtedly result in more than one sale for the manufacturer who is fortunate in getting the Royal order.

LETTERS from READERS

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

ROLLS-ROYCE QUALITY

Sir,

As one of the oldest of the Rolls-Royce customers—my experience beginning with my father's 1913 Silver Ghost and continuing with my 1937 Phantom III, with overdrive gearbox—I would like to come at once to the company's defence, when Mr. Gretton complains that the present Rolls-Royce should be called "not the best in the world but the dearest."

One must remember that, after deduction of purchase tax, the company receives no more today than the £3,300 which an H. J. Mulliner Phantom III cost in 1937.

Meantime the value of the pound is reduced to one-third so that there can in the nature of things only be in the Silver Cloud one-third of the real value there was in the Mulliner Phantom III.

The Silver Cloud only represents a pre-war value of about £1,000, when the smallest Rolls-Royce cost £1,600-£1,700, and the economies which the company has made are imposed upon them by these factors.

I enclose for your interest a report which I wrote some time ago setting out the comparison more fully.

You will appreciate that there is no major difference between the Silver Cloud Rolls and the "S" model Bentley.

I conclude with the same words in which I concluded my report—one can only congratulate the makers upon the two remarkable achievements (1) that they made in 1937 a car so advanced in design, materials and performance as the Phantom III, upon which nearly twenty years have made so little mark and (2) that they make in 1956, in spite of all economic difficulties, so beautifully running a machine that nothing else is really comparable to it in the aesthetic appreciation of good machinery and beautiful design.

I am, Yours, etc.,

DENIS BECKER,
Chairman, Becker & Co., Ltd.

London, E.C.4.

Mr. Becker's analysis follows:—

Phantom III (with overdrive gearbox) 3 BT-65 H. J. Mulliner sports limousine. Prime cost £3,300 May 1937. Speedometer reading 209,000. Average petrol consumption 10-11 m.p.g.

"S" model Bentley all-steel saloon 1956. Prime cost £3,295, actual cost £4,943 (purchase tax £1,648 17s.). Speedometer reading 14,900. Average petrol consumption 14-15 m.p.g.

It is first desirable to obtain some common form of financial value in comparing the two cars. The value of the £ in 1956 as against 1937 is officially agreed at approximately one-third. In terms of 1937, therefore, one is comparing a car of £3,300 at 1937 prime value with the Bentley "S" at £1,100 (or alternatively one is comparing a car of £9,900 at 1956 prime value—purchase tax would be approximately £4,950, and selling price £14,850—with the Bentley "S" £3,300, purchase tax £1,648, selling price £4,943).

Faced with these figures one can begin to understand the magnitude of the problem with which the makers were confronted, and one can only be filled with admiration by the degree in which their efforts to produce a better running car at a third of the price has succeeded.

The financial change was accompanied by a political change of equal severity. The 50-h.p. Rolls-Royce Silver Ghost and Phantom I, II and III were made to the requirements of the heads of English firms and families (the company's literature was accustomed to use the word Caput for the 50s and Cadet for the 25s). This English taste was confirmed by the Indian Maharajahs who were the mainstay of the export market. But the English aristocrat and the Indian Maharajah are alike brought low and now the arbiter in such matters must be the American "Mom," as the only type of customer remaining in sufficient numbers to absorb an economic production for export.

In deference to this supreme lady the newer car has moved far from the original Rolls-Royce idiom. The Bentley suspension is much smoother and softer than in the earlier car and much of this effect appears to be due to the return to balloon tyres (19 lb. front pressure) which were much in vogue in the Rolls-Royce models of the late nineteen-twenties, and were abandoned later because of the price which had to be paid in braking and cornering.

The provision of stabilisers on the Bentley has not entirely overcome these disadvantages, and a first and immediate impression on turning from the older car to the newer is the much spongier feeling of the Bentley, on which the gearing of the steering has also been lowered to an advanced degree in accordance with American

practice. The balloon tyres, however, largely cancel out the advantages of the lighter steering, so that, except at very low speeds, when the Phantom is heavier, the steering of the two cars are about the same weight.

While the change in suspension is of advantage in traffic and in the aesthetic enjoyment of the extreme silence and smoothness of the new car, it certainly has to be paid for at speed, and the Phantom III has much advantage in braking, cornering, and the general feeling of strength and stability at high speeds. The balloon tyres on the Bentley, although inflated to pressures above those recommended, roll and screech upon a dry road disconcertingly. Against this, the Phantom III is definitely rougher suspended at low speeds, and one misses the extreme smoothness of the Bentley.

Top speed attainable on the Oxford by-pass is 110 on the Bentley clock and 105 on the Phantom III's. The Bentley's acceleration is a little faster and it can pass the Phantom on a straight road at any time, but by no great margin. It was not possible to improve on the Phantom III's best time on a familiar run to Wales, since the Bentley's superiority in acceleration was offset by its inferiority in cornering and braking on winding roads. In one's mind both cars are seen to be of comparable performance and of soundly Rolls-Royce engineering, the older one tending towards the style of the original Speed Six Bentley, and the newer reaching out toward the Cadillac, as is to be expected in this day and age.

The American style self-changing gearbox is a sheer delight on the Bentley, and completely compensates for the loss of the extra six cylinders and the consequent high torque of the larger engine at low engine speeds. One was, however, surprised on returning to the Phantom to find how little offended she was when one inevitably forgot to put out the clutch and brought her to a virtual standstill. She still pulled away from 4 or 5 miles an hour in direct gear without fuss, and the figure of 17 seconds from 10-60 in direct gear does not in any case leave a vast amount of room for improvement.

In traffic the self-changing box is most restful. At top changing speeds after a "kick-down" the Bentley engine appears to be over-revving considerably, 70 in third representing, one understands, 140 in top gear? The acceleration in third gear is truly electric.

The Bentley engine has one real technical advance over the Phantom—the large central inlet valve over the cylinders—and its higher compression. The effect of an equivalent compression-ratio upon the 12-cylinder engine would be most interesting to observe.

The shock-absorber control on the Bentley is confined to "on" and "off" on the rear axle only, while the Phantom's is variable and a good deal more positive on all four corners.

In the same way the chassis lubrication system on the Bentley is limited to the front suspension, while in the Phantom III it covers the whole chassis. These are sad but unavoidable economies, along with the loss of the Rolls-Royce front brakes and electrical equipment, the beautifully-splined hubs with the single nut, and the centrally-controlled hydraulic jacks.

All these have given way to conventional accessories in the American pattern, even the dynamo being belt-driven, and an old Rolls-Royce owner sighs as he sees a wheel-change involving twelve separate operations.

The new ventilation system is clearly made necessary by the curved windscreen, which sets up a powerful slipstream by the front windows and makes a great deal of noise if any of them are opened in the least degree. One is therefore recommended to close all windows and rely on the ventilation system. On the car tested this was not found to keep the car cool enough on a rather fine spring day. One returned with some relief to the old flat windscreen of the Phantom. The front windows make no noise at any opening, being quite plain and free of the troublesome little front centrally-hinged section so inescapable these days.

Strong springs on the Phantom windscreen wipers clean the screen at all times without benefit of water sprays, another advantage of the flat screen.

The bodywork is not really comparable. A pre-war H. J. Mulliner body is in a class apart. The steel body of the Bentley is beautifully designed and one welcomes back the aluminium panelling, but nearly every screw on the locks, etc., in the car tested was loose, and some heavy internal bracket in the off-side front door rattled and eventually fell right off inside the door *en route*. It did not, however, affect the window winding or lock controls. One was glad to see the complete disappearance of all electric controls from windows, and

sorry to see the beautifully-plated hinged petrol filler cap on the Phantom give way to a nasty little screw-on affair on a wire, without so much as a touch of chromium. The rat-trap device over the filler cap has to be seen to be believed, and the emergency wire control inside the boot would have given good Sir Henry an immediate and very proper apoplexy.

Light finger pressure in the middle of the Bentley's roof produced considerable deflection, while the surface of the leather had already disappeared on the driver's arm-rest round the edges, and the driver's seat was cracked and "cobwebbed."

In fact the impression of uniformly beautiful design but less fortunate materials was inescapable, and, one sees, must remain inescapable in the financial circumstances that the company receives, in 1937 value, only two-thirds of the price of the old 4½ Bentley. At least the necessary economies have not affected the running of the car.

One can only congratulate the makers upon the two remarkable achievements (1) that they made in 1937 a car so advanced in design, materials and performance as the Phantom III, upon which nearly twenty years have made so little mark and (2) that they make in 1956, in spite of all economic difficulties, so beautifully running a machine that nothing else is really comparable to it in the aesthetic appreciation of good machinery and beautiful design.

Sir,

As one who in the past 12 years has owned and run fifteen pre-war Rolls-Royce and two post-war Rolls-Royce cars, and having spent a lifetime in the Trade, I fully endorse C. Gretton's remarks.



I have, for the last 12 years, run a 1923 20-h.p. [photo above—Ed.] which has only had one previous owner; this old lady has run nigh on 500,000 miles, at a cost that just would not be believed (less than £100 for the whole 12 years). It never gives the slightest trouble, will tow anything, and will still leave many post-war cars standing in the matter of speed and climbing.

I tried a 1948 model for a few months, also a 1950, but I soon went back to a 1938, and on to my present vehicle, a 1939 Wraith. The handling, comfort, the chrome finish—in fact, the whole superiority over its post-war counterparts—is such that I would take a lot of persuasion to ever take up a later model, irrespective of price.

I am, Yours, etc.,

Hull.

G. D. EMPSON.

Sir,

As a reader of MOTOR SPORT for 14 years, I have often been tempted to join the various battles in the Readers Letters page, but never so much as since reading the article on Rolls-Royce initially featured in *The People* and commented on in the March issue of MOTOR SPORT. My first reaction to Mr. Gretton's article was that he had picked a "good" subject, purely to further the sales of the paper he represents; and still doubt whether he was genuinely serious in his criticisms.

The main theme is: Is the Rolls-Royce still "The Best Car in the World"? I am in no doubt at all. My answer is "Yes," and for the following reasons.

I have a vintage Rolls Twenty (1929) which is in splendid condition, and the superb engineering design is apparent everywhere you look. One single point will serve to illustrate the acknowledged *finesse* of workmanship: the brake linkage throughout has never been renewed and there is not the least degree of wear or play anywhere—and this mark you, is nearing its 30th birthday.

This accuracy of workmanship is still paramount today; in fact,

more so, considering Rolls-Royce have some of the finest testing machinery in the world (which was not quite the case in 1929).

The never-ending research for perfection, to the last nut and bolt, has not been deterred by the fitting of false radiator caps, etc. As a vintage enthusiast I naturally decry items like false hub caps and smaller wheels, but only as a lover of vintage machinery. I am not blind to the fact that the 20-in. wheel is not so advantageous in the modern motor car, and if wheel-nuts do the job as well as the Royce hub-nut I see no argument here at all. One can obviously assume that Rolls-Royce did not make these alterations without weighty discussions and after much research.

I have only mentioned a few points here; one could go on indefinitely, but these serve as a good "sample." The history of Rolls-Royce is unsurpassed for engineering achievement. They have never "rested on their laurels." I cannot say they are doing this now—which is how I interpret Mr. Gretton's implication.

It is interesting to note that I am writing this letter exactly 54 years later, to the day—almost to the hour—that the first Royce car motored out of the works and down Cook Street, Manchester.

I am, Yours, etc.,

Solihull.

R. R. LANGFORD.

Sir,

I read with interest your article in the March issue of MOTOR SPORT, and as an ex-owner of a 20/25 Rolls-Royce, a 4½-litre Bentley and subsequently a Mark VI Bentley, may I add some comments?

Comparisons are always fascinating in this hobby of ours, other things being equal, but Gretton makes some misleading statements. The Rolls-Royce costs £3,795, inflated to £5,693 by purchase tax; nor does he take into account the heavy depreciation in the purchasing power of the pound, which does not make the present basic cost of a Rolls-Royce out of proportion to its pre-war counterpart.

However much one may regret the passing of the beautiful electrical equipment, to mention but one of the many pre-war exclusive Derby-made components, one must realise that today the cost of production of such items would be prohibitive in a highly competitive market, and Rolls do not wish to make cars at a price at which only a Middle East Oil Sheik could afford.

The fact that in a world where luxury articles are steadily on the decline and where craftsmanship is becoming a lost art, Rolls still sell large numbers of cars, which must demonstrate that they still produce the best otherwise why do they not go out of business like some of their competitors in this country and on the Continent.

I am, Yours, etc.,

London, S.W.1.

C. K. SHONE.

Sir,

At the end of the article on the current Rolls-Royce cars, you solicit comments from those who have been or are owners. It is not worth much, but for the record, let me say that I am now owner of three synchromesh Rolls-Royce 40/50 Continentals (1953-4-5), and that these cars are so far superior to the current standard saloons as to make comparison impossible. I agree with the article on all points.

I am, Yours, etc.,

New York.

PETER VAN GERBIG.

HEADLAMP FOLLIES

Sir,

I think it is about time that the current trend of headlamp hoods is exposed for what it is—nothing but a stylist's gimmick. It has already been proved that the presence of these things on my car (Riley 1.5) reduce maximum speed by 2-3 m.p.h., surely enough to disillusion any enthusiast. However, the real menace was revealed one snowy night last week, when the hoods blocked solid about every five minutes, needing a stop to scoop them out. Otherwise—no light. Surely the manufacturers should test new ideas under all conditions before slavishly copying the stylists' latest unfunctional decoration.

I am, Yours, etc.,

Ingoo.

C. HARRISON.

SINGER—O.H.V. OR O.H.C.?

Sir,

I do not see that Singer enthusiasts have cause for fear or regret (reference, "Thin end of standardisation wedge").

Singers, as indeed Rileys, to take but two of many examples, have unfortunately already lost all claim to individuality. I do not, therefore, consider that the replacement of the o.h.c. engine with one that is quieter, quicker, and more economical is a retrograde step

I am, Yours, etc.,

Coventry.

O. R. NEWTON-MASTERS.

WHAT THE PUBLIC WANTS

Sir,

The *Daily Express* has just published the winning line for a competition to establish points of sales appeal. The object being judged was a Sunbeam Rapier. The winning line is:—

- (1) Smart, modern appearance.
- (2) Sturdy, all-steel body.
- (3) Economical fuel consumption.(!)
- (4) Luxuriously appointed interior.
- (5) Two-speed windscreen wipers.

Wait for it, we're coming to the car at last:

- (6) Light and precise steering.
- (7) Short-stick centre floor gear-change.(?)
- (8) Overdrive on third and fourth gears.
- (9) Top speed 90 m.p.h.
- (10) Outstanding roadholding qualities.
- (11) Wide choice of colour schemes.
- (12) All seats within wheelbase.

I'm nearly bereft of words—how can a national paper, in all seriousness, uphold the view that the motoring public prefer appearance to roadholding, and an all-steel body (what saloon hasn't these days?) to decent steering? Though dog does not eat dog on Fleet Street, could I prevail on you to remonstrate with the *Express*, or at least comment on this sad state of affairs in your next editorial?

I am, Yours, etc.,

Loughton.

D. NEGODAEFF.

THE COMING TESTS

Sir,

I am reather amazed by the news regarding the 10-year-old car rule which has filtered through to here; not so much in principle, but in the manner in which it is to be applied.

It would seem to me that the Government intend to open up one of the biggest "rackets" for garages since the waiting period for petrol rationing after Suez. To admit that the inspection itself will be profitless and will have to be covered by the cost of repairs is tantamount to saying that cars will be faulted regardless by the more unscrupulous places. Again, what is to prevent a clean bill of health being obtained by the necessary greasing of the mechanic/ tester's hand?

If a vehicle is given a certificate of health I assume it to be completely roadworthy, and for what possible reason should it wear out in a twelve-month? This applies very particularly to vintage cars. If we admit or assume that such could happen, then carry idiocy to its full limit and inspect new vehicles after a similar period.

I would say that the time has come for those august bodies, the R.A.C. and A.A., to do something, aided by the garages, motoring publications and the motorists themselves. The garages, I notice, have to apply for appointment; then let the R.A.C. and A.A., besides making the usual representations to Parliament, withdraw their recommendations to any garage applying; let the motorists withdraw their patronage of any garage applying; and, above all, let the garages fail to apply for appointment. If the Minister of Transport pursues this policy in an attempt to improve road conditions instead of spending the road tax for that purpose, then let him devote the money to the building of Government-owned and staffed inspection stations, where an inspection can be had entirely free from bias and after criticism. Knowing the speed at which the official body winds itself into action it will then be 1968.

Finally, the wrecks should be weeded out at the first inspection, assuming the owners have the audacity to present them. The certified fit should be good for five years more service.

I congratulate you on a first-rate magazine.

I am, Yours, etc.,

Malaya.

J. K. ABBOTT.

FORD RELIABILITY

Sir,

May I be allowed to answer queries and criticisms of Mr. Gayfer to my original letter in the March issue.

My statement concerning performance was correct; I check this technically, and not just by general feeling. My car is maintained by myself in perfect condition. The electrics are always clean and polished, and the timing is set in the recognised manner with a stop-watch.

At 98,000 miles, when I realised what the trouble was, I adjusted all tappets and it was then evident that the valve in question was

only opening 30 per cent. of the distance of the others. I still decided to carry on with my timing check, which I do every 5,000 miles. I have a stretch of road, slightly uphill, which I use on a calm day. The fastest run has been 43 sec. On this last check the time was 43½ sec., approximately 1 per cent. down on performance. This is all carried out in top gear, therefore no gear-changing can affect the check. The only explanation I can give for this is a straight-through silencer which creates no back pressure.

With a worn cam the valve clearance has to be maintained with a very small gap, otherwise the opening is more seriously reduced.

The sump holds 6 pints and 7½ pints if the filter is changed. This was changed approximately every 5,000 miles, showing that I do also rely on a clean filter.

Agreed the cost of an engine would be arrived at in 60,000 miles, but this was an easy payment method; my engine was always 100 per cent. and I had not the inconvenience of fitting and running-in a new engine.

The condition of the head when decoked at 50,000 miles was such that I could scrape the carbon (with the exception of the exhaust valves) off with my finger nail. The rocker gear had no sludge and required no cleaning. If one prefers to decoke more frequently, the cost each time, if done by a garage, is about £7.

I also have evidence, not from my car but from friends who do not change their oil as often as I—and I feel that it is better to err in my direction than in the way of Mr. Gayfer.

Let Mr. Gayfer drive this mileage on the Yorkshire Moors and see if he will get away with only two springs and my tyre mileage. On one rally I overtook a Y-type M.G., the owner of which later admitted that his car, due to suspension and clearance, could not get within 10 m.p.h. of my speed on this type of road.

I have made tests over a number of driving years, i.e., 24 years and over 500,000 miles, and found that if I do not exceed 50 m.p.h. I can get double the tyre life compared with driving up to 70 m.p.h. Cornering on the limit will scrub tyres, something I do not do—one can corner fast and correctly without dragging the car around. It is continual high speeds generating heat which creates the greatest normal wear.

I have tried all makes of tyres and find very little difference in the life of any. I dispose of my tyres when the tread is still complete and not when they are bald.

As to my driving habits and adhesion of the car, I find that with 25 p.s.i. all round pressure I have never had the rear end swing out of control and the car has been used every day in all conditions, and—apart from the last period of snow when roads were completely blocked—I have never failed to climb the hills to get to my work in the Pennines. Also I have not put a single scratch on the car.

The radiator was ruined due to flushing the system last summer, prior to a long journey. The scaling blocked the fins and I had no time to have this attended to, so I had a replacement radiator fitted.

The engine has never run hot. I have to blank the radiator in summer sometimes to maintain a running temperature of 180 deg. F. How one could get 98,000 miles from an engine which had binding rings in its early life, as Mr. Gayfer suggests, I fail to see.

Incidentally, my present journey to my first call each morning is 13 miles from home. This run is on country lanes, has 26 almost 90-deg. bends, numerous slower bends, not half-a-mile of straight, and rises over 500 ft., involving plenty of gear-changing. This run I do in 20-23 min. each day. If any car will give 40,000 miles tyre life on this type of running I would be pleased to hear of it.

I am, Yours, etc.,

Horbury.

H. LANG.

STOCK-CAR TACTICS AT BRANDS HATCH

Sir,

It was the final race of the Brands Hatch Easter Monday meeting which shook me into writing this. It concerns the duel between Mr. Don Parker and Mr. A. V. Cowley. It appeared to me, and to many others in the main grandstand, that Cowley, after a shunt with Parker, waited for him and deliberately rammed him. He may have been provoked, as both men had acted a little foolishly in the opening laps, but the result of Cowley's action could easily have been tragic. Such a lack of self-control and of the sportsmanship which is usually prevalent on the circuit was appalling to see. I consider that some action should be taken on this matter, and certainly an inquiry should be conducted by the club concerned in the running of the meeting (the B.R.S.C.C.).

I should like to add that the marshals appeared less competent than one would expect at such a meeting, and that the organisation of the event was below standard.

I am, Yours, etc.,

London, S.E.12

P. J. MOON.

VERSUS THE REST . . .

Sir,

Mr. F. A. Shaw's letter leaves me shattered at his ignorance. If the Volkswagen has roadholding like "an empty double-decker bus" and is so sluggish compared to a Morris Minor 1000, as he claims, I wonder why VWs were placed first, and two equal second out of a field of three Minor 1000s, three A35s, three Fords, a Standard Ten and a Renault, in the recent hill-climb jointly organised by the Mid-Thames, Mid-Surrey, and Harrow Car Clubs at Harleyford. If he had seen the frantic axle tramp and wheel lifting which the British products seemed to excel in, perhaps he would have been compelled to change his views.

It is surely also rather significant that in the next class (Up to 1,500-c.c. Production Saloons) the times clocked by the VWs were only bettered by a Borgward. And even in the class above that, which included saloons up to 3½-litres, the Borgward's time was not bettered. In fact, only two cars in this class managed to put up a better time than the fastest VW. Modified cars, by the way, had to run in the next class up, so these results are not due to any freakish tuning.

Admittedly the track was wet, but surely the British designer (*sic*) does not only cater for dry weather motoring? No, it is high time he took his head out of the sand and seriously turned his attention to i.r.s. and sensible weight distribution.

I am, Yours, etc.,

Kingston Vale.

G. P. HOWARD.

* * *

. . . AFTER 100,000 MILES

Sir,

I was most interested to see reference to your VW in the recent copy of MOTOR SPORT and note you have covered 50,000 miles. I obtained my car about the same date and have, as you will see, covered 100,000 miles.

I felt you might be interested to know how I had fared during the period, and therefore I have taken the liberty of enclosing the various points, set out on a mileage basis.

Many thanks for continuing the high standard of MOTOR SPORT over the years.

I am, Yours, etc.,

Rotherham.

JOHN F. G. MACLAGAN.

Mr. MacLagan's analysis follows:—

Registered: July 25th, 1954.

Mileage covered (to date): 100,900.

Fuel consumption average: 34 m.p.g. overall.

Oil consumption: ½ pint per 1,500 miles.

No oil ever added between oil changes.

The engine has been decarbonised once—at 75,000 miles, and wear in the bores was two thous. of an inch.

Plugs and points replaced every 14,000 miles.

Gearbox, final drive, rear torsion bars, all bearings, original.

Steering, trailing-arms, stub-axle pins and bushes, all bearings, etc. original.

Bodywork, cellulose, etc., in very good condition, no rattles audible

Electric wiring and switches, etc., original.

Battery replaced at 75,000 miles.

New horn fitted at 100,000 miles.

Expendable Replacements:

Two fan belts, at 40,000 and 83,000 miles.

Two silencers, at 42,000 and 81,000 miles.

Tyres—First set at 43,000 miles.

Second set at 82,000 miles.

Third set, now on car, 35 per cent. worn.

Two speedometer cables, 30,000 and 87,000 miles.

Brakes relined once at 65,000 miles.

Set of reconditioned shock-absorbers, and two front torsion-bars fitted at 75,000 miles.

Non-expendable Replacements:

One windscreen wiper motor at 40,000 miles.

Hot-spot induction became porous at 45,000 miles; replaced with a modified type of induction to overcome this fault.

One clutch cable replaced at 80,000 miles.

Whilst drawing up this list, I decided to try the acceleration of the car, from speedometer and stop-watch; three runs for each test under wet road conditions.

0-30 m.p.h. ... 7.5 sec.

0-50 m.p.h. ... 17.5 sec.

0-60 m.p.h. ... 32.0 sec.

From these figures it will be noted the car is still motoring excellently and does not appear to have lost its original performance.

Of the 25 cars I have owned it has been the most dependable, enjoyable and economical. It has set an amazing standard by which I shall judge any car of a similar price that I may own in future. However, I still look forward to driving the VW for many miles to come.

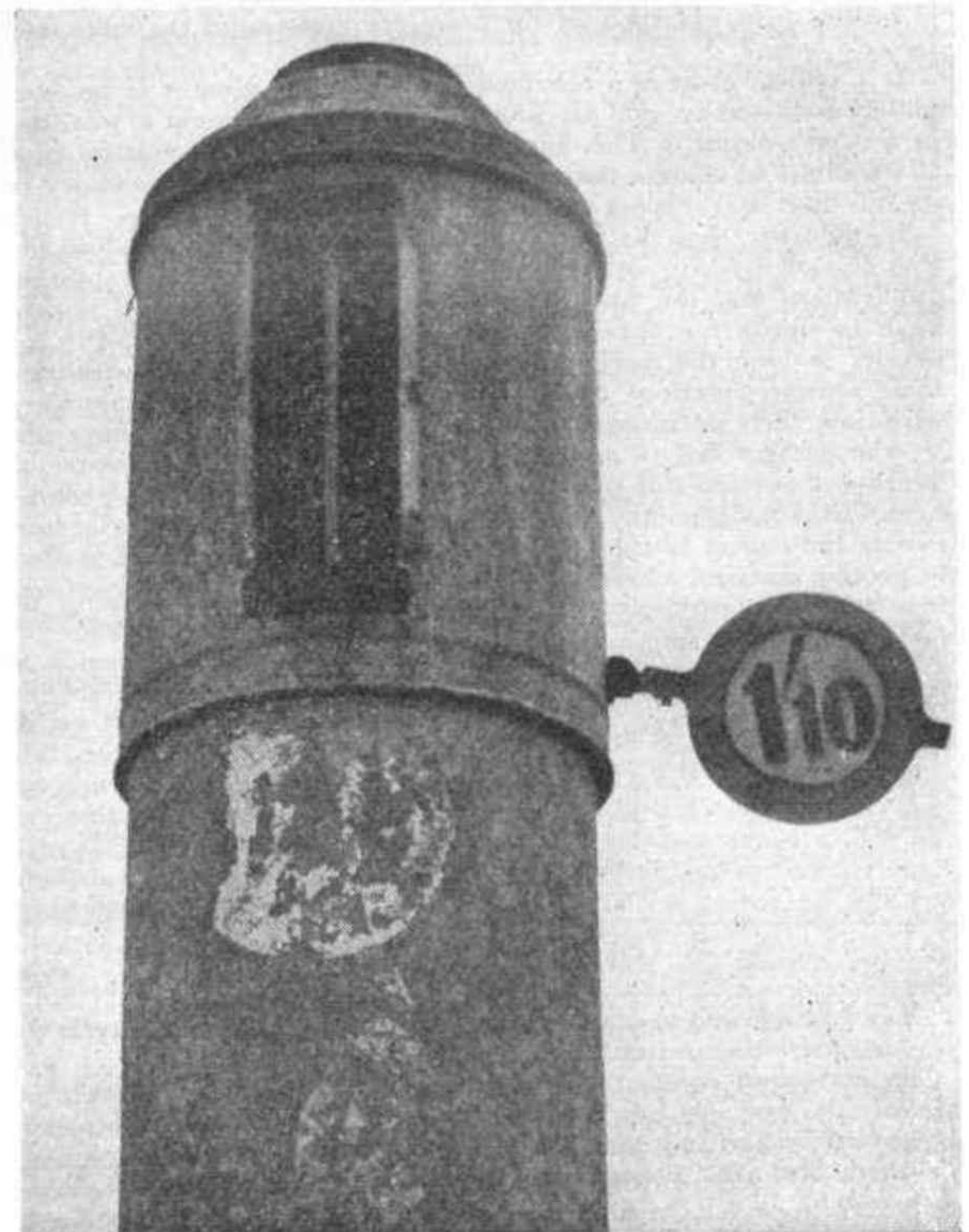
JAGUAR CONTINENTAL RALLY

As a contrast to the many exhaustive contests of driving skills so prevalent in the motor sporting calendar these days the Jaguar Drivers' Club are staging a recreational rally to Spain.

The purpose of the rally is to offer members of the club an entertaining event for pleasure motoring over a beautiful and interesting route. The exercise is called the Sherry Rally and will start on May 26th at San Sebastian and finish in Seville on May 31st. The rally is open to all members of the Jaguar Drivers' Club driving Jaguar cars and the route will be *via* Chartres and Bordeaux, where entrants will be entertained at a chateau, and then to San Sebastian where the rally proper begins. The route then takes members *via* Pamplona and Zaragosa, with a morning for sight-seeing in Zaragosa. The next stop is Madrid with a whole day spent exploring the city; Cordoba and Valdenas are then the next halts with the final lap to Seville being made on May 30th. On May 31st the cars go in convoy to Jerez de la Frontera where, in the bodegas of the House of Mackenzie, the sherry importers, the entrants are presented with bottles of sherry and treated to a ceremonial luncheon followed by an Andalusian party.

The cost for one car and driver with all expenses paid is estimated at between £90 and £120 and additional passengers, £35 a head. Further details are obtainable from John Chandos Ltd., 8, Telegraph Street, London, E.C.2.—I. G.

TAILPIECE



(Photograph by S. A. Hall)

The pump that died of shame.

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

ATTRACTIVE SPORTS. Buckler professionally built Special, 2/3-seater, detachable hardtop, 1500 c.c. Phenomenal performance. Very economical. Registered 1953. Cost £900. Sacrifice £375 or offers. Morris, 50, Hazelton Road, Marlborough, Bromsgrove, Worcs. [8524]

FOR SALE: Special high lift camshafts for 1½-litre Lea Francis Sports engine made by Connaught Engineering, run 1 hour only. £12 10s. Ring, Palmer, CHA. 3186, 9.30-5.30. [8525]

3 NEW SOLEX D.D. carburetors, type 1½ in. bore. £4 10s. each, £12 the set. Owens, Cheyney Cottage, Almondsbury, Glos. [8527]

ROLLS 20, 1927. Fitted with streamlined Cooper body. Mechanically and bodily in fine condition. £375. Dobson, Heatherlands, Helmsford, Rossendale 1045. [8529]

BENTLEY SPARES. 3 and 4½ steering column, starter motor, dynamo, three litre block, crankshaft, bearings, etc. Many other spares. Dobson, Heatherlands, Helmsford, Rossendale 1045. [8530]

M.G. T.A. SPARES. C/heads, sump, starter, carburetors, gearbox. 119, Kensington Avenue, Watford, Gadebrook 6566. [8531]

MORRIS 8, 1936. Engine and gearbox, suspension etc. 139, Alicia Gardens, Harrow, Wordsworth 9375. [8532]

EXCELLENT RILEY 1½. Merlin coachwork, fitted discs, original specification. Bargain £145. Upminster 2978. [8533]

HUMBER 10, 1920. Two seater Tourer. Good condition. Unused since 1929. £110. Roberts, Cornerways, Long Compton, Warwickshire, Tel: 288. [8534]

RILEY NINE, 1931, 4-seat Tourer, black. Fine appearance. Enthusiast cherished. Many extra features, modifications, spares. £100. MALDEN 5575, evenings. [8535]

117 COPIES "MOTOR SPORT," 1948-1957. Offers. 29, Tyrells Close, Chelmsford, Essex. [8536]

HILLMAN AERO-MINX, 1934, 4-seater. Good hood, tyres, brakes (new cables). Engine (no oil). Sidescreens rattle. Fitted very fast 4 speed gearbox, regulator control dynamo, new petrol pump. Sporty and smart but baby (new) objects to roar. Generally fair all round condition (car and baby). First quick £80 takes. Fleming, Dean Cottage, Taynuilt, Argyllshire, Tel: Taynuilt 277. [8537]

1930 LEA-FRANCIS 12/40. Close coupled four fabric sports saloon by Weymann. Excellent all round condition. £125 o.n.o. to Bateman, 13, Pollards Hill North, S.W.16. Pollards 3230. [8539]

ALLARD 1952 Black Saloon. Most carefully used. 31,000 miles. Performance, reliability and 21 m.p.g. for £345. 1628, Lincoln Road, Peterborough, Ginton 233. [8540]

1934 TALBOT 14/65 for sale. Bodywork in very good condition. Mechanically sound. All instruments working. £75 o.n.o. K. Johnson, "Woodlands," Home Farm Estate, Northchurch, Berkhamsted, Telephone Berkhamsted 1010. [8541]

£165. B.S.A. SCOUT 10 2-seater, Mark VI, 1940 Sports. Exceptional condition. 153, The Hyde, N.W.9. Colindale 7898. [8519]

INCREDIBLE M.G. 1½ litre Sports Saloon, 1938. Coachwork professionally restored equal to new in maroon and chrome, with matching hide interior. £225. 153, The Hyde, N.W.9. Colindale 7898. [8520]

DARRACO (1938) R.H.D. 2.15 series Saloon. Gran Turismo lines and performance. £250. 153, The Hyde, N.W.9. Colindale 7898. [8521]

WOLSELEY HORNET Special, 1934. Complete, except tyres. £25. 370, Sheffield Road, Sheffield 9. [8563]

M.G. T.C. Good condition. £325. Luggage rack 85s. 178, Thorne Road, Doncaster. [8564]

FOR SALE—continued

RILEY 12 h.p., 1936 Falcon. This model has body exactly like four-light Kestrel and was as fast. Very reasonable condition throughout, expensive post-war overhaul. Dynamo and starter just reconditioned. A.A. inspection welcomed. £120. 1, Rutland Close, Corby, Northamptonshire, Phone Corby 3628. [8565]

SINGER ROADSTER 1936 2/4-seater. Black/red. Little used since £50 overhaul. Hydraulic brakes, good tyres, tonneau. £100 o.n.o. Harrison, Sidney House, Heather, Leicester. [8566]

JEMIMA MUST GO. Evicted by Big Brother, 1931. Singer 8 Special. Good mechanically, body (alum.), hood. Spares included; Engine (running order), g.b., both axles. £40. Williams, 7, Avenue Road, St. Albans, Herts. [8567]

HEALEY SILVERSTONE D-type. Red/black. Engineer-maintained condition. Smart hood, tonneau. £440. Hodgson, 6, Wetherby Gardens, S.W.5. FRE 1599 evenings. [8568]

HORNET 1932. Excellent tyres, Battery, body good, rewired. Recent complete overhaul. £75. VALENTINE 6334. [8569]

AUSTIN HEALEY B.N.2 spares: Twin 1½ S.U.s with manifolds, cam shaft, distributor, 4 standard pistons, 2 air cleaners, rocker box cover, 2 7½ block lens. All little used. Offers. Box No. D.570. [8570]

SUNBEAM (Wolverhampton) Special 20.9 engine, thoroughbred open sports. Extensive overhaul just completed. Exceptional performance. Photograph on request. £125. Insured year. Corfield, 28, Westwiter Road, Coventry. [8572]

DELLOW, 1952, completely rebuilt. Re-registered 1957. Fitted blower, oil coil, twin spares. New scintilla mag and normal carburettor included. Showroom condition. £350. 23, Windlesham Close, Portslade, Sussex. Hove 46646. [8574]

J.2 M.G. Good condition. British racing green. Hood and side screens sound. New zip tonneau. £135 o.n.o. C. J. Osborn, 4, Linden Close, Church Road, Rayleigh, Essex. [8575]

ROLLS ROYCE 20, 1927, Limousine. Recent engine overhaul. Excellent runner. £110. Johnstone, Christ's College, Cambridge. [8576]

VINTAGE M.G. 4-seater V.D.P. 18/80 Mk. II Tourer. £130. 1939 1½ litre Jaguar Coupé. £180. 352, Bexhill Road, St. Leonards, Hastings 4618. [8577]

TWO NEW S.S.I. HALFSHAFTS, £2 each. Typed copy S.S.I manual, 30s. Pair of '27 Austin 7 brass lamps, £5. Brown, Bakery Flat, High Street, Kelvedon, Colchester, Essex. [8578]

X.K. RACING PISTONS, 9 to 1, .0010 in. over-size. £10. Genuine Alfa Bosch headlamps, perfect, £13. 28, The Drive, Bexley, Kent. [8579]

1951 DELAGE Saloon D.63L model, fitted heater, radio. Finished two-tone grey, maroon interior trim. Twin spots, excel. tyres. £595, or exchange. Sutton. Phone Hoylake 5561. On ven Manor Garage (Wirral) Ltd., Irby, Wirral. Phone Irby 1082. [8580]

1950 ALLARD 71M, divorced by enthusiast getting married. Black, new red vinyl hood. Dagenham reconditioned V.8, 13,000 miles. New big-end bearings, gearbox, brake linings and master cylinder. Braking system reconditioned throughout when relining. £275 o.n.o. Box No. D.581. [8581]

LAGONDA 16/80 Special Six, 1932, 2/4-seat blue open body by V.D.P. £150. Robinson, 1, Linden Avenue, Kidderminster, Worcs. [8582]

M.G. "J." Exceptional condition throughout. National Service forces sacrifice. Haggling £135. 27, Meyrick Avenue, Luton, Beds. [8583]

M.G. J.2. Overhauled engine, gearbox, differential. £145. 9, Imber Grove, Esher, Surrey. [8584]

DISMANTLING 1934 Lagonda M.45 Pillarless. For sale: 1912 "Overseas" M/C, original condition. Offers. Collings, 24, Palace Road, Llandaff, Cardiff 71849. [8585]

ALVIS 12/70 D.H.C. 4-seater. New hood, tyres, battery. Just rebored. In superior condition bodily and mechanically. Comprehensive insurance. Heater. £225. Owner bought Healey. Dr. Danziger, Burnley 4350. [8586]

1930 AUSTIN 12-4 2-seater with dicky. Genuine motor in very good order throughout. £65. Bishop's Barn Farm, Woodmancote, Emsworth, Hants. [8587]

1937 MORGAN 4/4. New upholstery, rewired, crankshaft reground, hood, sidescreens, good tyres, old but game. £160. 67, Carlingford Road, Tottenham, N.15. [8588]

AUSTIN 7 SPECIAL. Reconditioned dynamo, Cambridge body, excellent engine. Nearest offer to £40. 18, Burford Road, Brentford. [8589]

MERCEDES-BENZ 2.2 litre, 1937 Saloon. L.H.D. Black, preselector over-drive, independent suspension. Good condition. £110 or offer. Write Box No. D.590. [8590]

1934 AUSTIN 12.8 h.p. Saloon. Starts, goes and stops. £35. Offers. Brookwood (Surrey) 2057. [8592]

FOR SALE—continued

RILEY "AUTOVIA," 1938, 24 h.p. V.8. Mulliner coachbuilt, heater, radio, new retread spare, tow bar. £175 o.n.o. Spencer, 34, Sandling Lane, Maidstone. Maidstone 51210. [8591]

VINTAGE SPORTS/RACING 12/50 ALVIS 2-seater. Big port head, Martlett H/C pistons, balanced crank and rods, 2 S.U.s. Professionally shortened chassis and aluminium body. Modified rear suspension. Recent repaint. Perfect condition. Terrific performance. Reputed fastest 12/50. Ideal club dicing. £120 o.n.o. 65, Surrey Road, Bournemouth. Westbourne 63280. [8593]

RILEY 9 MONACO, 1934, Saloon. Excellent engine. Body 100% strong. Five almost new tyres. Manual box. Good battery. £55. Prospect 5717. [8595]

DAIMLER 20/25 Sports Saloon, April 1931. Cream and black. Immaculate original condition. One owner 26 years. Full history. Original tools and handbooks. Genuine total mileage only 35,000. Offers, please, around £200. Box D.596. [8596]

M.G. T.C., 1947, reg. Dec. '46. Good condition throughout. Many extras. New road springs. £335 o.n.o. Dawson, 31, Seymour Road, Wimbledon Common, S.W.19. [8597]

JAGUAR 1935 S.S. Sports. Enthusiast's car. Minus hood. £175. Delbridge, "Khormaksar," Bassett Close, Southampton. Phone 68638. [8598]

I.R.3, 1956. Red, fawn upholstery. Heater. 16,000 genuine miles. Perfect throughout. £750, or would exchange smaller sports/saloon. View by appointment. Miss Millard, 46, Hawkwood Road, Boscombe, Bournemouth. [8599]

LANCIA APRILIA Saloon, 1938. Recent £80 overhaul engine, rear end, clutch, transmission. 1939 wheels. Excellent leather. Bills shown. Bought 1950 Aprilia. £225. Long Acre, Diddington Lane, Hampton-in-Arden, Warwickshire. [8601]

MERCEDES BENZ 200 D.H.C., 1935. Superb car. Recent major overhaul (bills). 24 m.p.g. Overdrive. Independent suspension. £160. SLOANE 5569. [8602]

BENTLEY RED LABEL Speed Model, 1926. Very sound. Gerrards Cross 2347 evenings. [8603]

1926 JOWETT. Rare long-chassis 4-seater. New hood and screens, radiator rebuilt, rewired, recon. dynamo, tyres good, whole car in v.g. order. £120 bills last 18 months. £80 o.n.o. Photo available. Write Box No. E.605. [8605]

TALBOT 1935 "75" Saloon. Good condition. £80. 1936 "B.D.75" breaking for spares. 1932 Riley Monaco. £30. Chatteris, 14, Southdown Road, Hatfield, Herts. [8606]

ALVIS SPEED 20 Drophead by Vanden Plas. Excellent condition. £175. Wanted: "25" or "4.3." Phone Chobham 473 (weekends) or write Box No. E.607. [8607]

I.R.2 CYLINDER HEAD complete with manifold and carburetors. Many other I.R.2 spares. Also breaking two Standard Vanguards. SHE 8210. [8608]

HORNET Saloon as spares. £13 offers. 1940 Excelsior 150. £10. 17, Cleveland Terrace, W.2. [8609]

100 M.P.H. 20 PLUS M.P.G. 1955 Zodiac grey fawn 3 S.U. carb conversion, 3 x 2 Siamesed exhaust, tuned engine, stiffened suspension, oil/temp. gauges. All extras. Taxed years. Immaculate condition. Private sale. H.P. available. £615 o.n.o. Box No. E.610. [8610]

LEA FRANCIS Sports, 1949. Good condition. £310. 24, Barham Ride, Wokingham, Eversley 3117. [8611]

ROLLS ROYCE 21.6 h.p., 1928, 77,500 miles. Perfect running order. Decarbonised, repainted. £200 o.n.o. Borough Green (Kent) 2685. [8612]

ROLLS 20-25 1933 Mulliner o.d. saloon. Good condition. Mascot, tools, discs. Changed job forces replacement by tin box. £230. CHISWICK 3862 evenings. [8613]

MERCEDES BENZ 1937 2 litre L.H.D. Saloon. Independent suspension, overdrive, 24 m.p.g. new tyres. £165 o.n.o. Finchley 0600 evenings. [8615]

AUSTIN 7, 1937, Cabriolet. Economical, reliable. Recent hood, brakes, king-pins. £65 o.n.o. Brodrick, Cheney Lea, Cumnor Road, Boars Hill, Oxford. [8616]

SUPERCHARGER. Shorrocks, for 1½-2½ litres. With brackets, manifolds, carburettor, pulleys, belts. Excellent condition. £40. 9, Parkland Avenue, Romford, Essex. [8617]

AUSTIN 8 Tourer, reg. '46. New hood, heavy duty battery. Brakes need slight attention, otherwise fair condition. £90, rapid disposal. Farnborough (Kent) 53070. [8619]

B.S.A. SCOUT, 1939, 4-seater. Rebored, bearings remetalled, new battery, reconditioned dynamo. £90 o.n.o. Boyce, 65, Welford Gardens, Abingdon, Berks. [8633]

PRANGED—Model A.F. 1930 Ford 14.9. Regrettably being dismantled for spares. Recently overhauled engine and gearbox. Enquiries to: M. Marren, "The Farmhouse," Pool Hayes Lane, Short Heath, Willenhall, Staffs. [8725]

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1

FOR SALE—continued

ALVIS 12/50 T.J. Tourer, 1931. 100% reliable. Good condition. Offers. Pakenham 292. [8621]

A.C. "GREYHOUND," 16 h.p. Sports (4). Excellent mechanically. Tyres, battery, hood s/screens. £235. Consider p/exchange w.h.y. 51, Onslow Road, Southampton. Tel. 23325. [8623]

FAMILY SALOON, 85/22 m.p.h.g., 1931, Lagonda 3 litre. 5,000 miles since complete rebuild. Mechanically excellent, body, etc., good. Illness forces sale. About £165. Please write to 25, High Road, Leavesden, Watford. [8624]

ALVIS 1939 Speed 25 Sports Saloon. First class. Enthusiast maintained. £250 o.n.o. Rowell, 7, Corporation Avenue, Hounslow. [8625]

LANCIA APRILIA, 1939, Cabriolet. Farina body in excellent condition. £300. Walker, 2, Barnard Road, Sutton Coldfield. [8626]

SPECIAL AUSTIN 7. All usual mods. Rebuilt engine, Laystall crank, aluminium all-enveloping body, new tyres. If time and materials alone considered worth £1,000; will take £100. Never been raced. Photo on request. Reynolds, 127, Marine Parade, Clacton-on-Sea. [8629]

1927 SINGER 10 h.p. Tourer. Sound and reliable throughout. Good brakes, steering. Really practical vintage motoring in daily use. Spare gearbox and axle. Best offer secures. Nield, Cerne Abbas, Dorset. [8631]

FORD 10 Special, fibreglass body, full weather protection, 7,000 miles. M.G. gearbox, Morris 8 axles 4.8 rear, twin S.U.s, 7.5 c.r., 4-branch exhaust, high pressure oil pump, full flow filter and cooler, water pump, special wire wheels, spares. £350. Clark, Wisborough Green Nurseries, Billingshurst, Sussex. W.G. 266. [8632]

M.G. 1939 TYPE V.A. Tickford D.H.C. Immaculate condition throughout. Fitted heater. Full history. £295. Bonner, 59, Palmerston Road, Buckhurst Hill, Essex. Phone BUC 7393. [8634]

1937 STRAIGHT EIGHT HUDSON. Black. English coachbuilt aluminium body. Anti-roll bars. Good condition throughout. £55 o.n.o. M. Hooper, 2, Macdonald Road, Highgate, London, N.19. Phone ARC 1872. [8635]

AERO-MINX, 4-seater. Excellent condition, resprayed. £115. 28, The Drive, Chelmsford. [8636]

A.C. 2 litre D.H. Coupé, 1936 model. 25 m.p.g. oil negligible. New springs, water pump, battery, etc. Photo. £130 o.n.o. 4, Leicester Gables, Evesham, Worcs. Telephone 2343. [8637]

ARMSTRONG SIDDELEY Hurricane, 1947. Reconditioned engine and clutch 2,000 miles. Resprayed. Four new tyres. Brakes relined. £290 o.n.o. 90, North Road, Midsomer Norton, Nr. Bath. [8638]

1936 BRITISH SALMSON 12 h.p. Saloon. Body rough, holed exhaust. Otherwise sound. £40 o.n.o. Instruction book for 14 h.p. Salmson, 17s. 6d. Spear, Wendover 3279. [8639]

1939 M.G. 2.6 litre W.A. Saloon. Sound throughout. £120. 13, Hyde Green, Marlow, Bucks. Marlow 1029. [8640]

CITROEN 6, 1948, L.H.D. Reconditioned 1956. Black. Excellent condition. £270 o.n.o. Ex-French ambassador. Evans, 23, Reynard Street, Spilfsby, Lincs. [8641]

1937 A.C. 2 litre sports roadster. Over £400 spent in last two years; complete rebuild and respray. Fast and beautiful car. £165. London. Box No. E.642. [8642]

E.N.V. TYPE 75 Preselector Gearbox. With bell housing, propshaft to fit Meadows H.R.G. £15. Gibson, 97, Wendover Road, Brooklands, Manchester. [8643]

MORGAN S.S., 1936, Matchless O.H.V. w/cooled. Excellent order throughout. £140. 72, Woodside, Ponteland, Newcastle-on-Tyne. [8644]

FIAT "500," 1938. Red. Good condition. New hood, wiring indicators, tail-lamps, very recent decoke. £135. Hough, 204, Queen's Road, Buckhurst Hill, Essex. BUC 7804. [8645]

1938 MERCEDES 230 Saloon. Carefully used by one owner. Genuine car. Private sale. £150. Pritchard, Saltings, Bosham, Sussex. Tel. 2110. [8646]

1925 SUNBEAM 14/40 Tourer (claret and black). Cherished one owner 29 years. wants good home. Bodywork remarkably fine. Does 20 m.p.g. £200. Available Easter. Martin, 8, Junction Road, Brentwood, Essex. [8647]

ALVIS 12/50, 1931. 2 seats, dickey. Excellent condition. Rebores. £100, or offers. Taylor, 777, Middleton Road, Chadderton, Oldham, Lancs. [8648]

TALBOT 105, 75 Spares cheap. Offers. S.A.E. list. 49, Welland Close, Peterborough. [8649]

T.R.2/3 Maker's Hardtop (black). £35, or exchange black hood and cash. Bristol 34682. [8650]

MORRIS MINOR, 1931, O.H.V. 2-seater. New Vynide hood, upholstery, battery, tyres. Brakes relined. £65. Nunn, Farnham Common 112 after 6 p.m. [8651]

L.M.B. CONVERTED FORD POPULAR. Completely rebuilt. I.F.S., Panhard rod, 15 in. wheels, etc. Large valve engine, 12V, A.V.C. electrics. Not raced. £385. Stanton, 36, Primrose Mansions, S.W.11. MAC 4832 evenings. HOL 0856 mornings [8661]

FOR SALE—continued

HEALEY ELLIOTT 2.4 Saloon, 1950. Recently resprayed red. Heater, wireless. Excellent condition. £395. "The Forge," Keyworth, Nr. Nottingham. [8652]

1949 ALLARD. Green fixed head coupé 2-seater. Recent engine, gearbox, batteries, tyres. Bodily and mechanically perfect. £275. Would exchange for "Special." "Lindow," Old Road, Barlaston, Stoke-on-Trent. Barlaston 260. [8653]

LANCIA AUGUSTA SPARES: Axles, engine parts, radiator, steering, etc. Riley 9 vintage saloon, 1930, and spares, £25. Old Cowley spares. Box No. E.654. [8654]

RILEY 1½ litre, 1938, Drop Head Coupé. Excellent condition. £175 o.n.o. Details 76, Watery Lane, Redditch, Worcs. Tel. Redditch 1236. [8655]

"MOTOR" Magazines, 1946/56. Offers to Granger, 23, Station Road, Thames Ditton. Lying Eastbourne, buyers collects. [8656]

STILL GOING (and how!) 1928 25 h.p. Sunbeam Tourer. A.I mechanically; body good. New running boards, hood, screens and bag. Six good tyres. £110. 36, Argyle Gardens, Upminster. Phone 3989. [8658]

ALUMINIUM SPORTS BODY shell, suitable 1½-2 litre chassis. New condition. 116, Twickenham Road, Leytonstone, E.11. [8659]

VINTAGE COUPLE. 1929 Singer 8 2-seater, rare body, new hood, £25. Also 1930 Ford 14 h.p. estate van (side windows), small mileage, one careful owner throughout, £30. Write: 2a, Kensington Place, Clifton, Bristol. Telephone 39013. [8662]

1939 LANCIA APRILIA de luxe saloon. Blue, leather interior. £245. Dyson, Ghyll Royd, Warm Lane, Yeadon, Leeds. Rawdon 1239. [8667]

1935 BENTLEY 3½ litre Park Ward Saloon. Engine just rebored. Almost new tyres. Original cellulose. Taxed. £335. 6, Acre Lane, Carshalton, Surrey. WAL 4696. [8678]

RAILTON D/Head Coupé, 1937. Completely rebuilt 1951 with Perkins P.6 diesel engine, gearbox, high ratio back axle, 15,000 miles since. Immaculate condition. High performance. 35-40 m.p.g. £400 o.n.o. 30, Elvetham Road, Birmingham 15. [8679]

TALBOT 10, 1938, Drophead Coupé. Mechanically good, chassis good. Aluminium body not so good, hood worse. May be purchased for the nearest offer to £65. Phone HAMPSHAD 7730, or write Advertiser, 7, Wedderburn Road, Hampstead, N.W.3. [8680]

ARNOTT SUPERCHARGER complete with fan belts, gauges, carburettor. Would suit 8 h.p. or 10 h.p. car. £20. 96, Cromwell Road, Bristol 6. Tel. 44161. [8681]

WOLSELEY HORNET Special, 1933. Body in good condition. Engine rebuilt last year. £130 or offer. Dr. Garner, Park Hospital, Davyhulme, Manchester. [8682]

1957 THREE WHEELER, 322 c.c. Anzani. £160. Downey, "Alvista," Widmoor Lane, Wooburn Common, High Wycombe, Bucks. [8683]

S.S.100 "JALOP," 1937, 2½, B.R.G. Excellent condition, sidescreens and tonneau, gearbox and clutch overhauled. Engine "topped," painted and polished. Enthusiast maintained. Nearest £295. Also S.S.100 spares. Wetheral 436. [8684]

LAGONDA 3½ litre, 1935, black saloon. Excellent mechanical condition. New valves, road springs and tyres. Recently rewired. An attractive, smart car. £145 o.n.o. Stuart, The Cottage, Pound Lane, Wareham. Telephone Wareham 348. [8685]

1936 RILEY 9 Monaco. Bodywork and chassis above average. Engine, preselector and clutch rebuilt regardless of expense by enthusiast. Reason for sale, purchase of 1½ litre Falcon. £130. Purvey, 9, Queen's Road, Feltham, Middlesex. [8686]

TALBOT "65," 1933. Immaculate bodywork. New rear axle. Engine needs attention. Offers. 12, Rookwood Drive, Stevenage, Herts. [8687]

YOUR HOLIDAY TOURER. Frazer-Nash/B.M.W. 319/45. Full 4-seat, black, fast, economical, new battery and side-screens, flame-thrower. Carefully maintained. £145. Appleton, 17, Stringers Drive, Rodborough, Glos. [8688]

GENUINE Wolverhampton Sunbeam 18.2 Saloon. Good appearance. Engine needs slight attention. £35 o.n.o. Box No. E.689. [8689]

1925 VINTAGE S.P.O.V.S. Elegant cream body, well upholstered. Regularly serviced by one careful owner. Delightful ride, no oil. Red interior. Smokes a little, but moderate thirst. Will accept bets offer or exchange W.H.Y. Box No. E.691. [8691]

LOLA 1172 C.C. for sale. The fastest and most successful 1172 car ever built. Holder of Chapman Cup, Championship of Ireland, etc. £595. G. Broadley, 137, High Street, Bromley, Kent. RAV 0630. Evenings, Farnborough, Kent, 3409. [8692]

V.8 SPECIAL. I.F.S. Excellent performance, brakes, road-holding, etc. New seats, dashboard, sports coil. Nice looking, and 25 m.p.g. £180. Box No. E.698. [8698]

FOR SALE—continued

1933 RILEY March Special. Fully recon. engine, dynamo, magneto, twin S.U.s, pump. New tyres, side screens and hood. Body excellent. £200. Wallis, 11, Ilmington Road, Harrow. Wordsworth 7071. [8694]

MORRIS MINOR 800 engine and gearbox for sale. 27,000 miles; perfect condition. Drysdale, Woodcot, Dollar. [8695]

2 LITRE A.C.6, 1924. "Rolls Royce of Light Cars." Two owners. Running condition. Excellent buy for enthusiast. Only £120 o.n.o. View by appointment. Chelwood Gate 098. [8696]

FORD ELVA O.H.V. HEAD with Derrington manifold, complete every detail; just off racing 100E. Zephyr acceleration with near ninety max. Also twin carb. R.57 conversion off Rapier, for Minx. Roddam, Springwell House, Bp. Auckland. [8697]

BUGATTI, 1926, Type 44. Mechanically o.k., body good. Well shod. Good value. £150. Old Rectory, Melsonby, Richmond, Yorks. [8699]

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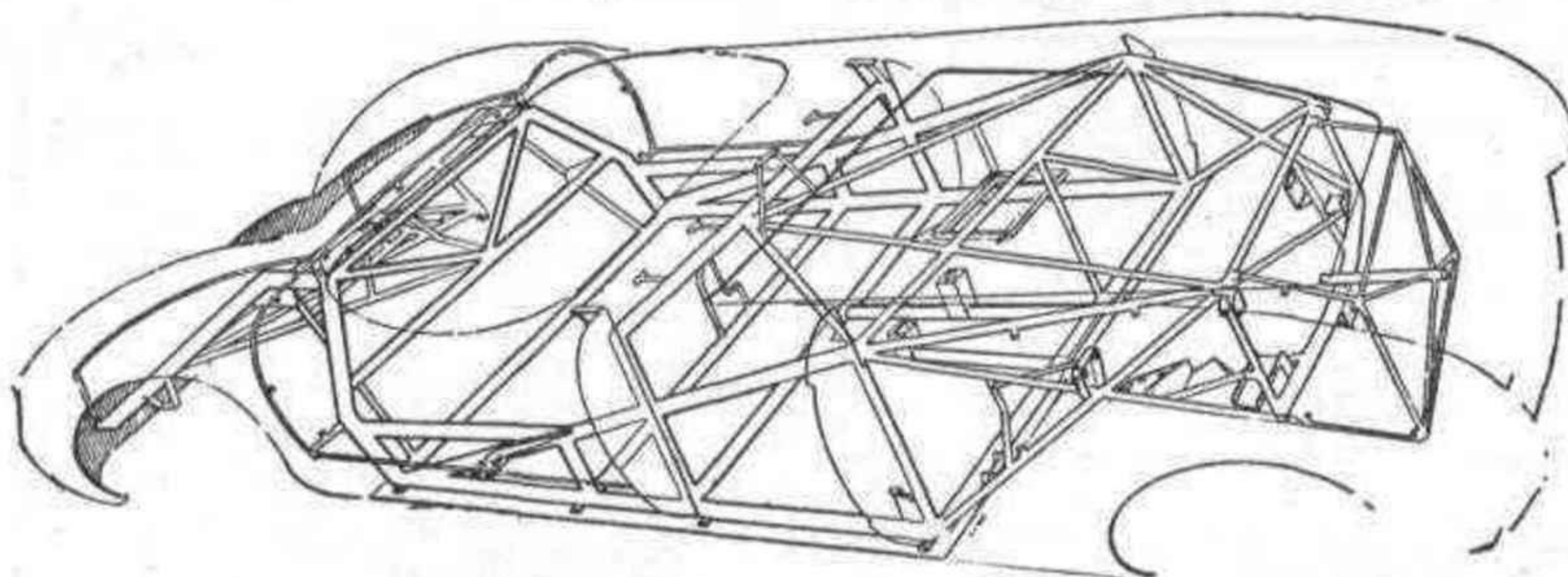
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1938 ALVIS 12/70. Good condition throughout. Recon. gearbox. Inside wants tidy up. £160. Also 1928 Fiat 10. Fair. £55. Moverly, 1, Woodville Road, Exmouth, Devon. [8773]

HOTCHKISS, 3-litre 1931 Type A.M.80 Saloon. Broken halfshaft but otherwise good order and appearance. Garaged near Bromley. £25. Write, Stead, Chalet, Bidborough, Tunbridge Wells. [8774]

1926 HILLMAN 14. Rebuilt engine, radiator, magneto, dynamo. New roof, tyres. £95 o.n.o. 1927 Hillman 14. Rebuilt engine, magneto. Very good tyres. £60 o.n.o. Dale, 2, Station Road, Histon, Cambridge (Histon 272). [8775]

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TRIUMPH 12.95 Sports Saloon, 1934. Stored 1939-56. Under 40,000 miles. Maintained regardless of cost. A very attractive car. B.R.G. Fitted discs, windtones, oil coil, matched spotlights handbooks. £125. 40, Leamead Avenue, Northolt, Ealing 7341 (daytime). [8782]

JOWETT JUPITER 52. Red. Works modified engine, oval crankshaft. Excellent condition. £450. Sidgwick, 98, York Avenue, Hayes End, Middlesex. [8783]

RAILTON STRAIGHT EIGHT, 1939. Razor-edge saloon by Coachcraft. Heater, cigar-lighter, telecontrols. Immaculate. £210. "Below Mill," Mill Street, Coinbrook, Bucks. [8784]

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BENTLEY, 1937 3½ Park Ward D.H. Coupé. Grey and maroon hood. Fine all round condition. £300. Mitchell, Newton-on-Ouse, York. [8793]

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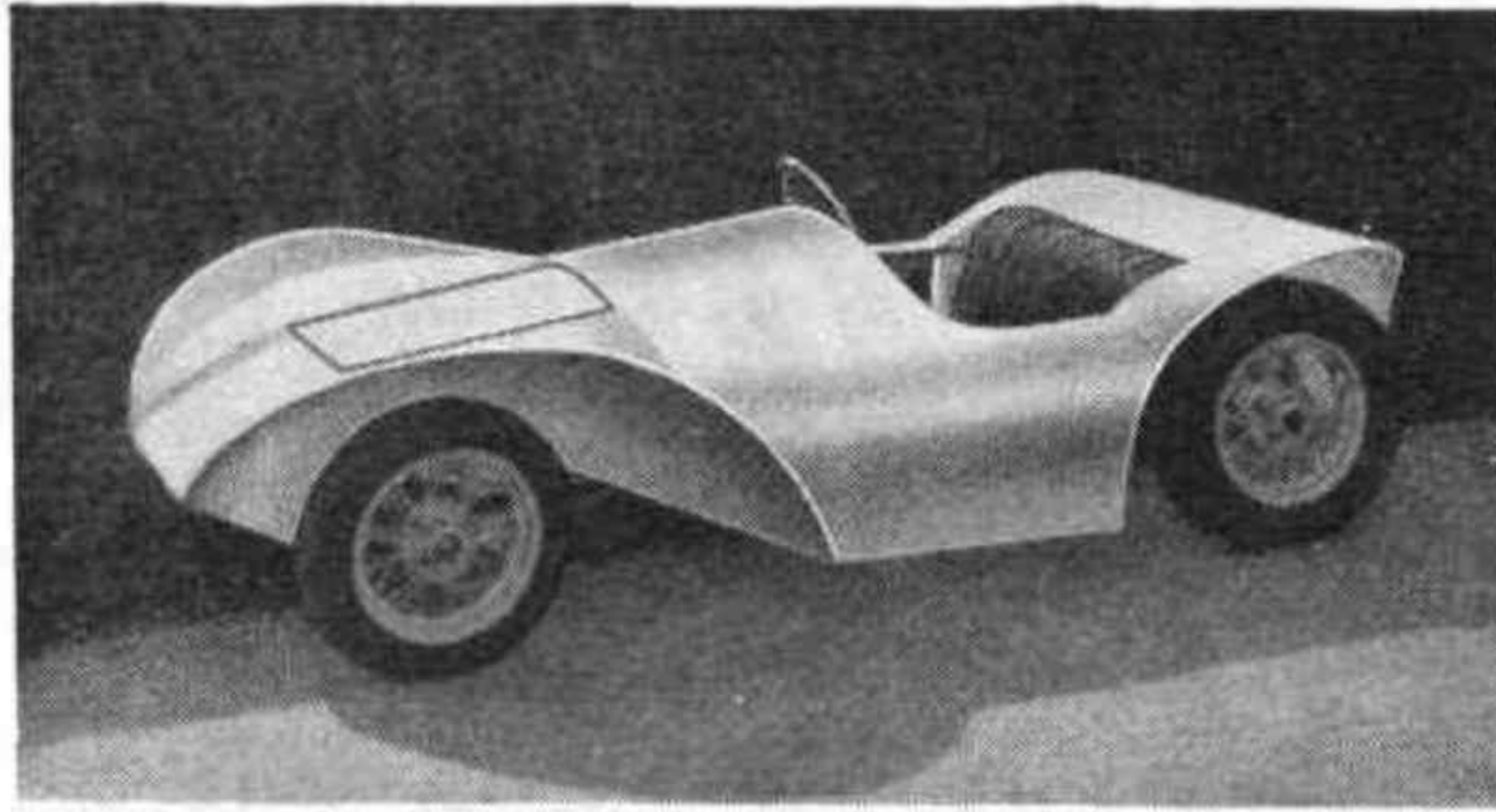
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- FORD SPECIAL, 1172 c.c. engine.** High ratio axle. Fibreglass body. 16,000 miles. £335 o.n.o. C. B. Morley, The Hall, Hargrave, Bury St. Eds. [8801]
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- TRIUMPH GLORIA, The 10.8 h.p. Monte Carlo** open tourer. A 2-seater in good order. £90. Lutley, 39, Queen's Road, Portsmouth. [8826]
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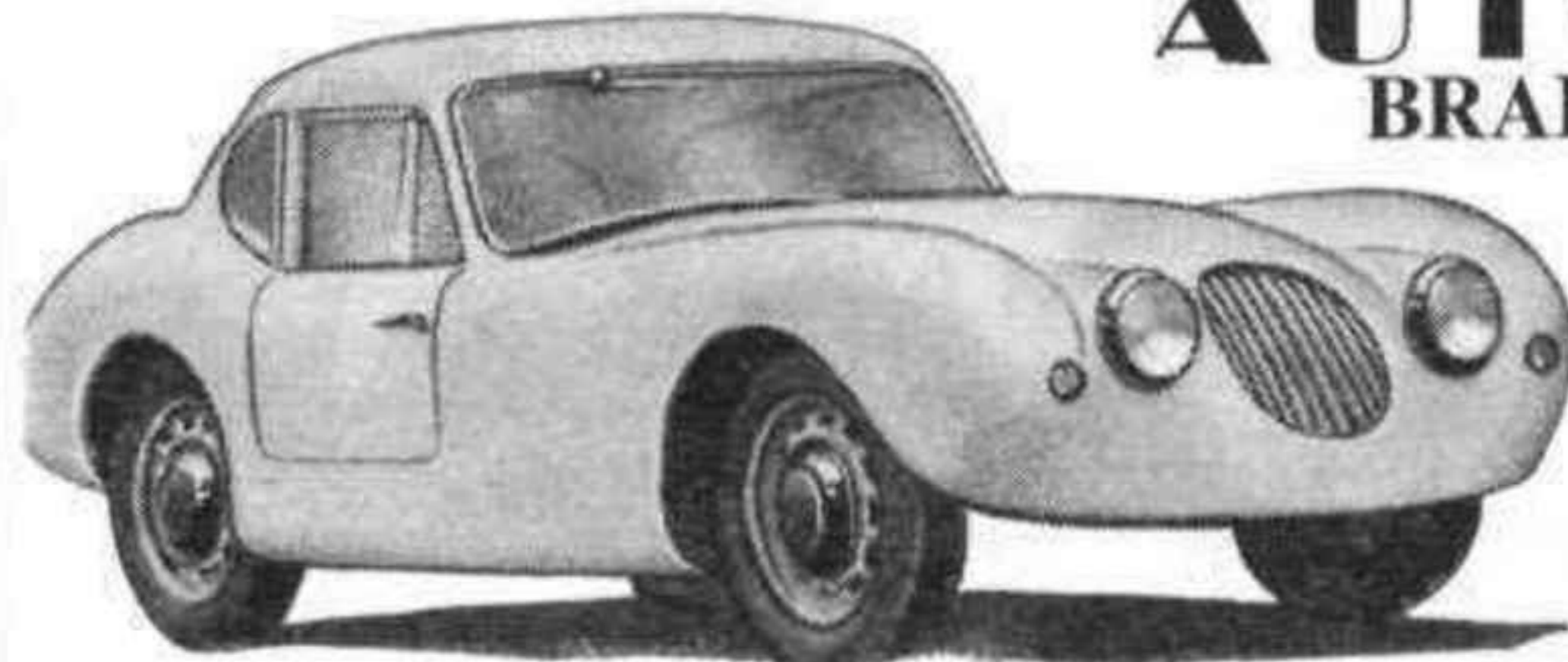
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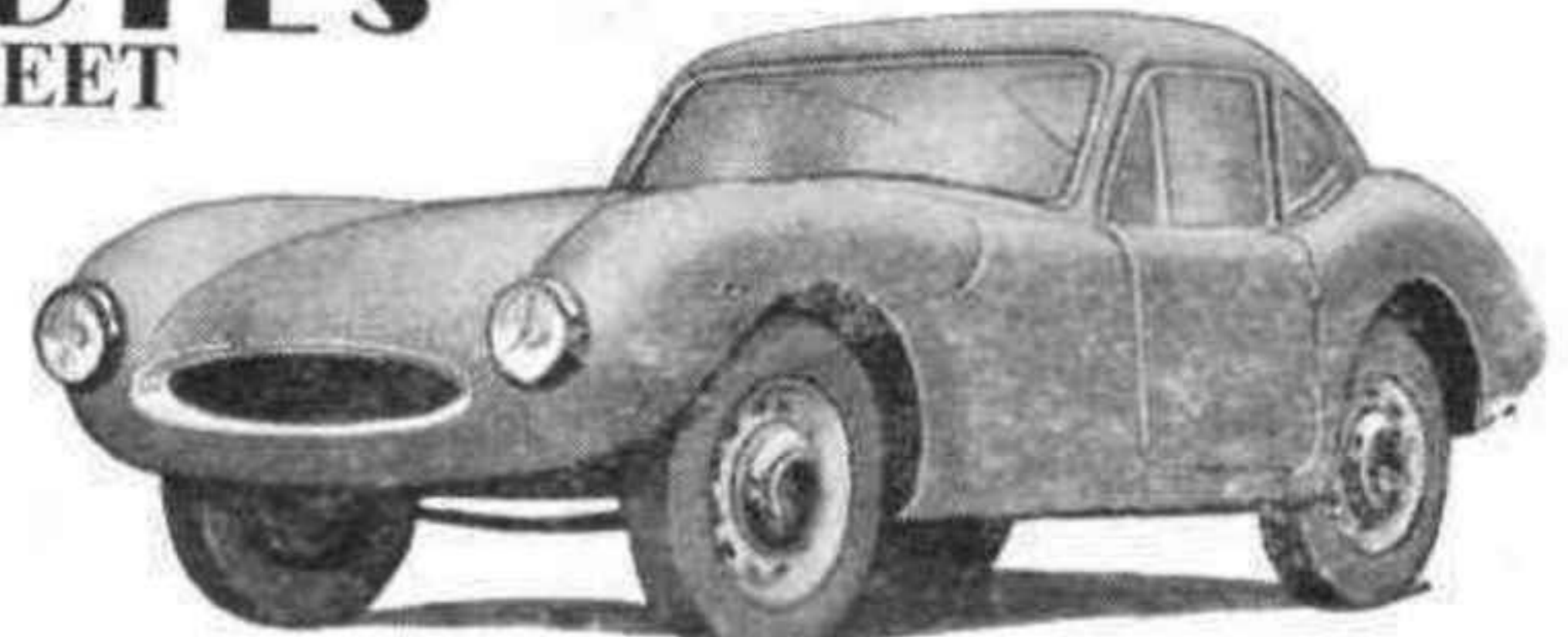
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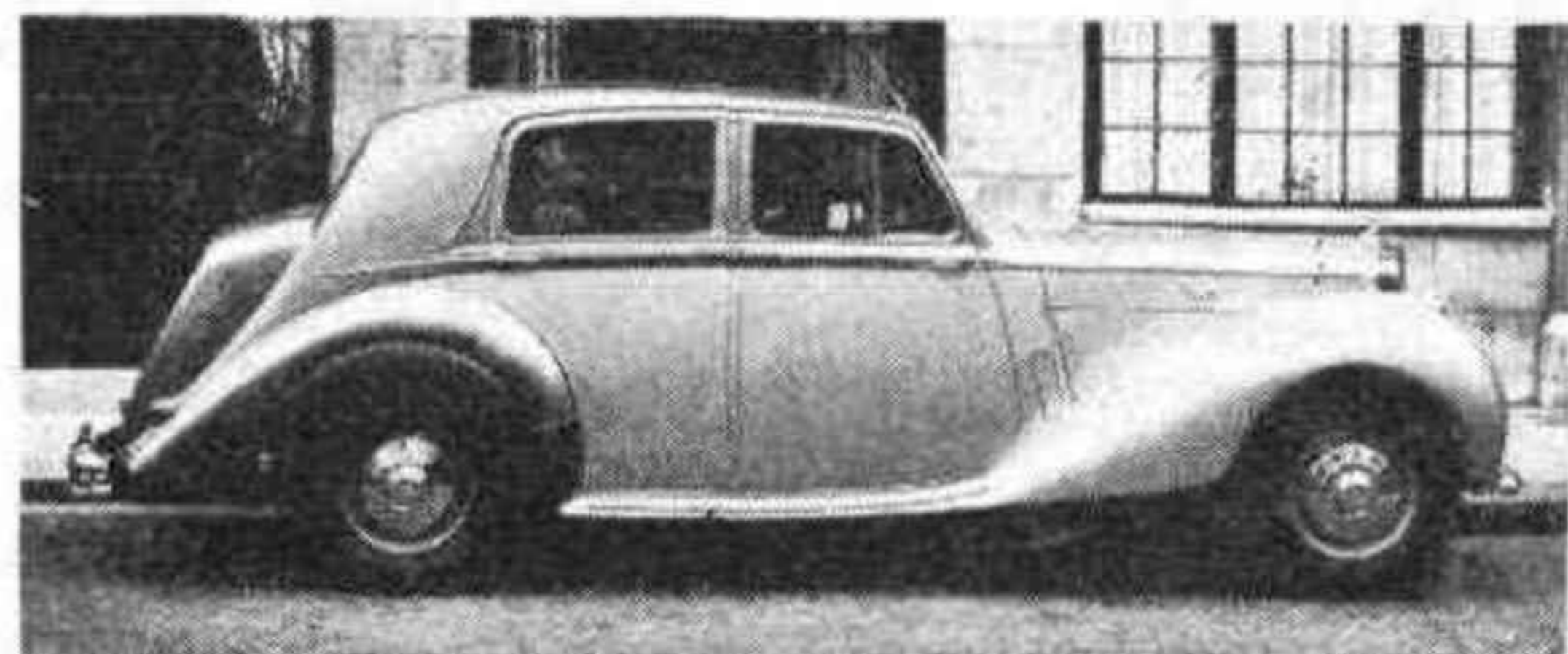
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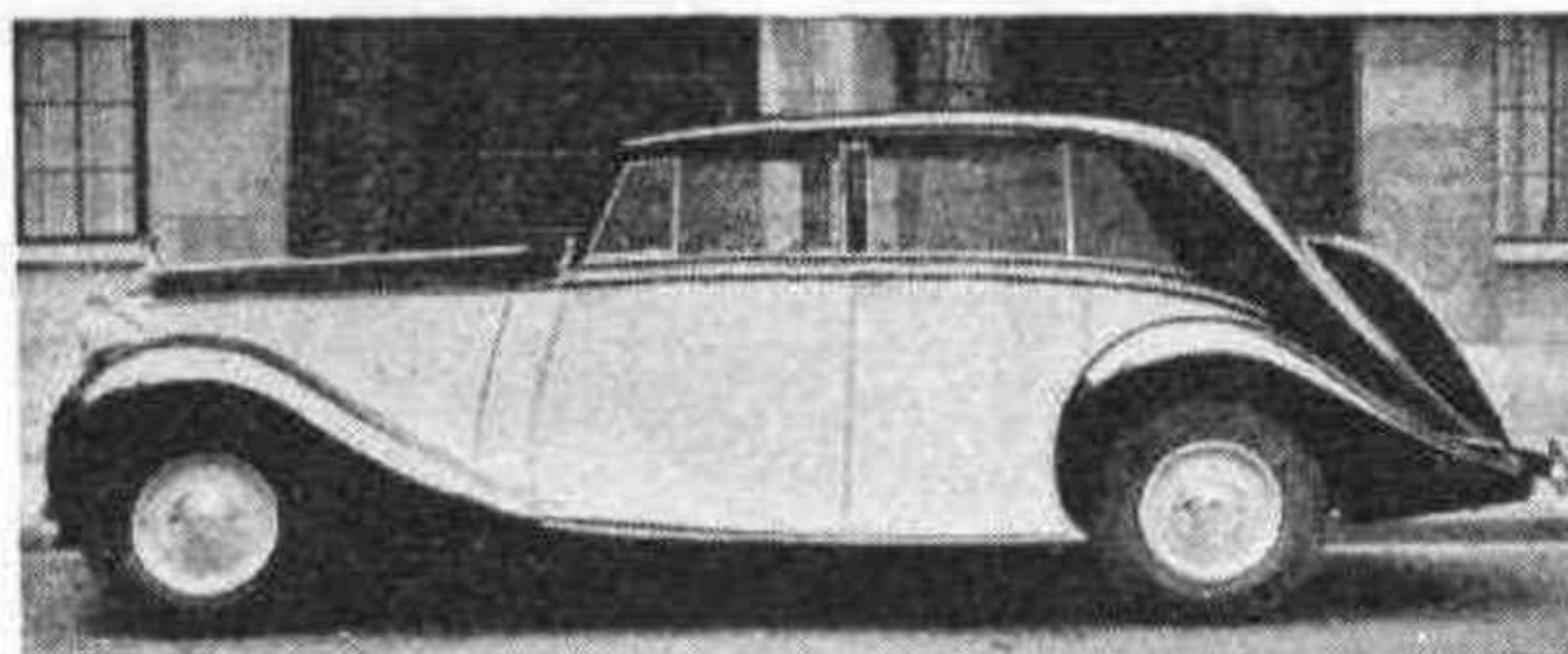
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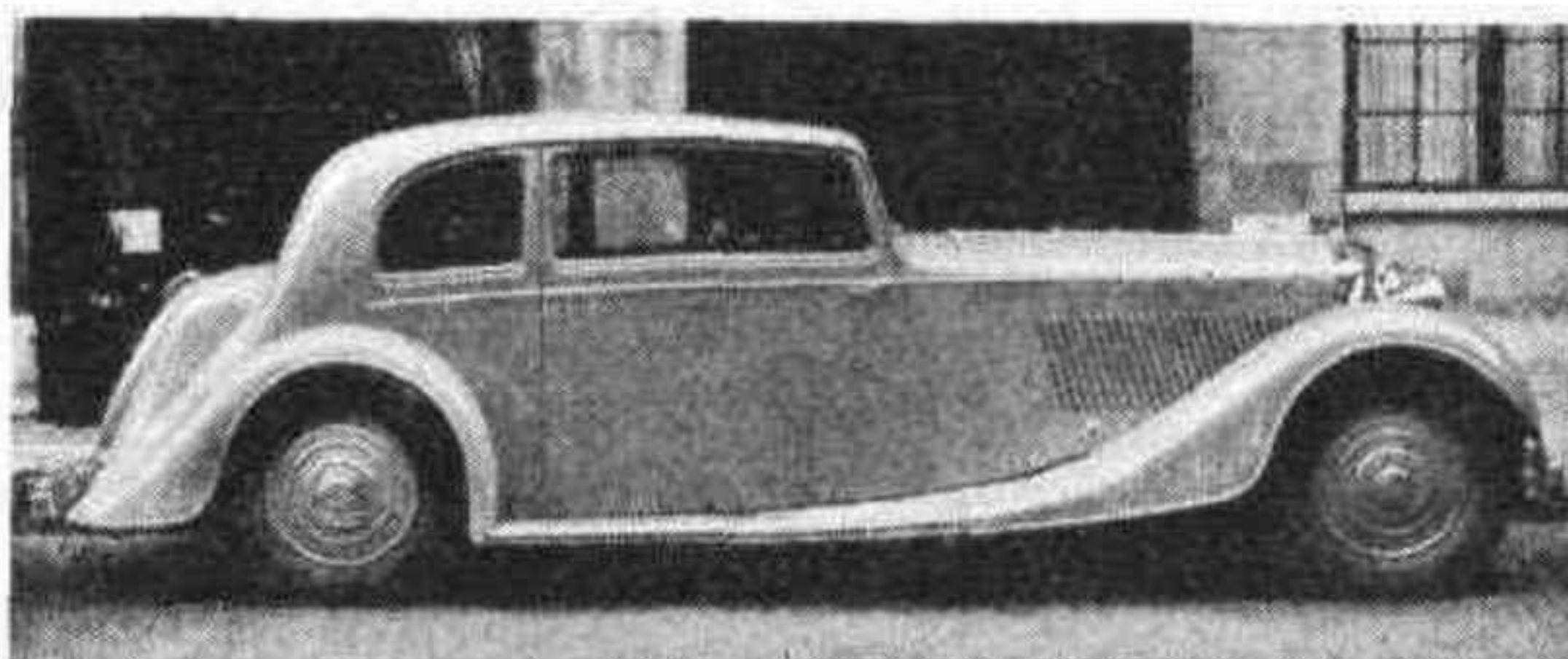
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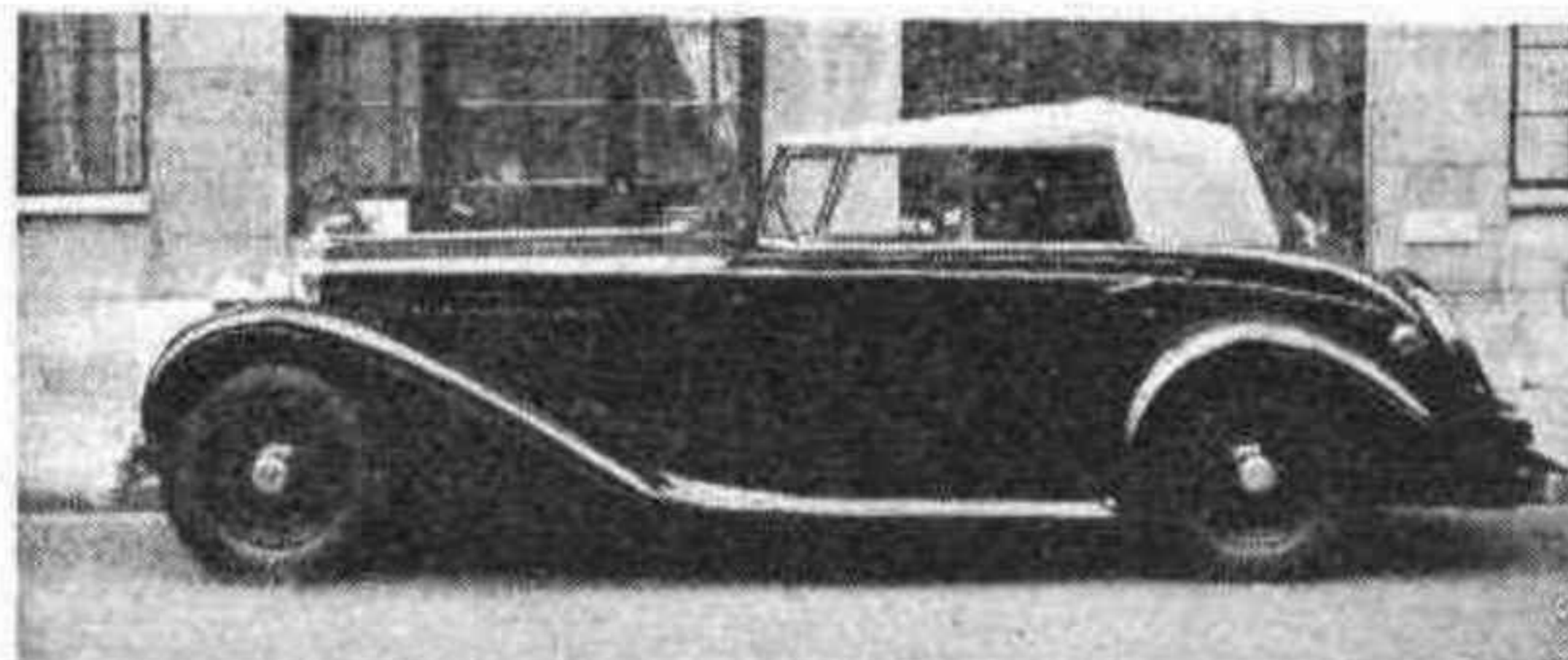
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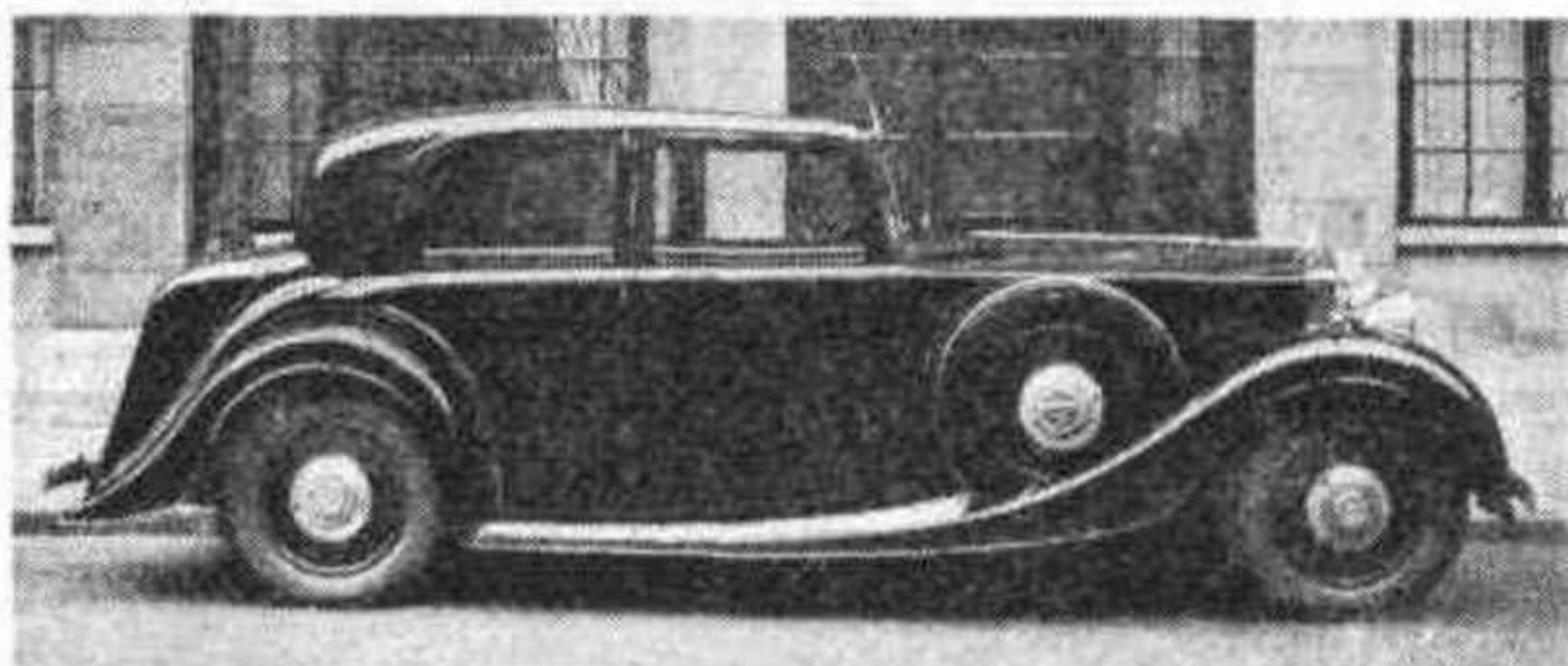
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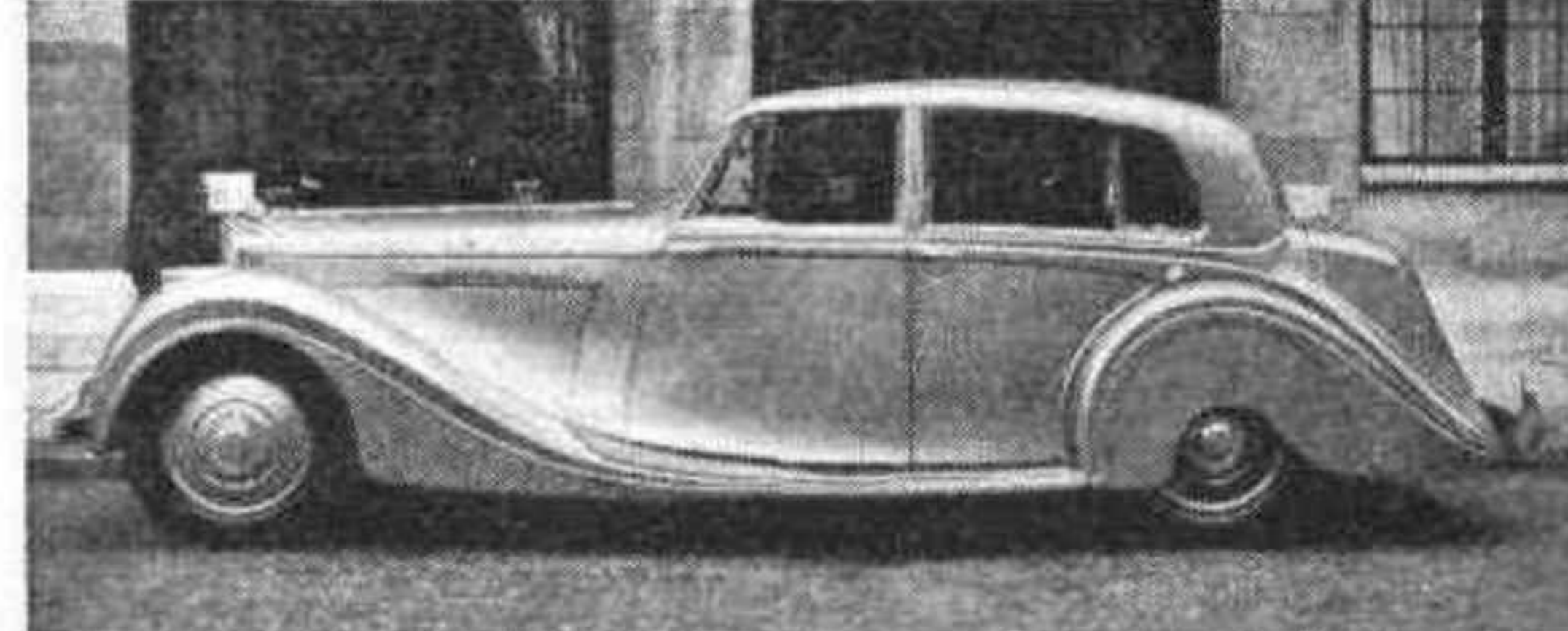
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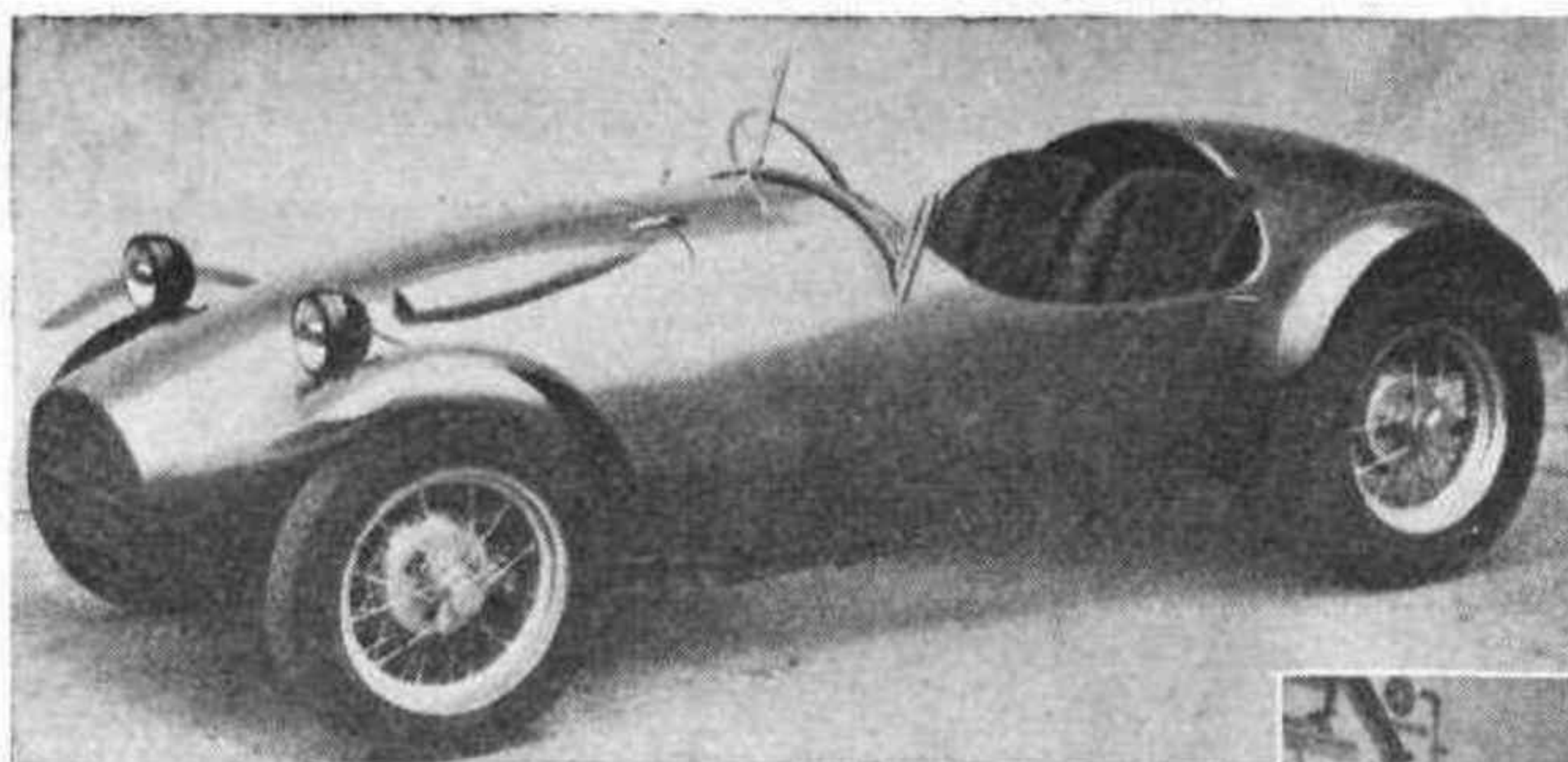
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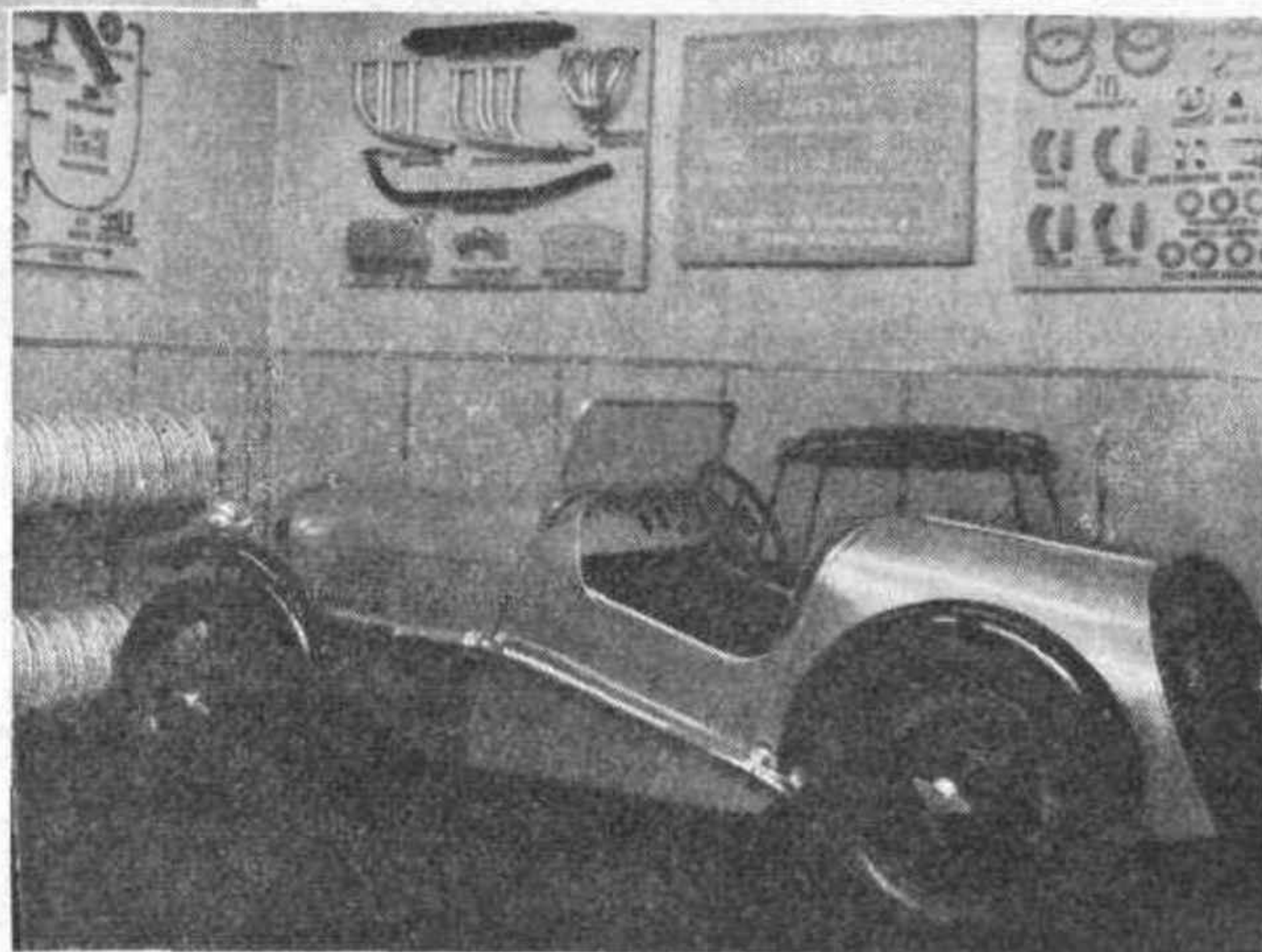
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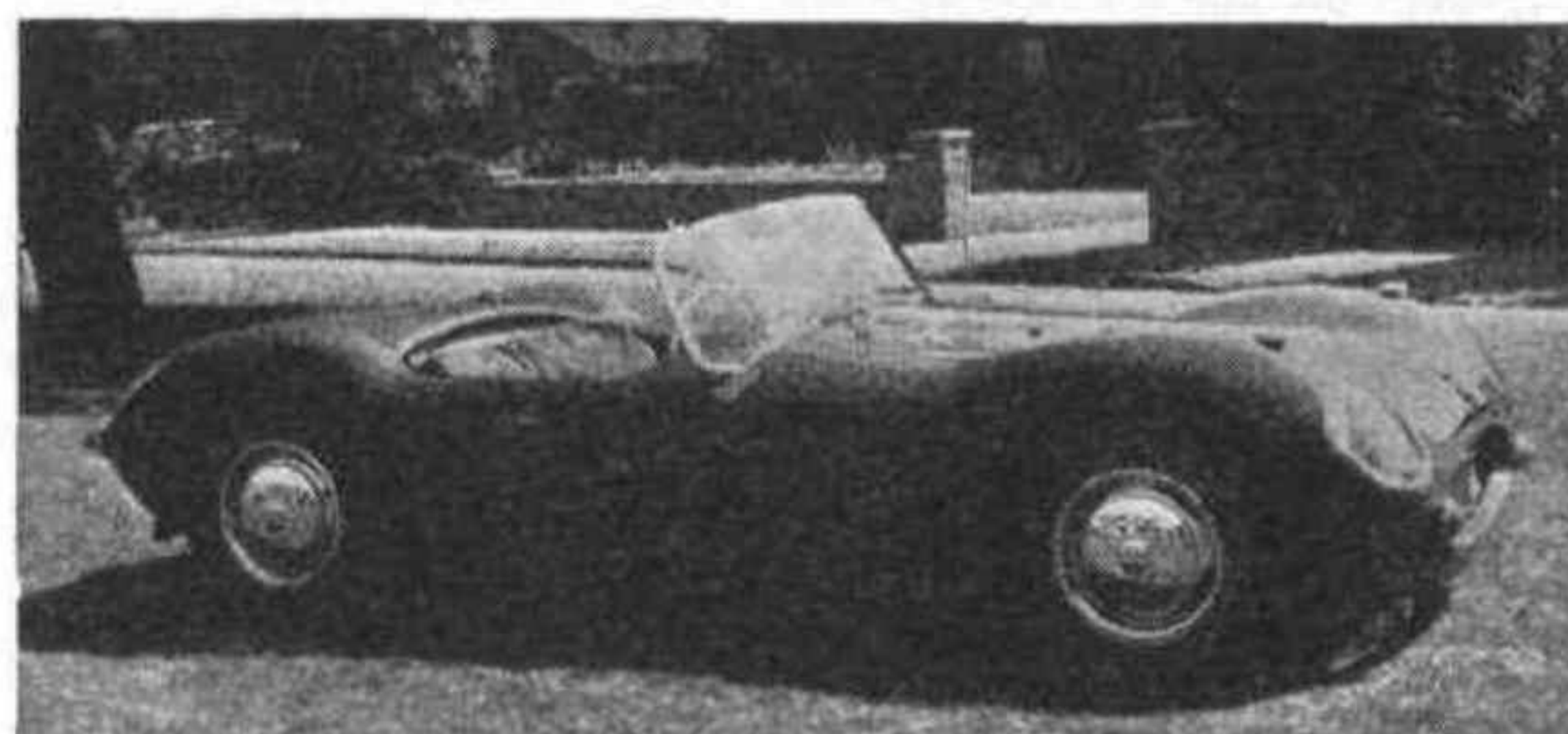
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AUSTIN-HEALEY 100-6, B.N.4, 1957, 2/4-seater, dual red/black, all extras, one owner	£1,745
JAGUAR XK140 drophead, 1955, impeccable black, fitted: overdrive, radio, heater, twin spots, washers, mirrors, trims, etc. One owner	£995
H.W.M.-JAGUAR Competition 2-seater, green, de Dion rear, unit to "D"-type specification with triple Webers, special cams, etc.	£995
ACE-BRISTOL 2-litre sports 2-seater, spotless in maroon, overhauled B.S.1 unit with oil-cooler, latest wheels, Alfins, "X" tyres, etc.	£995
AUSTIN-HEALEY 100, B.N.2, 1956, 2-seater, gleaming ivory with red leather, fitted overdrive, twin spots, heater, etc. One owner	£885
M.G.-A, 1957, 2-seater, unmarked ivory with black leather; fitted: "X" tyres, grid, spots, heater, etc. One owner	£845
M.G.-A 1½-litre, 1956, 2-seater, unblemished in pale blue with grey leather; one owner; wire wheels, radio, heater, spots	£825
JAGUAR XK120 fixed-head, special equipment 1954 model in black with red interior, wire wheels, radio, heater, twin spots, etc.	£795
JAGUAR XK120 drophead, unspoilt lavender grey, fitted radio, heater "X" tyres, wheel discs, spots, mascot, etc. 1954	£795
TRIUMPH TR3, 1956, sports 2-seater, bright red with beige cockpit, 3-speed overdrive, heater, etc. Another one-owner car	£775
JAGUAR XK120 drophead, French-grey with red leather and red plastic hood, 1954 series, with radio, heater, etc.	£765
MORGAN Plus Four, 1957, 2-seater, blue with black cockpit, TR3 unit, nominal mileage only	£745
AUSTIN-HEALEY 100, B.N.1, 1955, 2-seater, unscratched flame-red with black leather, overdrive, twin Marchals, heater, grid, etc.	£725
TRIUMPH TR2, 1955, 2-seater, immaculate red with hardtop, fitted radio, heater, covers, etc.	£695
AUSTIN-HEALEY 100, B.N.1, 1955 model 2-seater, attractive two-tone Oxford blue and ivory, overdrive, heater, radio	£685
COOPER-BRISTOL 2-litre, 1954, competition 2-seater, unit overhauled, excellent chassis, streamlined body recellulosed B.R.G.	£685
TRIUMPH TR2, 1955 (Sept.), 2-seater, racing green with red cockpit, "X" tyres, twin spots, heater	£675
AUSTIN-HEALEY 100, B.N.1, 1954, 2-seater, ice-blue with dark blue leather, overdrive, heater, spots, "X" tyres	£645
M.G. TF 1,500, 1955, 2-seater, ivory with red leather, highly-tuned unit, wire wheels with racing tyres, etc.	£645
TRIUMPH TR2, 1954, 2-seater, racing green, fitted radio, heater, overdrive. One owner	£635
M.G. TF, 1954, 2-seater; exceptional in grey/red leather, wire wheels, radio, heater, etc.	£635
M.G. TF, 1954, 2-seater, outstanding example, recellulosed racing green, new weather equipment; "X" tyres, heater spots, etc.	£615
TRIUMPH TR2, 1954, 2-seater, excellent in green, new hood, "X" tyres, grid, heater, spots	£615
TRIUMPH TR2, 1954, 2-seater, red with beige cockpit; a well-maintained car with heater, twin spots, etc.	£595
M.G. TF, 1954, 2-seaters; choice four really beautiful cars; red, ivory, polychromatic green or birch grey; each at	£595
MORGAN Plus Four, 1955 model sports 2-seater, steel grey with black leather; TR2 unit, twin spare wheels	£585
JAGUAR XK120, 1951, Roadster, outstanding example in unblemished ivory; fitted: twin Marchals, grid, heater covers, washers, etc.	£585
HEALEY "Silverstone" 2.4-litre, "E"-type 1951 2-seater, superb "Concours d'Elegance" winner in pale blue	£545
JOWETT Jupiter 1½-litre, 1953, convertible, full Series III unit, radio, heater, etc., red with beige leather	£525
M.G. TD, 1953, 2-seater; superb example in grey with red leather; loaded with extras; one owner	£525
JAGUAR XK120, 1951, Roadster, dark green, moderate mileage, fitted heater, flashers, mirrors, grid	£515
HEALEY "Silverstone" 2.4-litre, "E"-type 1950 2-seater, choice two of these fast cars; ivory or blue	£515
HEALEY "Silverstone" 2.4-litre, "D"-type 1950 2-seater, red with beige leather; very fast and handles well	£495
CONNAUGHT L3 2-litre sports/racing 2-seater, B.R.G., ex-works car, outstanding road performance	£495
B.M.W. Type 328 2-litre sports 2-seater, exceptional dark-red specimen, genuine works recon. unit with Webers, and Scintilla	£495
LEA-FRANCIS 1½-litre sports/racing Special, red, beautifully engineered, very potent...	£495
M.G. TD, 1953, 2-seater, red with red leather; also 1952 2-seater, green with beige leather; both exceptional	£495
M.G. TD, 1951, 2-seaters, two excellent examples; black with beige leather and red with red leather	£465
LOTUS Mk. VI 1,172-c.c. 2-seater, fully modified and tuned unit; painted green with full weather equipment	£445
LOTUS Mk. VI 1,172-c.c. 2-seater, black; with wire wheels, hydraulic brakes, modified unit, etc.	£445
MORGAN Plus Four, 1953, 2-seater drophead coupe, Oxford blue with black leather, excellent value	£435
H.R.G. 1500, 1949, 2-seater, first-class example of this sought-after model in black, with 16-in. wheels	£425
LEA-FRANCIS 1,767-c.c., 1949, roadster, recellulosed in ivory with new hood and screens. Connaught-overhauled unit	£395
M.G. TC, 1949, 2-seaters; choice 2 really fine examples, red or green, both with various extras	£395
JAGUAR S.S.100 3½-litre, 1947, 2-seater, rare specimen, beautiful in dark red, twin spare wheel	£395
TRIUMPH 2000 Roadster, 1949, polychromatic grey with red plastic hood and upholstery, Vanguard unit	£395
MORGAN 4/4, 1950, Roadster in red, with black leather; engine, steering and front suspension just overhauled	£395
M.G. TC, 1948, 2-seaters; two really outstanding examples, black or green	£375
DELLOW Mk. II, 1952, 2-seater, dark green, fully-tuned 1,172 unit, new weather equipment	£365
M.G. TB, 1940, 1,250 c.c., 2-seater, black, superb example of a true enthusiast's car	£315
M.G. TA Tickford, 1939, 10-h.p. 2-seater coupe, pale blue, radio and many other extras	£315
M.G. TA 10-h.p. sports 2-seaters; choice of six of these popular models, 1937-9, various colours, from	£245

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FOR SALE—continued

- AUSTIN ATLANTIC**, 1951. Power operated hood and windows. Heater. Very good condition. £385 o.n.o. H.P. arranged. Tel. Footscray 7370 after 7 p.m. [8963]
- LEA FRANCIS**, 14 h.p. Saloon, July 1947. £195. Price, 202, Alcester Road South, Birmingham, 14. [8964]
- A.C. 16/80 Comp.** 2-seater. Engine reconditioned. Sound throughout. Taxed and insured year. £250. Court, 200, Godstone Road, Whyteleafe, Surrey. Tel. Uplands 0355. [8965]
- 1935 TALBOT "65"** D.H.C. Bored, sleeved, new gearbox, and green vyanide hood. Nice condition. £100. 55, Cambridge Road, Hounslow 0399. [8966]
- SUNBEAM 1924 24/70 Tourer.** Dark green/black wings. Completely original concours condition, except upholstery. Four brand new tyres. Completely overhauled. About £300 wanted, but will discuss with enthusiast. Rora House, Liver-ton, Newton Abbott. [8967]
- "HYDROPLANE"**—Relu single-step hull, complete with steering, etc. Little used and in excellent condition. £30. W. Tinsley, 750, Chester Road, Erdington, Birmingham 24. [8978]
- 1931 MORRIS OXFORD** 4-seater Tourer, sound hood and all sidescreeen, steering and hydraulic brakes excellent. Rare model, daily use. Imperial 1142. [8979]
- BUCKLER, Mk VI, 1172 c.c.** Fully modified engine. Twin carbs., etc. 4.7 axle, plastic hood, side screens, heater, screensprays, Marchals. Complete mechanical overhaul. Win and places Formula, etc., Silverstone, 1' 28.5". Available early summer. £250. Also A.50 engine. New carb., needs crank grind. Both must be sold to best offer. Box No. E.980. [8980]
- 1920 WILLYS OVERLAND** 4-door Sedan. This car has been stored for a decade and is absolutely unmarked and original throughout, in perfect running order, and fitted with five new cord tyres specially manufactured by Dunlop. Superbly coach-painted in royal blue and black. The immaculate Bedford cord interior authenticates the very low recorded mileage. This vehicle is the finest known example in the country. I will accept an interesting motor car in part exchange or £245. L. Levy, 70, Bedford Street N., Liverpool 7. Tel. ROYal 7866. [8981]
- M.G. "M"** engine, gearbox spares. 35 A.7 chassis, axles, wheels, steering, etc. Puddefoot, NOR 5393 after 6 p.m. [8982]
- 1932 23.8 H.P. SUNBEAM** Sportsman Saloon, in good mechanical condition. Seen London area. £100. Box No. E.983. [8983]
- 1927 AUSTIN CHUMMY**, rebuilt 1956-57. Materials cost £160, mileage 800 since. Externally nearly original except lowered suspension. Tuned engine. Some minor jobs outstanding. Reluctantly offered at £95. Rosendale, Brill, Bucks. [8988]
- VALE SPECIAL, 1934, 8 h.p.** 2-seater Saloon. Good condition. £115. Barley, 14, Park Road, Gravesend, Kent. [8989]
- LAGONDA 16/80, 1933, Shooting Brake.** Rebuilt 1957, taxed, insured. Reupholstered, recarpeted, new timing chain, bearings, starter, dynamo, etc. £100. R. W. Hill, 45, Highfield Drive, Fenton, Stoke-on-Trent, Staffs. [8990]
- MORGAN SUPER SPORTS** 3-wheeler, 1934, fitted 1937 O.H.V. W/C. 1,100 c.c. 60" twin J.A.P. Whole vehicle rebuilt 1952 to 1946 Morgan Super Sports specification, many extras including twin spots and "flamethrowers," polychromatic blue respray. £130 o.n.o. Town House, Brindle, Via Chorley, Lanes. [8991]
- TR.2/3 SPARES:** Tonneau £6. Pair Winddeflectors £1. Aeroscreen 60s. Pair Marchal headlamps £2. Air cleaners £1. 64-spoke wheel, unused, 115s. "Valkyrie," Burns Road, Hessel Road, W.13. [8992]
- UNFORTUNATE LAGONDA 4 1/2 1935 D.H.C.** being dismantled after accident to o/s. Chassis undamaged. Features: Engine +600 miles after extensive overhaul; latest water pump; rechromed radiator; professionally rewired new components, P100s. H-Spicer converted prop. shaft; heater; 6 in. instr. Gearbox sold. Car lying at Davenport Vernon Co. Ltd., High Wycombe, to whom enquiries may be made. [8993]
- 1936 FORD 8 Saloon.** Fitted 1172 engine. Spare 8 engine, gearbox, Girling axles. £55 o.n.o. Basement, 1, Buckingham Place, Bristol 8. [8994]
- RILEY 12/4 SPECIAL SERIES** Kestrel 6L. Beautiful example, excellent condition, mechanically rebuilt. £225 o.n.o. For details, write: Bostock, 108, Bungalows, Power Station, Berkeley, Gloucester. [8995]
- M.G. 18/80 MARK I ENGINE**, clutch and gearbox, complete, in good condition. Also block and two heads, front axle assembly with brakes, prop. shaft, torque tube, half-shafts and rear axle casing. Leytonstone 6784. [8996]
- JAGUAR XK120, £595.** Sensible mods. Genuine sale to raise capital for business expansion. Gentle handling reflected in better than new performance. G. Back (Chemist), 155, Stoke Newington High Street, N.16. CLI 5912. [8997]

FOR SALE—continued

- M.G. T.C.** Radiator and cowl, bonnet and doors, slightly damaged. Sidescreeens as new. Near side rear wing, headlamps. 6, Beech Grove, Latchford, Warrington, Lancs. [8998]
- M.G. J2.** Superb. Engine and back axle completely rebuilt. Bills available. New hood, headlamps, tyres. Reupholstered, re-enamelled. Insured. Excellent performance, 35 m.p.g. £145. Rowe, 39, Leyland Road, Lee, S.E.12. Lee Green 0781. [8999]
- 1933 SINGER 9 Sports** 4-seater. New hood, good tyres, engine, body. T. & I. £60 o.n.o. 34, St. Johns Road, Wembley. [9000]
- 1938 JAGUAR 3 1/2.** New engine, 1952. Damaged rear axle. Sell complete or parts. Ashton, Flowergate, Arkeley, Hertfordshire. BARnet 9209. [9001]
- GROWING FAMILY** forces sale "Sublime" and "Ridiculous"—1927 4 1/2 Bentley. £250; Morris Minor, 1933, £30. Both excellent. Ashton, 12, Hart Lane, Winterton, Lincolnshire. [9002]
- FORD 8 SPECIAL.** Peel 1000 Coupé body, 4.7 Axial, stiffened chassis. Otherwise unmodified. £235. 7, Skamaere Crescent, Lowestoft. [9003]
- SUPERLATIVE 1929 ROLLS TWENTY** Saloon. Impressive coachwork by Calfyn; green and black. Detachable boot with suitcases. Taxed year. £185. Two 110 x 90 B.E. Tyres. 500 miles only. £5 each. Reconditioned M.L. Magneto off Bentley. £4 10s. Bolam, Church Lane, Knaresborough 3475. [9004]
- TWO NEW "LOTUS"** Coil Spring Dampers, £4 each. M.G. radiator, front axle and new springs. Believe to be J.2. £5 the lot. 174, Eastwood Old Road, Leigh-on-Sea, Essex. [9005]
- LAGONDA 4 1/2-LITRE, 1934, Pillarless Sports** Saloon, 90 m.p.h. or 20 m.p.g. Exceptional condition throughout. Good Servo brakes. Steering tight. Engine, body, chrome, tyres, upholstery, battery; all good. Must sacrifice. £150 o.n.o. Box No. E.006. [9006]
- 1937 ASTON MARTIN** 2-litre Saloon, Excellent condition. £220. Seen London and South-East. Tel. East Grinstead 3683. [9007]
- BODYLESS AUSTIN NIPPY.** Ideal Special basis. Load of spares. £45 o.n.o. 71, Oxford Road, Basford, Newcastle, Staffordshire. [9008]
- 1934 RILEY MONACO.** Good condition throughout. £75. Croydon 6307. 102, Ellis Road, Coulsdon, Surrey. [9009]
- SINGER LE MANS** 2-seater, Reconditioned engine and back axle; good condition throughout, maintained by enthusiast. £110 or would exchange with cash for 1 1/2-litre Jaguar Saloon. Stor: forces sale. Pryke, 13, Campden Way, Hand-ford, Wilmslow, Cheshire. [9010]
- RILEY IMP, 1935.** Engine O/H 6,000, manual box, new c.w. & p. Weather equipment, recent repaint. Excellent order throughout. Good history. £250 o.n.o. Box No. E.011. [9011]
- 1937 BENTLEY "4 1/2"** Park Ward Sports Saloon. Well maintained, fast, luxurious. £360 o.n.o. Codicote, Herts 244, evenings or weekends. [9012]
- KESTREL "9"** Engine, Armstrong-Siddeley pre-selector gearbox. Good condition. Excellent radiator. Sundry spares. Offers. Thomas, Elm House, Saughton, Chester. [9013]
- RILEY, 1937, "Adelphi."** Two previous owners. Fully insured, taxed. Reason for sale, no spare time. Offers. Gaw, Friendly Inn, Ovenden, Halifax. [9014]
- BENTLEY 3-LITRE SPEED MODEL, 1924.** Original Van Den Plas Open 4-seater. Beautiful condition. Photographs to serious enquiries. £350 o.n.o. Box No. E.015. [9015]
- RILEY 2 1/2-LITRE KESTREL, black.** O/D. £160. Write: Law, Selisbury Drive, Newtown, Tewks-bury, Glos. [9016]
- ONLY MOONSTRUCK VINTAGENT** or incurable Lanciassionado would take this wretched heap off my hands. Aprilia 1938 (looks five years older). First luckless fellow with £199 in notes or non-elastic cheque can have it and welcome. Or higher offer to GRO 7323. [9017]
- AQUAPLANE SUPERHEAD** c.w. manifold and twin S.U.s for 100E—£19. M.G. XPAG stage II head with large valves and springs, £20 o.n.o. Mackenzie, Albert Street, Newton Stewart, Scot-land. [9018]
- FOR SALE: BENTLEY 4 litre, '32.** New body, rewired '52. Very good tyres. Engine reason-able. £85, or consider breaking. Ring North-wich 2126. [9019]
- M.G. 1 1/2 litre V.A. Saloon, 1939.** Gun-metal. Smart, well maintained. Works engine 10,000 miles. Only £260 o.n.o. Dicken, Stratton Audley, Bicester, Oxon. Brackley 2164. [9020]
- 1953 REG. BUICK** Convertible. Power hood, windows, seats, radio, heater. Outstanding con-dition, ex American Embassy. £565 or exchange X.K.120 or high power sports car. VAL 2287. [9021]
- M.G. MAGNETTE K.N., 1935, Saloon.** £75. Ex-change any size, age, come quickly. Bonnett, 158, Cambridge Road, Hitchin. Phone 3836. [9022]
- SINGER LE MANS, 1935, 2 1/4-seater, open sports** fitted 3-bearing Singer engine. £75, 145, Wingletye Lane, Hornchurch. [9023]

FOR SALE—continued

- BENTLEY 4 1/2, 1928, 2-seater Coupé.** In good run-ning order. 1,000 miles since new pistons and valves. £140. Wilson, The Chequers, Water-dale, Nr. Watford. Phone: Garston 2364. [9024]
- IMMINENT ARRIVAL** of second child forces reluctant sale of Jowett Jupiter Mark 1A demonstration model purchased from makers September 1953. Immaculate. New hood, built-in radio, heater, screenwashers. £445. 10, Hawk-wood Rise, Bookham, Surrey. Tel. 3514. [9025]
- RILEY ADELPHI 15/6, 1936.** Excellent. Heater, windtones. £140, or exchange Sunbeam Talbot 10. 45, Queen's Avenue, Meols, Cheshire. [9026]
- AUSTIN 7 Sports, 1930.** Good condition. £35 o.n.o. 47, Paumerston Road, Buckhurst Hill, Essex. BUC 3675. [9027]
- WOLSELEY HORNET Special Sports, 1932.** Run-ning order. £35 o.n.o. Will consider breaking. 6, Bournville Avenue, Chatham, Kent. Phone: Chatham 42329.) [9028]
- RARE 1934 30 h.p. Armstrong Siddeley Special** Saloon. Alloy motor and body in perfect con-dition. £50. Bletchingley 433. [9029]
- HUMBER SUPER SNIPE, 1951 model.** Perfect condition throughout. 50,000 miles. 18 m.p.g. £250 o.n.o. Bater, 54, Oakfield Street, Cardiff. Tel. 26528. [9030]
- LONDON TAXI, 1939 Austin.** Trim perfect, mechanically sound. New batteries, folding hood. Ideal for lazy holiday on the Continent. can "accommodate" six in comfort. Only £65. 61, Gloucester Crescent, N.W.1. Phone GUL 8902. [9031]
- RILEY IMP, 1936.** Excellent condition. £300 o.n.o. Details, V. Basil, 16, Church Road, Liverpool 15. Sefton Park 5835. [9032]
- OWNER GOING ABROAD.** Lagonda 3 1/2 litre, 1934, 2-seater Sports Special. Aluminium body and cycle wings. This car is in excellent mech-anical condition. New clutch, batteries, tyres, etc. All chrome, hood and cover perfect. Bills (fortune) shown. Complete with handbook and spares. £250. Telephone Titchfield 2203 even-ings. [9033]
- FIAT 500, 1937.** New battery, hood, dynamo. Good condition. £90. 18, Redriff Close, Maidenhead. [9034]
- LOTUS CLIMAX Mk. XI 1100, Le Mans body.** B.R.G. £950. 31, Galley Lane, Barnet. Tel. 4244. [9035]
- MORGAN 4/4, 1946, 2-seater Special.** Standard o.h.v. 1267 c.c. engine. Just resprayed crimson. Crank ground, new rings, screen washers, spot lamps, four new tyres. £275 o.n.o. Dillington Hotel, Worsbro' Common, Barnsley. Phone 4678. [9036]
- "M" TYPE M.G. SPARES:** Engine, gearbox, rear axle, prop shaft, dash-board complete and rear springs. Redhill 3767, week-ends. [9037]
- B.S.A. SCOUT 4-wheeler, 2-seater.** Many new parts. Enthusiast maintained. A sound, smart car. Photo. £90. R. P. Earnshaw, 3, Heath Villas, Halifax, Yorks. Halifax 4477. [9038]
- 1929 AUSTIN 12/4 Saloon.** Mechanically 100 per cent. Well cared for. Very reliable. £50 o.n.o. Burton Park Farm, Petworth 3131. [9039]
- EARN £5 for 3d.**—The reward payable on purchase for news of Vintage, Veteran, and "Brass Age" cars (original, restored, restorable). Unusual closed coachwork considered but good condition classics with open bodies preferred—all ages 1900 or before to 1939. R-R 20, Ghost, and Phantoms (particularly P.111) dropheads/tourers wanted especially, and Bentley, Bugatti, Mer-cedes, Isotta, Hispano, Napier—all years. Also Steamers. Complete confidence respected, reply even if buying prospects or suitability unknown. N.B. Owners—good prices paid. Box No. E.040. [9040]
- UNUSUAL OFFER** to vintage enthusiasts. 1926 Wolseley 11/22. Rare 4-seater Tourer. Com-pletely superb condition. Stored 25 years, only 19,000 miles since new. Cash £150, terms one-third deposit, or exchanges, cash or terms either way. S. Greenway, 33, Acacia Road, Leaming-ton Spa. [9041]
- 1933 AUSTIN 7 4-seater Tourer,** exceptionally good condition throughout. Ring Stockton Heath 1568. [9042]
- 1928 ALVIS 12/50 wide 2-seater Tourer.** £125. Russell, 25, Eden Close, Alperton, Wembley, Middx. PER 8408 evenings. [9043]
- AMILCAR C.G.S.-engined Special.** Will go like clappers. Five unworn tyres. Further work re-quired—is towable. Details, Knights, 33, Ormond Avenue, Hampton, Middx. [9044]
- THOROUGHbred ENTHUSIASTS.** House pur-chase forces sale: 1933 Alvis Speed Twenty Vanden-Plas Coupé. Undoubtedly very few available in this excellent condition to-day. Photo, full particulars by return. 185 gns. Bedson, 126, Huntly Grove, Peterborough. Phone 5932. [9045]

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M.G. TC, 1949, exceptional condition in B.R.G. Beautifully maintained specimen. New hood. £409.
M.G. TC, 1949, immaculate in ivory. A first-class TC in every respect. £398.

M.G. TC, 1947, Stage II engine, special four-branch exhaust, 16-in. rears, Dunlop racing tyres. Quite unmarked in black with spotless red interior. Fantastic performance. A superb and outstanding TC. £398.

M.G. TC, 1947. Extremely well cared for in B.R.G. 16-in. rears. £369.

M.G. TA sports, 1938 model, unmarked red with beige leather. Engine recently reconditioned. Chrome luggage grid, twin "flame-throwers." Specimen car—must be one of the nicest TAs available. £279.

M.G. VA 1½-litre sports 4-seater, 1937, immaculate in red. New hood and screens. First-class mechanical condition, excellent road performance. Unquestionably the nicest of its type available. £239.

Sunbeam-Talbot 90 convertible, 1952, L.H.D. One owner from new. Beautifully maintained in absolutely unmarked ivory. New Vynide hood. Outstandingly good mechanical condition, having covered only a very nominal mileage. Lovely specimen of this superb competition-bred marque. £419.

MORGAN 4/4 sports 4-seater, 1950. Very well maintained in red. Excellent hood and screens, etc. An extremely nice 4/4. £359.

S.S. II 12-h.p. sports coupe, 1935. Very good specimen of this pretty model. Black with blue leather. Smart, fast and reliable motoring for only £119.

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1957 Triumph TR3 Sports works mileage, unregistered. £895

1956 Triumph TR3 Sports overdrive, heater, 16,000 miles. £765.

1955 Triumph TR2 Hardtop heater, H.M.V. push-button radio, overdrive wire wheels, 2 spotlamps, luggage grid. £665

1957 Sunbeam Rapier R67 heater, white-wall tyres, 7,300 miles. £865

1956 M.G.-A Sports underseal, leopard-skin seat covers, luggage grid, spotlamps, turbo-discs, 13,800 miles. £755

1957 Simca Aronde Elysee Saloon radio, wheeltrims, 17,400 miles. £695

1955 Sunbeam Mark III Saloon overdrive, heater, badge-bar, spotlight, fog-lamp, overriders, wing mirrors, Michelin X tyres on rear wheels. £810

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P. II Continental Park Ward sports saloon, 1933. £325.

SILVER GHOST Labourdette-bodied tourer, F.W.B. £300.

TWENTY tourer, 1926, F.W.B. £175.

TWENTY sun-roof sports saloon, 1934 coachwork. £145.

For fuller details of the above cars see last month.

In addition to the above, we have a very attractive 1928 **Twenty** Maythorne doctor's coupé at £225; a 1932 **20/25** Thrupp limousine in excellent order at £200; a 1930 **20/25** Mann Egerton landaulette, mechanically very fair but only average coachwork, at £125; and a very fine 1931 **P. II** Hooper landaulette, two owners from new, at £135.

BENTLEY 4½ Park Ward sports saloon, 1936-7; major engine overhaul in '55, in very good order. £365.

BENTLEY SPEED SIX fabric sports saloon, 1930 body being renovated really first-class mechanical order. £245.

ALVIS SPEED TWENTY-FIVE, 1937, mechanically good, but body not so good, hence price, £80.

H.E. SIX Corsica 2/4-seater, complete, but needs coachwork renovating. £50.

LEA-FRANCIS 12/70 HYPER 2-seater, believed actual 1930 Le Mans car, unblown but extremely rapid and in very nice order. £150.

PANHARD-LEVASSOR 21-H.P. limousine, 1930. £75.

PACKARD SUPER-8 limousine, 1929. £95.

STANDARD 14-H.P. tourer, 1924, very original and sound. £40.

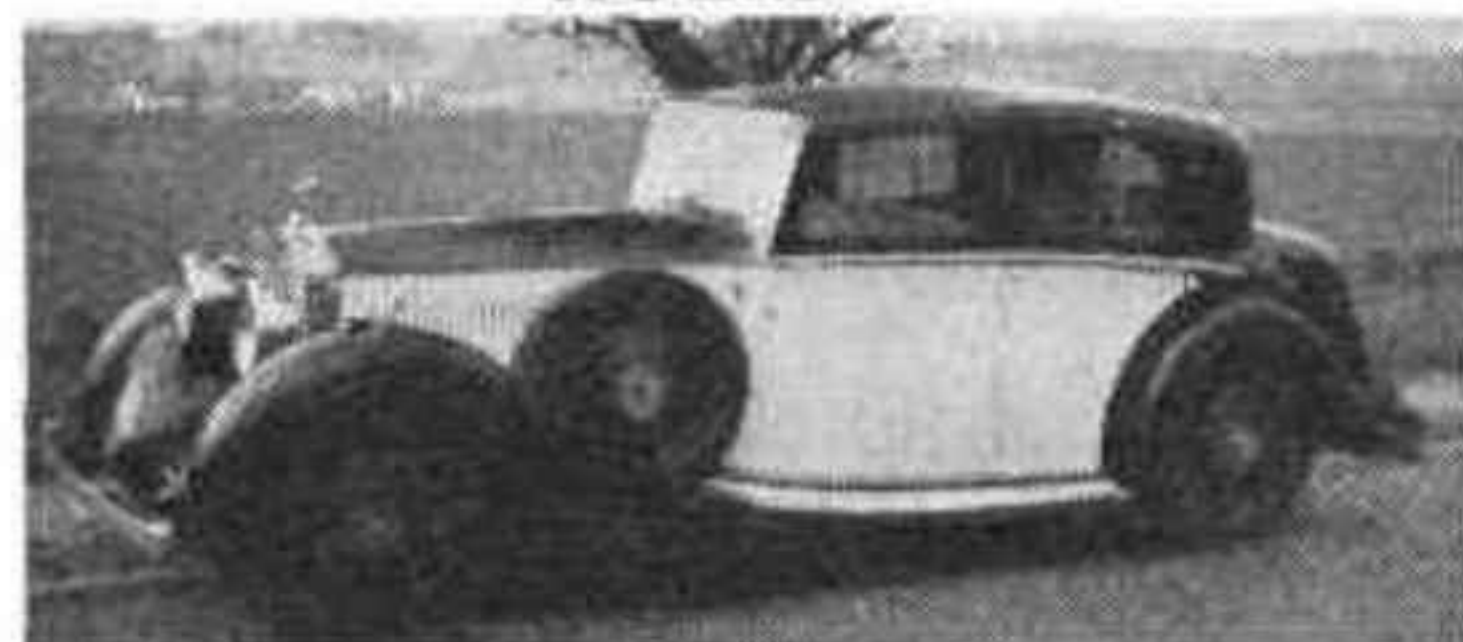
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1936 ROLLS-ROYCE 20/25 SALOON

"A thing of beauty is a joy forever"—

And if it is a Rolls, it lasts forever, too—which is an advantage!

This is a close-coupled semi-razor-edge in primrose and black—one of the last to be built. Come early, or you'll miss this one at £595.

Did you miss the photograph of the lovely **Mk. VI Bentley D.H.C.** in last month's issue? So did everyone else—it's still here, though we don't know why.

Reduced by £50.

1937 Rolls P. III sports saloon by Park Ward. A very striking car and recommended at £535

1938 Lagonda V12 sports saloon. Over 100 m.p.h. with ease and comfort. Very good condition £350

1956 M.G.-A, Stage II tuning. Wire wheels, heater, adjustable steering, fog-lights, tonneau cover, reversing lights. Over £300 worth of extras. One owner from new £850

1955 Triumph TR2. Many extras. 14,000 miles only. Finished in red with brown upholstery. Immaculate condition £675

1948 Citroen Light Fifteen saloon. This really is above average £350

Bugatti Type 57. A very fast 4-seater saloon with superb roadholding

1931 Rolls 20/25 tourer in very good condition throughout. Must be cheap at £225

1949 Ford Aero coupe. A very attractive car with super roadholding and economy £295

MANY OTHERS

DELAHAYE



1935 M DELAHAYE 4-SEATER SPORTS

This rear view is so attractive that it reminds us of a famous film actress—which is why we've shown it like this. The front view is equally lovely—dimples and all! Her performance is phenomenal, and she hugs the road tighter than even you could hug her! We seem to be getting a bit mixed, but no wonder, this is a really exciting car £395

Daimler saloon, fitted with new Perkins P6 diesel engine. Very good condition £595

Delage D611 sports saloon in exceptional condition and reduced to clear £120

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Terms, Part Exchanges, a pleasure.

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"THE MEADS," 33, CHURCH ROAD, COWLEY, MIDDLESEX - UXBRIDGE 2062

FOR SALE—continued

- 1957 STANDARD Super Ten Phase II. Green. Heater, leather, screen washers, spare unused, wheels balanced, "Pennant" carburettor, Servais exhaust, high comp. gasket, overdrive on 2nd, 3rd & top, wing mirrors, anti-roll bar, extra instruments. Immaculate. £700. TEM 7483; GRimsdyke 2175. [8834]
- BENTLEY 3½ Sports Saloon, 1936. Fine mechanical condition. Recent clutch overhaul. Heater. Servo brakes, Rolls P.100s (glass reflectors). All tyres 3,000 miles. Sun roof. Gift at £365, not £364. No offers. See dealers' prices for reason. Box No. E.835. [8835]
- LANCIA LAMBDA long 4th Series, 4-seater Torpedo, fitted 7th axles, 8th gears and clutch, 19 in. wellbase wheels, 5.50 tyres, rewired. Spare head, rockers, rear axle, etc. Taxed. £150. Buying 7th Saloon. Dupain, Tea Bungalow, Woodbury, Exeter, Devon. Woodbury 251. [8836]
- RILEY 1937 ADELPHI 15/6. Radio. £190. Parfitt, 74, Warren Road, Banstead. Burgh Heath 6267 evenings. [8837]
- OWNER'S PRIDE AND JOY. 1935 Alvis Silver Eagle d.h.c. Maintained in concours condition regardless of time or expense. Reluctantly offered to suitable custodian for £150. Moon, 115, Junction Road, Stockton 53268. [8838]
- VINTAGE 1927 20 h.p. 4-cylinder Austin 4-door aluminium Saloon in splendid condition throughout. Good tyres, Bosch magneto. No dealers. Box No. E.839. [8839]
- AUSTIN 20 h.p. Landalette, 1924. Repainted, good tyres, excellent all round. £65. Dickins, Chorleywood House Farm, Chorleywood, Herts. Tel. 589. [8840]
- AUSTIN SEVEN 2-seater, 1935. One rear mud-guard crushed. Drivable. £10 or offers. Stratton, Elmdene Cottage, Bearley, Nr. Stratford-on-Avon, Wks. [8841]
- FIAT BALLILA, reconditioned Ford 10 engine 2,000 miles. Write for full details. Box No. E.842. [8842]
- FOR SALE: 10th May, '58. Sunbeam Talbot 90, Mk. II, 1951, Drophead Coupé. Good condition. £425. Mr. J. Martin, 90, Port Causeway, New Ferry, Cheshire. [8845]
- LAGONDA RAPIER. Entirely reconditioned and rebuilt regardless of cost, by vintage specialists, and fitted new specially-designed lightweight all-steel 2-seater body. Complete all-weather equipment, tonneau, etc., large boot, many extras. Full details and colour photographs to genuine enthusiasts. Box No. E.844. [8844]

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The New SUNBEAM Rapier 1500 sports saloon:
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pearl grey/pippen red; one owner.
9,000 miles only. Numerous extras
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the most competitive price of ... £798
- 1955 RILEY Pathfinder: this is one of
the most beautiful Pathfinders we
have yet seen; absolutely faultless ... £765
- 1949 M.G. TC: blue. An immaculate
specimen. Leather. Chrome luggage
rack etc. Only wants seeing ... £395
- 1950 D.B. LAGONDA 2½-litre saloon
black, with green trim. Radio
heater, etc. This car is in first-class
condition (cost over £3,000 new);
offered at the bargain price of ... £498
- 1935 MERCEDES-BENZ 500K super-
charged cabriolet. R.H.D. This
masterpiece of engineering has been
kept in extremely good state of pre-
servation, fitted overdrive, indepen-
dent 4-wheel suspension; the biggest
eyeful of motor car you could wish to
see. Taxed year ... £350
- 1925 BENTLEY 3-litre short-chassis, ex-
Wolf Barnato original 2-seater; Jarvis
racing body; a very famous and well-
known vintage racing car; engine
just been overhauled; terrifically fast ... £350
- 1924 BENTLEY 3-litre short-chassis Red
Label V.D.P. 4-seater sports; com-
plete original, engine overhauled;
specimen ... £365
- 1936 FRAZER-NASH-B.M.W. Type 45
saloon: wants slight attention. £55 (Cash)
Open 7 days a week until 8 p.m.
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FOR SALE—continued

- RILEY KESTREL, 1937. Engine 7,000, whole car
wonderful condition. Much spent. Gift. £210.
Box No. E.843 (London). [8843]
- TALBOT 105, 1933, 4-seater Tourer. Hood, side-
screens, P.100s, B.R.G. Good mechanical con-
dition, licensed. Any trial. £60. Spring Hill
Hall Farm, Begbroke, Oxon., by appointment
only. [8844]
- 1930 SILVER EAGLE D.H.C. 2/4-seater. New
hood, overhauled Servo brakes, good electric;
completely original; everything works. £50.
Ring PRI 2112 after 7 p.m. [8848]
- RILEY SPORTS 2-seater, 1934. Classic lines.
B.R.G. Bargain to enthusiast. £145. Details.
Uxbridge 4144. [8849]
- 1935 LAGONDA M.45 Saloon. B.R.G. Hand-
some, thoroughly sound, economical. £115. Or
exchange more wifely saloon, e.g. Riley or Alvis.
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[8850]
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- 1928 ROVER 10 2-seater. Exceptional condition.
Maintained by engineer owner. £90. Vintage
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E.852. [8852]
- POSTING ABROAD forces early sale of 1925 Red
Label Bentley, rebuilt 1951. Excellent reliability.
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Ramsbury 276. [8853]
- BRISTOL 2 litre Saloon. Model 400/85c, 1949.
Modified by Bristols, 1954. Finished in sa:in
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Full history and details with photo, to genuine
enquiries. Sell £625, or exchange good T.R.2
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130, Widmore Road, Bromley. RAV 3909. [8859]
- RILEY 1½ Saloon, 1951. Immaculate throughout.
Radio, heater, screen washers. Must sell. Nearest:
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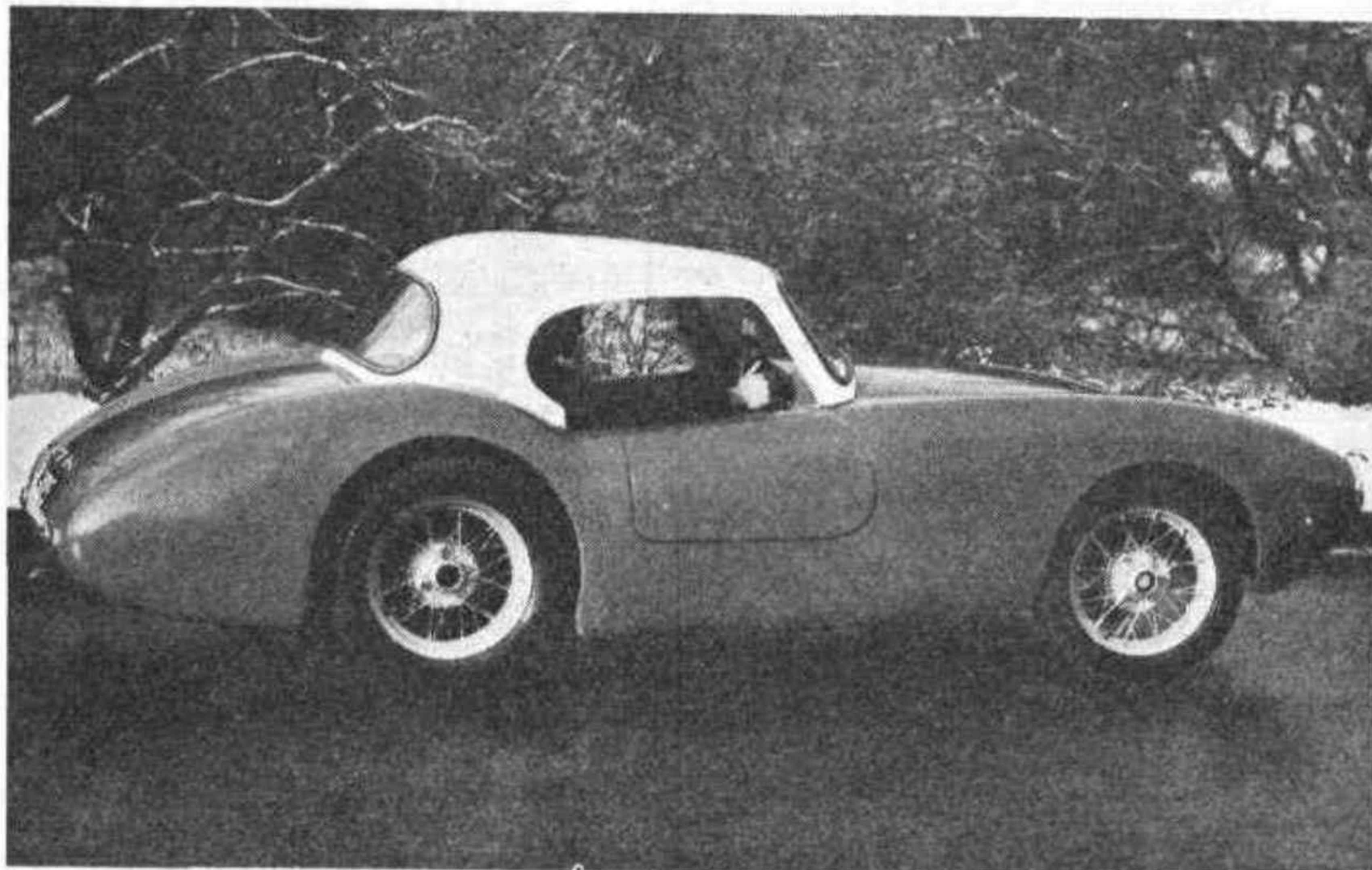
1957 AUSTIN Special, built, green, 2-str., tuned engine ... £279	1952 A.C. saloon, grey, 2½-litre, 2-door, 4-str. ... £459	1949 M.G. TC, red, o/size rear wheels ... £429
1955 DAIMLER Conquest, blue, r/htr., 2-door, 4-str. ... £1,099	1952 JAGUAR XK120, grey, htr., twin spots, 30,000 miles ... £659	1947 JAGUAR 3½-litre, black saloon, htr. ... £279
1955 TRIUMPH TR2, green, two spots, o/d., htr. ... £739	1951 M.G. TD, black and ivory, Stage I engine, highly tuned ... £479	1947 MORGAN 4/4, red, 2-str. ... £349
1954 ALPINE (Sunbeam), blue, 26,000, htr. ... £699	1951 MORGAN 4/4, blue, 2-str., recond. engine ... £399	1947 HEALEY, green, 4-str., 2½-litre Riley engine ... £349
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1954 TRIUMPH TR2, red, htr. ... £699	1949 ALLARD d/h., grey, rad., htr., new engine ... £349	1946 M.G. TC, black, twin spots ... £369
1954 BUCKLER / FORD, red, high comp. engine, 9:1 ... £389	1949 M.G. TC, maroon/black, rad. and htr. ... £399	1939 TALBOT 10-h.p., rtd., 4-str. tourer ... £219
1953 DELLOW, red, 2-str., 10,000. Immac. ... £429		1938 M.G. TA, green ... £219

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- CARLTON DROPHEAD** on Talbot 75 chassis, Bedford engine. Smart, fast, economical. £75 o.n.o. Charlesworth, Gilbert Bank, Woodley, Cheshire. 19047
- PEUGEOT**, 1954, Sports Saloon. Immac. 54,000 miles. Overdrive, undersealed, screenwashers, wing mirror, heater. 38, Dalmore Road, S.E.21. 19076
- LAGONDA 1928 2 litre Hip-bath Tourer.** Artillery wheels, very good tyres, four spares and tubes. Grebel/Marchal headlamps, Notek Fogmaster, Passmaster. Body, upholstery sound, Vybak sidescreeens. Engine fair, 28 m.p.g. £110 or offer. Johnson, 11, Meads Road, Merrow, Guildford, Surrey. Guildford 5422. 19050
- ROLLS**, 1931, 20-25. Black, with black hide interior. New battery, brakes, clutch relined. P.100s. Bargain. £125. 7, School Road, Wednesfield, Staffs. 19068
- 1928 RILEY 9 Saloon.** Running order. Offers, please. 15, Oxford Road, Ealing, W.5. 19052
- M.G. T.F.** 1250 c.c. engine, 6,000 miles only. Complete oil and water pumps, but minus sump, rocker cover, manifolds and distributor. Dismantled for inspection. £40. Brown, 126, Marsden Road, Burnley. Tel. 4336 (evenings). 19053
- A.C. 1952 2 litre Sports Saloon.** Radio, heater, taxed Dec. Good order. Finished attractive pale yellow. £375. Exchange. Brown, 126, Marsden Road, Burnley. Tel. 4336 (evenings). 19054
- M.G. T.A.** First registered 1947. B.R.G. Good condition. Recently overhauled. £265. Speedwell 5762. 19055
- FRAZER-NASH**, 1932, T.T. Rep. T.T. Meadows with large Laystall crank and rods, deflector head. 2,500 miles since 2,500 hr. rebuild of engine and chassis. Fitted new T.T. rep. body with new hood, tonneau and sidescreeens. Polished axle and steering, ribbed brakes. No expense or effort spared to make this car mechanically and bodily immaculate throughout. Equally suitable for touring, vintage racing or concours. £420 o.n.o. Dr. Stretton, The Orchard, Iron Bridge (2166), Salop. 19056

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Bodywork by Ghia £285
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Post or carriage extra. S.A.E. please, all inquiries C.O.D. service for postal items only.

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STANLEY A. BURVILLE

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- LANCIA APRILIA**, 1938. Engine and rear overhauled, new battery, good tyres. £215. 25, Trentvale Road, Rylands, Beeston, Notts. 19057
- 750 SPECIAL** incomplete. 750 spares. Good condition. Cheap. Ring Lymm (Cheshire) 548. 19058
- B.M.W. 329 Cabriolet.** Reconditioned engine, good generally. £200 o.n.o. Glover, 19, Wenden Road, Stoke Mandeville, Aylesbury. 19059
- VINTAGE Bosch 12V.** de luxe horn, excellent 18 x 4.50 tyres, S.U. pumps, 6/12 volt, T.J. 12/50 prop shaft, 30s. each. Wheels 20s. Axle shafts 25s. American police siren, 12V., 40s. R.W. 52, 20 in. wheels, 20s. Wanted: Firefly and S/Eagle parts. Box No. E.060. 19060
- CHRYSLER "60,"** 1927, 2-seater. Body requires repaint and upholstery rough, as stored since 1940. Otherwise in good order. Complete with spare engine, gearbox, front and back axles, road springs and wheels, radiator, etc. For quick sale, £70. E. W. R. Stevens, Ridgeway, Plympton, Plymouth. 19062

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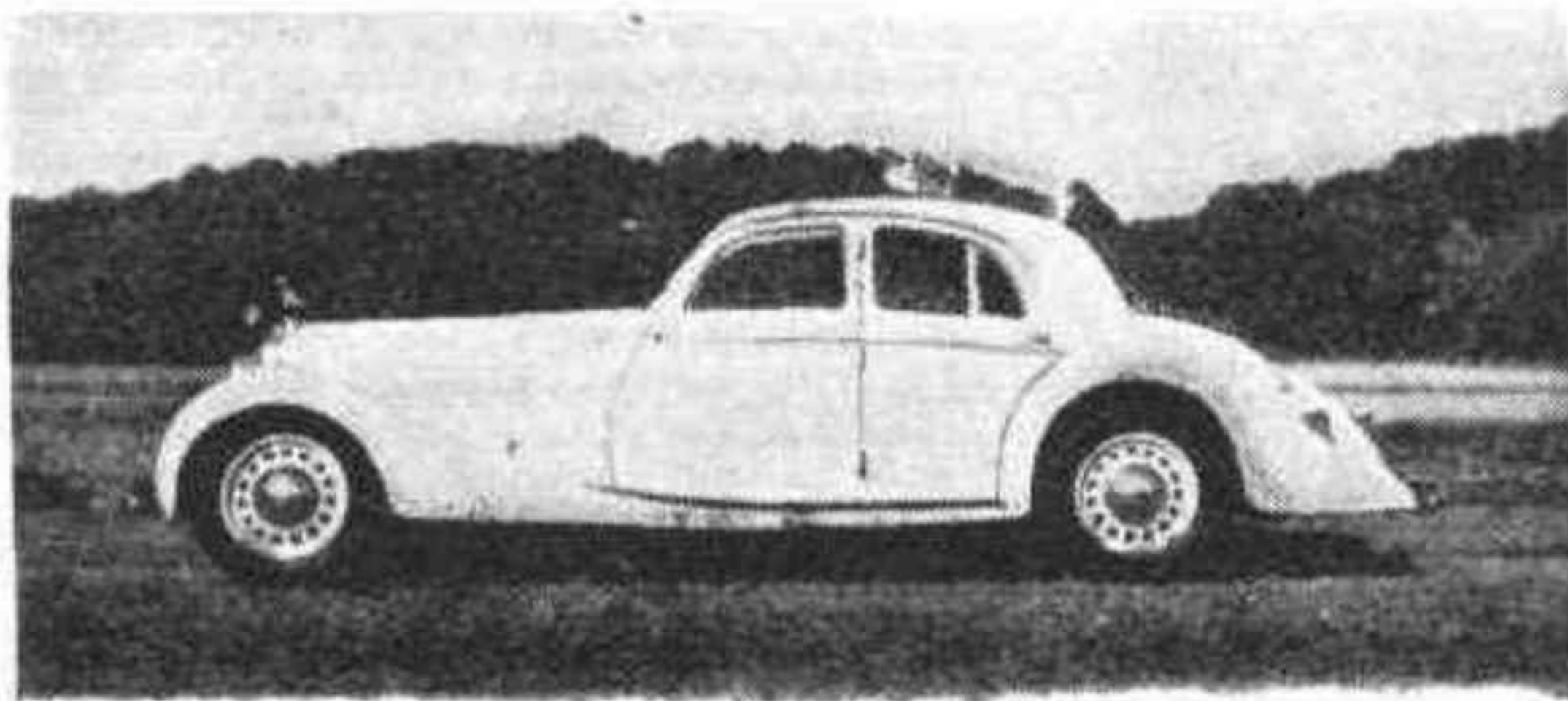
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- M.G. SPARES.** Breaking J, K, L & N engines, F gearbox. Your prices. Trickett, Woodlithes Cottages, Sunnyside, Rotherham. 19065
- RILEY NINE Special 4-seat Tourer.** Light alloy body similar Lynx, P.V.C. hood. Twin S.U.s. Manual box, hydraulic brakes, £150 or offer. Photos. White, Tynewydd, Blaenporth, Cardigan. 19066
- RELUCTANT SALE** to good home, my 1935 Super Sports Moggy 3-wheeler in splendid condition. Matchless O.H.V. 996 c.c. engine with new crank and timing cases, new valves, etc. New chassis, gears, chain, spares galore. £120; will haggle. Parting really hurts. C. J. Jacobs, "Knoll," Glos. Rd., Ross-on-Wye, Herefordshire. 19067
- 1937 FORD 8 Saloon.** Splendid runner. Appearance, body and tyres good. New battery, defroster, muff. Taxed December. Everything works. Any trial. Should have structural repair. Spare part included. Nearest £65. Box No. E.051. 19051
- GREATEST RILEY EVER!** 16/4 Adelphi Blue Streak, 1938. One previous owner. Overdrive, freewheel, water heater, 90 m.p.h., 30 m.p.g. with economiser. Engine overhauled last year. Bored, ground, retapped, new pistons, clutch, valves, timing chain, etc. Another identical model dismantled, almost complete. £190 the two. Tel. Sunbury 2690. 19048
- CITROEN LIGHT 15,** 1947 model. Very good condition. Terms. £240. Robinson, Ashcroft Tower, Poyle Lane, Burnham, Bucks. Burnham 1076. 19077
- MARENDAZ 13/70,** 1932, 2/4-seater. K.O.s. hydraulics, new tyres, battery, plugs, shock absorbers, etc. Overhauled. Taxed and insured. £100. Alexander, 8a, Carey Mansions, Rutherford Street, S.W.1. TAT 3087. 19078
- ALVIS SPEED 20,** 1935, alloy saloon. Good condition, but thirsty. £112. Taxed, insured. Gayfer, AMH 5936, WEL 4420, Ext. 299. 19079
- LAGONDA RAPIER,** 1935, 1100 c.c. 30 m.p.g. Excellent mechanically. 2,000 miles since rebore, crankgrind, etc. New hood. Complete spare engine but block damaged. £140, as now have larger car. Harris, 16, Huntis Mead, Billericay, Essex. Tel. 998. 19080
- RENAULT DAUPHINE,** 1957. Red. 6,000 miles. Normal clutch, electric heater. Excellent. £660. Lee, Aidham, Colchester. 19061

A U T O M O L T D.

229, WEST END LANE,
LONDON, N.W.6
(Nr. West Hampstead Station)
HAMPstead 3430



1938 DELAGE D6/70 Coachcraft saloon, in cream with red hide interior. Three owners since new. Cotal box, excellent tyres, all chrome as new, sun roof. A beautifully-built body, with character, made by real craftsmen, before the "tin" age; superb steering, hydraulic brakes. Indeed a car for the discerning motorist at £310

ROLLS-ROYCE 20/25 saloon (with disappearing division). Late 1933 GBA series, with an immaculate Connaught body finished in royal blue and black, with grey Bedford trim and beige loose covers. In excellent mechanical order throughout, all very good tyres, the spare is unused. Fitted K.L. heater and Ace discs. There is a handbook and the car is taxed. Photo upon request to genuine inquirers. A first-class buy at £385

ALLARD drophead coupé, 81M model, 1949, finished in green and black, with late-type air scoop on bonnet. The hood is of dark green leather and the 4-seat interior is of grey leather. A recon. engine and front suspension was recently fitted, all tyres are as new; steering-column gear-change. A well-above-average sporting car for the very modest price of £265. Taxed year.

ALVIS SPEED TWENTY 4-door sports saloon, 1937, one of the last to be made prior to the Speed Twenty-five, to which it is very similar. Superb black coachwork and as-new chrome plating. Three owners only and a complete repair history since 1947, with a major overhaul in Dec. 1957. New shock-absorbers and built-in jacks. This one can truthfully be described as exceptional. £210

JAGUAR S.S. 100 3½-LITRE, 1938, competition 2-seater, finished in Alfa red, with an almost new fawn hood, hood-bag, tonneau cover, sidescreens, etc.; very good tyres all round, original instruments, aero-screens, stone-guards, etc. A major engine overhaul was carried out 5,000 miles back, clutch relined, etc. New silencers (2) have since been fitted; all instruments work correctly. £350

BENTLEY 3½-LITRE Continental sports saloon, by a well-known French carrossier, reputed to have won the Paris Concours de Elegance in 1935, the mileage is believed to be genuine at 66,000, and has had very few owners. This unique 4-door pillarless body is finished in two shades of grey and has spats to the rear wheels. All tyres are excellent and the mechanical condition is very good... we have had the clutch relined. An unusual and delightful car for the very modest price of £365

STANDARD FOURTEEN drophead coupé, 1947, in—for its year—surprisingly good condition. A new engine was fitted around 20,000 miles back, together with several other renewed items. The black coachwork is good, as is also the interior trim and carpets. The hood is maroon leather; all tyres are very good. A rather pleasant family-cum-sporty(?) car for the not so young. Taxed year. £265

CITROEN LIGHT FIFTEEN 4-door saloon, late 1932, finished in metallic grey, with reddish upholstery and trim. One owner only before we acquired this car, and to date the mileage is 44,500. All tyres are as new, the chrome is very good, and during the time we have had this car it has been regularly maintained and serviced by Citroen specialists. £445

1939 DELAGE D6/75 Coachcraft saloon, in blue, red hide interior, Cotal box, sun roof, excellent tyres. The same remarks of the illustrated Delage apply, with the exception that this car is less shiny, in a small degree. These Cotal boxes are practically indestructible, even to lady drivers, and have stood the test of time since 1937 and are a joy to handle. Taxed. £300

WE ARE IN NEED OF GOOD-CONDITION CARS, VINTAGE BENTLEYS, OF OPEN TOURER TYPE; ALSO LAGONDAS, M.G.s, BUGATTIS, DELAGE, S.S.100, ROLLS AND ROLLS-BENTLEYS

FOR SALE—continued

LAGONDA, 1934, 16/80. Fabric-top Saloon. Motor and body in excellent condition. £120 o.n.o. Please contact Carruthers at FRE 0152 or CAN 1281 during bus. hours. 19081

M.G. J.2. Mechanics and bodywork in excellent condition. Desirable specimen. Realistic price. £120. Arnold, 21, Church Lane, W.7. Business hours ELGar 3533. 19084

1921 BULL NOSE Morris Cowley Tourer. Original Hotchkiss engine, rebuilt throughout. Bills for £300. One of best in country. £160. MIL 2815. 19085

MERCEDES-BENZ. Type 230, 1939. Drophead. Left-hand drive. Black and ivory, grey leather. Tonneau cover. Excellent condition. Taxed and insured for year. £195. Privett, 41, Pychley Crescent, S.E.19. LIVingstone 4101. 19086

GWYNNE 8, 1925. Original condition. Spare engine. Well maintained. Best offer over £65 secures. Tewson, 32, Buxton Road, Weymouth. (Weymouth 2108.) 19087

75) SPECIAL 4-seater Saloon, 1934. Fully modified engine, Alta h.c. head, Bowden lowered suspension, new crankshaft and bearings, new clutch, new c.w. & p., Bowdenex front brake conversion. Good tyres and battery. Saloon body recently rebuilt and resprayed by coach-builders. £85. Hays, Trinity House, Gomshall, Surrey. Shere 302. 19088

CENTRIC 260 SUPERCHARGER, good condition. £12 10s. 1190, Colne Terrace, Linthwaite, Nr. Huddersfield. 19089

SPECIAL SINGER Sports Saloon. Modern over-square engine, overdrive, sound, interesting. £45. 132, Monmouth Road, Dorchester. 19090

M.G. F-type gearbox £9. J-type back axle £6 10s. E. Spindler, 44, Kynaston Road, Didscot, Berks. 19091

T.R.J. 1955. B.R.G. 20,000. Tonneau. First class condition throughout. Must sell, owner emigrating. £620 o.n.o. Ring BAYswater 8667. 19092

DELAGE D6N, 1932, Chapron fixed head Coupé. Good condition. £90, but will break if sufficient interest shown. Cameron, Officers' Mess, Leeming, Yorks. 19093

M.G. P.A. Professionally converted Ford 10 engine. M.G. gearbox, 8 head. New tyres, battery, brakes, etc. Bills £70 for conversion 3 months ago. Very good all round condition. Very fast car. £185. Vevers, Yewtree Cottage, Aldworth, Reading, Berks. Compton 258. 19094

H.R.G., 1947, 1100 c.c. Excellent condition. £365. Part exchange for chain-gang Frazer-Nash. Teague, 35c, Queen's Road, Richmond, Surrey. RIC 2813. 19095

FOR SALE—continued

SINGER LE MANS Tourer, 1936. Aluminium coachbuilt good hood. Bills £40 proving recent engine overhaul, cord rings, new back axle. Owner going abroad. £140 o.n.o. 1a, Westbourne Street, Lancaster Gate, W.2. Paddington 8569. 19096

RILEY 9 ENGINE. Crank ground, bored, new pistons, bearings, starter, dynamo, carbs. £25. Wanted: 12/4 unit. England, Osborne, Sherborne 631. 19097

750 C.C. SPECIAL. Lowered suspension, bowdenex brakes. Only 3,000 miles since reconditioned 1937 engine. New 15 in. front, 16 in. rear wheels and tyres, fibreglass body. £110 o.n.o. Ring Chiswick 5408. 19098

1924 14/40 VAUXHALL Princeton Tourer, in exc. cond., all weather equipment, Auster screen. Some spares. Unable to give this lovely old lady attention she deserves. £140. Hancock, 10, Ellesmere Road, Eccles, Nr. Manchester. 19099

1933 AUSTIN 7 CHASSIS, rebuilt by private enthusiast. Engine poor. £12. 9, Goodrest Avenue, Quinton, Birmingham. 19100

RILEY KESTREL, 1936. £125. A good car. Enfiled 6645 evenings. 19101

GOING MODERN, so must sell: 1933 Ford V.8 D.H.C., rare "short" 2-seater and dickey. New (£15) P.V.C. hood, tyres, suspension, wiring, etc. 20 m.p.g., fast and reliable. Taxed. £69. Fiat 10 h.p. "Balilla" saloon. Hydraulic brakes, sporting habits and over 40 m.p.g. £55. 1930 Austin 7 "Swallow" open 2-seater, 4-speed box. Good order. Electric pump, rewired, etc. £43. Hampstead 0812 evenings, week-ends. 19102

ALVIS FIREFLY, 1934, Saloon. Absolutely reliable and attractive thoroughbred, 40 lb. hot. £115 o.v.n.o. Cooper, Streetfield, Thursley, Surrey. Elstead 2114. 19103

1953 D.B. 2/4, 39,000 miles. Fitted Vantage engine 2,000 miles ago. Maintained by racing shop. Never raced. Little used. One of four cars. Many extras. £1,300. Apply Box No. E.104. 19104

M.G., 8 h.p. Recently resprayed. Five new tyres. New mains and big ends. 80 lb. oil pressure. Nearly new hood and screens, full length tonneau. Twin windtones. New double dipping headlamps. Large section rear tyres. Completely rebuilt 1957. Enthusiast maintained. Genuine reason for sale. Taxed. £195. Michael Bell, 16, Grangeway, Handforth, Wilmslow, Cheshire. Phone Wilmslow 4548. 19105

1933 RILEY MONACO, in really good condition, body, tyres, engine, the lot. £79. 291, Oxford Road, Reading 50432. 19106

FOR SALE—continued

1934 LAGONDA M.45. Engine recently completely reconditioned. New batteries, six good tyres. Magnificent performance. £145. Hall, "Beverley," Backwell, Near Bristol. 19107

COOPER SPECIAL. Fully modified 750. Lowered Bowdens, alloy s/wheel, remote g/c, outside brake and exhaust, 8 cwt. Cream. Unused since continental tour. £180 o.n.o. 67, Syon Park Gardens, Osterley, Middlesex. 19108

VOLKSWAGEN DE LUXE, 1955. £550 o.n.o. Wallis, 163, Oxford Road, Gomersal, Nr. Leeds. 19109

S.S.100 2½ litre, 1937, 2-seater sports roadster. Red. £295. Box No. E.110. 19110

M.G. S.A. '37 model, 2 litre. New batteries, rings. Good condition, garage maintained. £150 o.n.o. HARrow 7390 evenings. 19111

1928 ROLLS 20/25 Windover Saloon. Excellent condition. Body rustproof alloy. £125 o.n.o. Hodson-Walker, Hillrise, Church Street, Cotton-in-the-Elms, Burton-on-Trent. 19112

H.R.G., 1949, non-aerodynamic 1100 c.c. A really fine specimen. £375. 112, Chiltern Road, Baldock, Herts. 19113

BUICK 8, 1937, semi-sports, English body. Extremely good condition throughout. £130. 14, Carlton Crescent, Urmston, Manchester. Tel. Urm. 5319. 19114

EXCEPTIONAL HUMBER 14/40, 1928, Tourer. £150. "Motor Sport," 1953-date, offers. Demas, Tenbury, Worcs. 19115

£125 O.N.O. Rolls Royce, 1931, 20/25 Saloon by Arthur Mulliner. Imposing appearance. Silver radiator, blue/black cell. New dynamo, battery. Good tyres. Mechanically sound. Glads one 1292. 19116

1934 B.M.W. 1½ litre Coupé, L.H.D. Green/green leather. Well shod. Good hood. Heater. £90. Box No. E.117. 19117

1948 ALLARD 4-seater open tourer. Immaculate. Good hood, heater, well shod. £235, no haggling. H.P. available. Box No. E.118. 19118

RILEY FALCON 12/4 Saloon, 1935. Preselector. Sound, taxed, had little use after major overhaul costing £62. Must be sold, owner deceased. Nearest £110. Interested in Fiat 1100 or Riley Lynx 4-cylinder manual. McNeil, 44, Maurice Road, King's Heath, Birmingham. Highbury 1682. 19119

1933 FRAZER NASH T.T. Replica, fitted with modified 14 h.p. Velox engine. Good condition, very potent. £200 or suggestion. Box No. E.120. 19120

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—continued

- VOLKSWAGEN, 1947.** R.H.D. Blue. Excellent condition. £275. Hanna, 8, Nuneham Square, Abingdon, Berks. Abingdon 554. [8863]
- £18 10s. TRIALS CHASSIS.** Ford 10 axles and gearbox, hydraulic brakes, new rad and oversize rear tyres. Perfect. Complete, except engine. Harrison, Farningham 2277. [8864]
- S.S. JAGUAR 2½ litre Sports Tourer, 1937** Superb condition. Resprayed cream. New battery. £220 o.n.o. 31, Westfield Road, Barnehurst, Kent. [8865]
- M.G. T.C.,** December 1949. Recond. engine, new hood and steering box, twin spots, horns, full tonneau, other extras. Finish green. £385. Garage Cottage, Harewood Lodge, Buckhurst Road, Suttoninghill, Berks. [8866]
- OLDSMOBILE F.H. Coupé, 1937.** Red. Good all round condition. Taxed. V.G. tyres. Sell or part exchange 4½/3-litre Bentley, or W.H.Y. Johnson, 6, Warren Drive, Bridge Park, Newton-le-Willows, Lancashire. [8867]
- FRAZER-NASH/B.M.W., 1938,** 329/1 Cabriolet. £80. 35, Carmelite Road, Coventry. [8868]
- TALBOT 10 Pillarless Saloon, 1937,** in good clean condition. £135. Taxed. RAV 3133. [8869]
- 1948 LEA FRANCIS 14 h.p. 5-seater Saloon.** Red/grey. Good mech., double dip h. lps. Clean. £325 o.n.o. Also engine 350 O.H.V. Triumph, gearbox f.c. frame, forks, f. wheel tyre. App. 1936. £2 o.n.o. Bashford, "Braid-leaf," Nutfield Road, Redhill, Surrey. [8870]
- M.G. P.A. Sports, 1935.** Respray, rechrome, rewire, etc. Superb condition. £175. Box No. E.871. [8871]
- FIAT 500 Convertible, 1939, 4-seater.** Radio, heater, spots, etc. Bills for £90 overhaul. Excellent throughout. £175. Box No. E.872. [8872]
- FORD V.8 MERCURY Drophead Coupé.** Reg. 1946. Radio, heater, power-operated hood. Steering-column gearchange, L.H.D. Good tyres. New battery. Brakes relined. Lovely car in excellent mechanical fettle. £135. Kent, 27, St. Ivian Court, Muswell Hill, N.10. (Telephone: Mayfair 9232—office hours.) [8873]
- LOTUS MK. VIII, 1489 c.c. M.G. engine** (not overbored), Laystall racing head, De Dion rear axle, Alfin Turbofinned brakes, good tyres. Just completed thorough winter overhaul by first class racing mechanic. Fast and reliable. Ten places in ten meetings, 1957. 2nd unlimited class Mallory, Easter Monday, and fastest lap Prescott, 48 secs., Mallory 1 min. 5 secs., etc., etc. Well turned out, red with yellow wheels. Trailer if required. H.P. terms available. Price £675. Inspection invited. Ridy, 68, Shaw Road, Rochdale, Lancs. Phone 2582. [8874]
- LAGONDA 1928 2 litre.** Perfect running order. £175 o.n.o. Phone: Park 1151. [8875]
- M.G. T.F. 1954.** 30,000 miles. Heater, full tonneau. £525. Birmingham, Northern 9356. [8876]
- FARSEING DAD** fights back against infant son who forced him to sell Buckler. Has now built new 4-seater. Selling 1952 Alta-Minor. Extra instruments, racing manifolds, brakes, shock absorbers. Say £375. Fullest details, Alan Staniforth, 7, Featherbank Mount, Horsforth, Leeds. [8877]
- £100. 1933 MORRIS OXFORD 16-6** in excellent condition. Body and interior almost as new. Crankshaft reground, new timing chain 4,000 miles ago. For full details write Kingsmill, Spur Point, Marley Heights, Haslemere. [8878]
- H.G. T.C. Superb condition.** B.R.G. Fantastic performance. 85 m.p.h. in 3rd. 1½ in. S.U.s. Raised C.R. Special alloy bonnet. Finned brake-drums. Balanced wheels. Large rears. Twin spares. High pressure oil system; oil cooler. Competition clutch, etc., etc. £398. SPE 4020. [8879]
- 1923 3 LITRE BENTLEY.** Stark, open. 9 ft. wheelbase, twin S.U.s, lightened flywheel, "C" box. 23 m.p.g. £125. John Ambrose, Maldon Road, Burnham-on-Crouch 2267. [8880]
- 1914 HUPMOBILE Tourer.** Original condition. Completely rebuilt with new upholstery, hood, tyres, radiator, battery, trimmings. Electric starting. Illustrated Autumn V.C.C. Gazette. £400 o.n.o. Talbot 75 spare engine, gearbox c.w.p., dynamotor, etc. Non-proprietary low loading steel trailer chassis. Hydraulic brakes, 32 x 6 tyres, 12 ft. x 7 ft. Offers. Langley, 144, Bath Road, Worcester. [8881]
- ATTRACTION FOR FASTER THINGS** forces sale of 1934 Lagonda Rapier 4-seater F.H.C. Taxed. Good running order and tyres. £95 o.n.o. 49, Brook Road, N.W.2. GLA 2246. [8883]
- ALVIS FIREBIRD 13.2 h.p. Saloon, 1935.** £65. Sutton, 37, Priory Road, Sale, Manchester. SALE 7611. [8884]
- 1929 8TH SERIES LAMBDA Saloon.** Sound, not perfect. Spares. £110 o.n.o. Symons, 29, Elliott Crescent, Bedford. [8885]

FOR SALE—continued

- PORSCHE 1500 Saloon, 1955.** 39,000 miles. Immaculate. £1,195. Frazer-Nash Colmore, 1935. Completely original, reconditioned 2 O.H.C. Blackburn engine. £295. 87, Broughton Lane, Crewe. Tel. 2466. [8886]
- ASTON MARTIN Le Mans Short Chassis 2½-seater.** Excellent mechanically. Four new tyres, two new batteries, reconditioned dynamo, good brakes, good hood, original stoneguards. Clean bodywork. Very reliable. Taxed. £245 o.n.o. Consider exchange. Preston, 16, Preston Avenue, Eccles. Tel. 1027. [8887]
- LANCIA AUGUSTA March Special 2½-seater** sports. Outstanding mechanical condition, overhauled by Lancia's. Two new tyres, rebuilt wheels, excellent brakes, complete new all-weather equipment and carpets, 35 m.p.g. Taxed. £225 o.n.o. Consider exchange. 16, Preston Avenue, Eccles. Tel. 1027. [8888]
- 1172 FORD Rochdale fibreglass body hardtop.** I.F.S., lowered read c.w.p. 4.7-1, Marchal headlamps, c. ratio 8-1, windtones. £175 o.n.o. Powles, Campstone Pandy, Abergavenny, Mon. [8889]
- RILEY 1½ litre Adelphi, 1936.** One lady owner until March 1958. 57,000 genuine miles, excellent condition. £145. Riley 1½ litre Touring Saloon, 1937. Engine o.k., body rough. Will break or sell complete car. £35. Pair Sprite carbs, £4. Sheard, Tentergate Avenue, Knaresborough, Yorks. Telephone 3087. [8890]
- 1956.** Beautifully finished Ford Special, fibreglass body. Lockheeds. £285, or swap V.W. Hammond, c/o Cleanway Café, West Kingsdown, Near Sevenoaks, Kent. [8891]
- FORD 8 SPECIAL, 1956.** £285 o.n.o. Fibreglass Stiletto body, lightweight tubular chassis, Marchal lighting. A fast, economical sports car at a price well below cost. A. Youlten, 88, Fordwich Rise, Hertford, or phone PAL 1017. [8892]
- SUNBEAM TALBOT, 1939,** ten h.p. engine and gearbox unit. All accessories, inc. instruments. Engine works recon. 8,000 miles away. £40. Lawton, 41, Salisbury Road, Blackpool. Tel. 26633. [8893]
- HUMBER 9/20 Saloon, 1927.** Good condition. Spares, two engines, both axles, many others. £110, or sell separately. Lesadd, 61, Borrowdale Avenue, Harrow Weald, Middx. [8894]
- RILEY 9 SPARES** in East Anglia. Riley 9, 1934, being broken up. Apply 18, Sussex Street, Norwich, by post, person, or phone (24317). [8898]
- £120 O.N.O. 15 h.p. Daimler, 1935,** in excellent original condition. Eng. overhauled 500 miles. Heater. Jones, 105, Havelock Road, Luton. [8909]
- "MOTOR SPORT," 1947-57** inclusive (two missing). What offers? Pickett, 27, Derwent Road, Whitton, Middx. HOU 0263. [8910]
- 1931 ROLLS ROYCE.** Very nice condition. Good performance. Black sun saloon. Blue leather. £275. Box No. E.911. [8911]
- VOLKSWAGEN, registered 1954.** L.H.D. Blue. Nice condition. £265. 119, Kensington Avenue, Watford. Gadebrook 6566. [8912]
- ROVER 14, 1939.** Black. Engine overhauled and rebored. £170 o.n.o. 126, Grange Avenue, Oldham. (MAIn 4317.) [8913]
- A.C., 1936, 16/80 D.H.C.,** in good condition. Considerable time and expense spent on many new and recond. parts, e.g. king pins, cooling system, brakes, hood, etc. £155 o.n.o. Can be seen in or around London at end of May or at address below. Write or ring for details. Brewer, "Rosslyn," Woodford Road, Bramhall, Cheshire. BRAMhall 772. [8914]
- M.G. P.A. Four months' work** and £80 spent on overhaul. £160. Arrowsmith, 14, The Boulevard, Wylde Green, Sutton Coldfield. [8915]
- 1954 X.K.120 Fixed Head Coupé.** Unmarked specimen. All extras, 12,500 only. Leopard skin seat covers. Unused spare tyre. £800 or nearest. Write or phone 1619, Bristol Road South, Rednal, Birmingham. Rubery 395. [8916]
- 1936 SINGER SPORTS, Le Mans engine.** New Zenith carbs, new tyres. Available 1st June. Taxed, insured. £80. Box No. E.917. [8917]
- SINGER LE MANS, 1934, 2-seater.** Red. Twin spares, twin carbs, hood, perspex sidescreens, zipp tonneau. £125. Sheath, 4, Chertsey Road, Bristol 33931. [8918]
- ASTON MARTIN, 1938, 2 litre Coupé.** Excellent condition. £265. Tanner, 44, Lorne Street, Mossley (Tel. 93233), Nr. Manchester. [8919]
- T.C. M.G. Black.** Stage II with 8.6 c.r. Very good condition. Stausser, 27, June Avenue, Marton, Blackpool. [8920]
- ROLLS REPLICA 1927-39 5-seater Drophead Coupé.** New hood. Ranalah body. Brakes relined. Excellent condition. Tonks, 29, Wolverhampton Road, Kingswinford, Staffs. [8921]
- RILEY MONACO, 1934.** Reconditioned engine 9,000; four good tyres. Rewired, interior rebuilt. Excellent appearance. T. & I. £80. Skethley, 39, Wanlip Avenue, Birstall, Leicester. [8922]
- SALE; 1950 ASTON MARTIN D.B.1 Drophead.** New engine 1957. £550 or offer. Apply Lovelidge Ltd., Bute Street, Cardiff. Phone: Cardiff 23641. [8923]

FOR SALE—continued

- 1908 CLYDE 8 h.p. 2-seater car.** Just restored. Perfect condition. V.C.C. dating certificate. Cox, 1351, Lincoln Road, Peterborough. [8924]
- FOR SALE: Left handed cork screw.** Wanted: Tubular chassis for Ford 10 engine. Evans, 5, Carrisbrooke Road, Liverpool 4. [8925]
- RILEY 9, 1931.** Unique 2-seater body. No rust. Runs well. £60. Smith, 21, Innsworth Lane, Longlevens, Gloucester. [8926]
- H.R.G. 500 c.c. sprint car.** Complete. New tyres. Sell or exchange P. A., Morgan, Ford Special. Morgan, 82, Alcester Road, Hollywood, Birmingham. [8927]
- 1935 CROSSLEY 10.** Handsome alloy body, interior excellent. Coventry Climax engine, pre-selector, new batteries, instruction manuals. 30 m.p.g. Photos. £60, or exchange 1172 Special. 82, Hudson Road, Tipton, Staffs. [8928]
- RAILTON Straight Eight D.H.C., 1936.** Good condition, reliable. £100 o.n.o. Longside, Ten Acre Lane, Thorpe, Surrey. Egham 767. [8929]
- AUSTIN "NIPPY," Red.** Immaculate condition. Recent engine overhaul. Relined Bowdens. Excellent hood, screens, loose covers. Two new tyres. Luggage grid. 48 m.p.g. £125. Phone: FOR 6853. [8930]
- SINGER LE MANS 9, 1935, 2½.** To see is to know all "gen." Taking delivery of modern "tinware." £120 o.n.o. Birmingham, GRE 3036. [8931]
- £60 O.N.O. B.S.A. SCOUT, 1937, D.H.C.,** in good order. Also 1937 Ford 8 working but only just. What offers? Box No. E.932. [8932]
- £40. 1937 M.G. 2 litre Saloon.** Runner on button, low oil pressure. Body tatty; 4 good tyres. Suitable spares or industrious enthusiast. Stephen, 68a, Queen Street, Amble, Northumberland. [8933]
- AUSTIN 7 chassis, recond. engine, 5 wheels, tyres,** etc. Suit special builder. Offers. Jervis, 2, Spencer Street, Reddish, Stockport, Cheshire. [8934]
- 1937 MORRIS 8 Van.** Windows fitted. Tele shock absorbers fitted. Exchange, offers invited. Box No. E.935. [8935]
- M.G. P.A., good condition, taxed.** £120. Kerry, 18, St. Peter's Road, St. Margarets, Twickenham, evenings. [8936]
- ROESCH TALBOT 110, 1933, D.H.C. 90 m.p.h.,** 20+. 2,300 miles since engine overhauled. C.W. & P., gearbox, rewired, rechromed, resprayed. T. clutch, new springs, 2 new tyres. Excellent cond. Spare engine complete. Owner bought boat, has firm's car. £135 o.n.o. S.A.E. Hamilton, 13, Priory Road, Sheffield 7. [8937]
- VOLKSWAGEN, 1956, Saloon De Luxe.** Ice blue and Simonize. Low mileage, immaculate. £640. Sacrifice for larger car. H.P. available. Wilson, 264, Millbrook Road, Southampton. [8938]
- 750 SPECIAL, reg. 1951.** I.F.S., tuned engine, Bowdenex, etc. Excellent throughout. £125 o.n.o. 2, Rowan Road, London Road, Brentford, Middlesex. [8939]
- VAUXHALL TOURER, 1935.** 4-door, 14-6, DX model. Mechanically perfect. Low mileage. Complete original condition. Bench seating. Maroon/Beige leather. One lady driver since new. £160. Uxbridge 4144. [8940]
- TRIPLEX FRONT DOOR,** windows, Alvis Firefly 50s. Carriage free. Shunt House, Bubbenhall, Coventry. [8941]
- N.A. MAGNETTE, 1934.** 2-seater, slab tank body. Engine 1,000 miles complete overhaul—resleeved to standard. Body resprayed. Wheels respoked. 4 new tyres. Brakes relined. Recon. gearbox, modified prop shaft. New crown wheel. New hood. Absolutely no oil leakage. Dynamo perfect. Best of its kind. Bills available. £200. Tel. TULse Hill 3905. [8942]
- "MOTOR SPORT" for seven years.** June 50-May 57 inc. Mint condition. Offers for lot. Cann, 39c, Grimston Avenue, Folkestone. [8944]
- VINTAGE BENTLEY, 3-litre, Red Label,** short chassis, 1925. Original, Van Den Plas four-seater. Good hood and side screens, excellent tonneau and hood envelope. One of the best in the country. £375. Box No. E.945. [8945]
- ASTON MARTIN Mk. II, S/C 2½-seater, 1935.** Available June. Very good condition throughout. New type conrods. Lined standard. Complete engine overhaul this year. Good cellulose, chrome, tyres. Seen London, South by appointment. £300. Box No. E.946. [8946]
- HILLMAN "AERO-MINX" Sports Saloon.** Coach built body, silver and black. (2-dr.) In excellent condition, both bodily and mechanically. V.G. tyres. Apply, 6, Windmill Close, Dunmow, Essex. [8947]
- T.A. M.G. Over £40 spent.** Nearest £200. Also Hornet, suitable specialising. £15. 427, Bushbury Lane, Wolverhampton. [8948]
- RILEY NINE, 1933.** Body rough. Engine requires some attention. Offers. Shaw, 973, Huddersfield Road, Oldham. [8949]
- MORGAN CROSS, F.N., W.C., JAP.** £150 spent on rebuild. Sacrifice £60. Cullum, Trusham, nr. Newton Abbott, Devon. [8950]

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—continued

FOR THE SPECIAL BUILDER. 1933 Wolseley Swallow Special. Requires building up. Two Horner Special engines. Body good, brakes relined. £15 o.n.o. Shaker, Top Farm, Campsall, Doncaster. [8951]
ALVIS SEVENTEEN Saloon, 1937. Excellent condition. £155 o.n.o. Jones, Fairlawn, Crawley Ridge, Camberley. [8952]
TRIUMPH DOLOMITE 1½-litre Saloon, 1939. Good condition. £100. 44, Oundle Avenue, Bushey, BUS 2120. [8953]
F.N.-B.M.W., Type 328. Exceptional condition. 4,000 mile since fitted 8.5 Bristol pistons and head. 3 new carbs. Big and little ends, mains, clutch, radiator, battery. PVC tonneau. £450 o.n.o. Seen Glasgow or Leeds. Box No. E.954. [8954]
1926 ROLLS 20 Black Saloon. Wings and interior rough, mechanically sound. Best offer over £80. Box No. E.955. [8955]

FOR SALE—continued

VAUXHALL "CADET," 16.9 h.p., 1933. One of the most elegant saloons of its year. In exceptionally tidy condition. Original instruction manual, etc. £75. C. T. Shears, 2, Hillcrest Park, Pennsylvania, Exeter. [8956]
THE ONLY SPORTS BLOWN STAR running. Unblown, fast, original condition. Early history available. Photos. Birmingham, Stechford 2708. [8957]
OCT. '55 MORGAN PLUS 4, 1991 c.c. This car has been maintained absolutely regardless of cost. Is claimed to be the most attractive and one of the quickest +4's in the country. Complete car rebuilt 2,000 miles ago. 4 new X, numerable extras. Must be seen to be believed. £600 o.n.o. A. M. Greig, Roseladden, Kewferry Hill, Northwood, Middx. Phone 1515. [8958]

FOR SALE—continued

ALVIS FIREFLY, D.H.C., 1934. Preselector. Good condition. £100. Byron 1492. [8959]
SALMON 1938, Pillarless Saloon. S4D type. I.F.S., 2 o.h.c., 30 m.p.g. Daily use, new valves, guides, etc. Spares available. £65 o.n.o. 66, Station Road, Barnes, S.W.13. PRO 4843. [8960]
1956 FORD PREFECT de luxe. Small mileage. Aquaplane head, twin S.U. carbs, sports air filters, 4 branch exhaust pipes, sports silencer, rear stabilisers. Spotless. £545. Exchanges. Hartley, 50, Finkle Street, Cottingham, E. Yorks. Tel. 45876. [8961]
ALFA ROMEO 22/90, 1928. James Young body. Very good condition. £175 o.n.o. Seguin, 173, Welling Way, Welling, Kent. Woolwich 2236. [8962]

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FOR SALE—continued

FIAT 500, 1937. Exceptional. Recent engine overhaul. New tyres, battery, heater, extras. Sparking performance. £175 or exchange Austin 7, Morris Minor 4-seat tourer and cash. Any year if reliable and weather equipment. Mitchell, Flat D, Trefusis, Cavendish Road, Weybridge. [9121]

ALVIS, 1932, 12/50 Saloon. Mechanically excellent. Cheap for quick sale. Noble, "Hollymount," Bridge of Weir, Renfrewshire. [9122]

ALVIS FIREFLY SPARES. Breaking 1933 Saloon. ENV box. All parts good condition. Box No. E.123. [9123]

SPECIAL. 1936 Morris 8 2-seater, fitted Ford 10 engine. Buckler close-ratio gears. 70 m.p.h., 33 m.p.g. Excellent. £125. Turner, Flat, 215, High Street, Poole. [9125]

1 1/2 RILEY, 1937. Crank, complete conrods, £7. Complete head £4. Dynamo £3. Camshafts 30s. Pump 45s. Sump 35s. Preselector £7. Repairable block 50s. Moving, must clear bits, engine, body, axles, etc. All, o.n.o. South Lawn, Vicarage Lane, Bowden, Cheshire. [9126]

BREAKING FOR SPARES: 1934 B.S.A. 3-wheeler, 4-cylinder water-cooled engine. Good condition. De Lieu, Byron 5551, 8 a.m. to 6 p.m. [9127]

BENTLEY 4 1/2 type L.E., Sept. 1939, Park Ward Saloon. Engine completely overhauled 3,000 miles back. This car is in very good order. £475. Hirst, 31, Crackley Hill, Kenilworth, Warwickshire, Kenilworth 741. [9128]

RILEY ADELPHI, 1936. Excellent condition. £140. 144, Putteridge Road, Stopsley, Lu on. [9129]

LONDON Vintage Taxi Club member regretfully must part with true friend. '38 Beardmore Cab, 6 seats, 60 m.p.h. £50. Hocking, Brunswick Square, East Peckham, Tonbridge. [9130]

ABBOTT HEALEY 4-seater drophead, 1950. Blue and grey with blue interior. Under 85,000 miles. One owner since 1952. Resprayed and new hood by Abbotts 1956. Beautiful condition, 26 m.p.g., maximum speed unknown, as carefully driven. Meticulously maintained. £525. Mark, Roseacre, Eaglescliffe, Stockton-on-Tees. Tel.: Eaglescliffe 2002. [9131]

ALVIS 1932 T.L. 12/60 Beetleback, green. Good all round condition, particularly body. Needs new tyres. £130, no offers. 27, Lower Fold, Marple Bridge, Ches. (Marple 706.) [9132]

AUSTIN HEALEY, ivory. Showroom condition. October 1955. Extras. £685. Ring Mr. O'Hare, Salisbury 4484. [9133]

SWIFT, 1931, Saloon. Good cond. Also spare car. Harley, 50, Southview Road, Sth. Benfleet 3712. [9134]

ALVIS FIREFLY, 1933, Saloon. Mid blue/black/silver bodywork perfect. Rechromed rad, shell. Four good tyres plus one unused. Rebores, refined clutch, new brake cables. Instruments perfect. Used daily. £150 o.n.o. 57, The Tything, Worcester. [9135]

M.G. T.C. HARDTOP. £30 o.n.o. Shortrock Supercharger, complete assembly for T.C., T.D. £35 o.n.o. As new tonneau cover, T.D., T.F. 55s. SUN 1946. 27, Great North Way, Hendon. [9136]

1956 T.R.3. B.R.G., fawn upholstery. 20,000 miles. Never raced or rallied. Tonneau. One owner. £725. Boothman, 9, Binnie Street, Gourock. [9137]

TALBOT "75", 1931. Fast, reliable. Mechanics and body sound. £65 o.n.o. 183, Bosty Lane, Aldridge, Nr. Walsall, Staffs. [9138]

LANCIA AUGUSTA, 1935. Wire wheels. Suit enthusiast for rebuild or excellent spares. Not clapped out but quite sound. Many new parts. £55 is very cheap. "Seven Heights," Dowles Road, Bewdley, Worcs., 2301. [9139]

1933 S.S.I. Tourer. Fast and sound throughout. £145. Brown, Bakery Flat, High Street, Kelydon, Colchester, Essex. [9141]

1933 RILEY 12. Dilapidated. Needs attention. £20. 36, Bishops Avenue, Bishops Stortford, Herts. [9142]

£125. RILEY ALPINE 14 h.p. 2-seater. 25 m.p.g. Taxed and insured. 1934 Alpine Rally team car. Box No. E.143. [9143]

ROLLS-ROYCE, 1939, Wraith engine and gearbox for sale. Starter motor included but not other engine accessories. Mileage under 30,000; stored since 1941. Seen Kensington. Price £78. Write Box No. E.144. [9144]

RILEY FALCON 1 1/2 in good order. Sorry to part, but "needs must." Taxed year. £95. Swithland, Mays Hill Road, Shortlands. RAV 7817. [9145]

£80. 1946 H.S. SPECIAL. 1600 c.c. Wolseley engine. I.F.S., full road equipment, 2/4-seats. Barclay, The "Chantry," Bury St. Edmunds (519 at 6 p.m., Suffolk. [9146]

H.R.G. "1500", 1948. Ex works car. Immaculate condition, perfect mechanical order. Wonderful history. Only enthusiasts with around £525 need apply. Box No. E.147. [9147]

HEALEY Tickford Saloon, 1951. C-type chassis. 46,000 miles. New exhaust, batteries, dynamo and starter. Heater and screenwashers. Probably finest example of C-type existing. £575 o.n.o. No dealers. Phone Hatchend 4929 evenings. [9148]

£110 o.n.o. Singer Le Mans, 1935, 2-seater sports. Engine, body, tyres excellent condition. Full weather equipment. Photos available. Father evicting from garage. Phone: day Mayfair 5833, evenings Stock 220. [9152]

FOR SALE—continued

ALFA-ROMEO 2.3, Supercharged. This car was rebuilt in Italy during 1951, and fitted by "Farma" with a magnificent 2-seater touring body, modern, in conception but echoing the vintage feeling of the marque. The condition is quite exceptional (1957 overhaul included fitting new bearings). André Telecontrols front and rear, matched fog and spot. New hood and sidescrims. Newly rechromed and recellulosed Alfa red. Superb appearance. Extraordinary performance, very ordinary price. £365. Part exchange considered. Williamson, 12, South Drive, Liverpool 15. Tel.: Sefton Park 2017. [9150]

E.R.A. SPARES for sale. 1 1/2 and 2 litres. Cylinder blocks, crankshafts, con. rods, c.w./p's. Brand new 1 1/2 litre Zoller Blower. Large stock of hub bearings, timing gears, etc. Cooper Bristol; several new c.w./p's, wishbones, timing sprockets, brake cylinders, etc. 15 in., 16 in. and 18 in. new and used wheels and racing tyres. Offers wanted. Box No. E.151. [9151]

HORNET SPECIAL. O.H.C., twin carbs, fitted light alloy 2-seater body. Complete engine overhaul recently. New rear tyres, brake linings, tonneau. £115 o.n.o. Reason for parting, either motoring or matrimony. Matrimony won. Ivey, 27, Sydenham Road, Bristol 6. [9149]

MORGAN THREE-WHEELER, 1934, Super Sports. Matchless O.H.V. W/C. Hydraulic brakes re-lined, new battery, insured year. £100. Wood, 5, Rees Gardens, Croydon, Surrey. [9153]

SPECIALS BUILDERS: Wolseley 14/6 Engine (minus electrics), clutch, gearbox, free wheel, back axle, radiator. Offers over £18. Would separate. Smith, 50, Matlock Road, Caversham, Reading. [9154]

OPEL Cabriolet, wrapround rear window, hotted Mix engine, Scintilla magneto, telescopic dampers. Good handling and performance. £50. Renshaw, Spring Lane, Upper Hale, Farnham. [9155]

RILEY MONACO. Good engine. About £30. Dickinson, 21, Bullhead Road, Boreham Wood, Herts. [9156]

NEW CONVAIR SHELL (ivory), as advertised, plus hoops and lugs, trimmed ready for mounting. £85 o.n.o. Box No. E.157. [9157]

FRAZER NASH/B.M.W., Type 319/2, 4-seater sports cabriolet. Super condition. Apply 10, Monkbridge Road, Headingley, Leeds 6. [9158]

FOR SALE: Exotic Continental bodied 18/80 Mk. II M.G. The owner is not wishing to export this car and is reluctantly offering it for sale at about £175 prior to overseas appointment. Box No. E.159. [9159]

TALBOT 105, 1937 D.H.C. Overhauled 10,000 miles ago by Bland. General condition good. Davies, Camelot, Eaves Green Lane, Meriden, Coventry. [9160]

LAGONDA RAPIER soft top drophead Coupé. Mechanically perfect and recent respray. £185. Gee, Orchard Lea, Ellwood Road, Beaconsfield 1196. [9161]

1932 16/80 LAGONDA 4-seater Tourer. Excellent mechanical and original condition. Carpets, upholstery, handbooks, new tyres, hood, batteries, magneto, radiator core, brake cables, silencer, paintwork fair, full tax. Must sell. £175 o.n.o. with spare engine, magneto, etc. Write, 25, Summer Avenue, East Molesey, Surrey. [9162]

1935, 1 1/2-LITRE Mk II ASTON MARTIN Saloon. First rate mechanically and in beautiful condition. £290. H.P. available. Box No. E.163. [9163]

BUGATTI, 1929, Type 44, 2-seater, fitted Alfa engine, gearbox. Requires slight attention. £45. 46, Rushton Road, Rothwell, Kettering, Northants. [9164]

VOLKSWAGEN de-luxe 1192 c.c. 1954. New battery, tyres and front torsion bars. £485 or nearest. 32, Spen View Lane, Bradford, 4, Yorks. Phone. Dudley Hill 1139. [9165]

1927 AMILCAR GRANDSPORT. Exceptional condition, many spares. Details from Beswick, 32, Shepley Drive, Hazel Grove, Cheshire, Steppinghill 2086. [9166]

TWO FORD V.8 CHASSIS. Sound, complete with front and rear axles, gearbox and steering gear all on. £10. Maynard, 2, Nightingale Vale, Greenhithe, Kent. [9167]

RILEY LYNX 12/4, 1936. Very good condition. New hood, battery, rings, reconditioned dynamo. Mechanically excellent. £165. 3, Gosbury Hill, Chessington, Surrey, ELM 1922. [9168]

DE DION BUTON engine with carb. Engine No. 4596. Superb condition, best offer. Box No. E.169. [9169]

UNIQUE SUNBEAM, August 1935, 2762 c.c. four light alloy saloon. Centre gate, 18 in. wheels, sloping radiator. Second last car to leave Wolverhampton. Immaculate body, original condition. Under 95,000 miles, history known. Tools, instruction book, £90 or part exchange, Lea Francis or other good utility. Box No. E.170. [9170]

1953 BENTLEY Mk VI 2-door Saloon. Body by James Young, Sable & Sand. Excellent condition. £2,650. Wood, "Brook Lodge," Horrabridge, Devon. [9171]

SINGER 1 1/2, 1934, for spares. Block u/s. New hood. Collect Manchester. Offers. Box No. E.172. [9172]

1931, "M" TYPE M.G. Good motor. Recent big ends, clutch, etc., and new differential. £65. 109, Littleheath, Selsdon, Surrey. [9173]

FOR SALE—continued

I.F.S. Twin O.H.C. 30 m.p.g., 70 m.p.h., 1938 Salmson 12.8 h.p. Saloon Good condition, even the Jackalls work! £120. Dr. Spellman, Graylingwell Hospital, Chichester. [9175]

SUIT IMPECUNIOUS ENTHUSIAST. Hotrod. J.2 fitted, reconditioned 2-litre engine and g/box. Many modifications. Haggle around £80. Box No. E.176. (London.) [9176]

1928 VINTAGE AUSTIN 7. Brass radiator and lamps. Very good all round condition. Engine perfect. £55. 75, Holden Road, Finchley, London, N.12. [9177]

SINGER LE MANS. Two-seater, cycle wings, twin solex, 30 f.a.i. Servais silencer, woodhead, Monroe teles, mech. perfect. Oil pressure A1. £35, no offers. Chiswick 1112, day only. [9178]

LANCIA APRILIA, 1937. £40 overhaul rear axle by West. André telecontrols. Mechanically sound. £250, offers. Tugwell. Phone Park 9686 evenings. [9179]

ALVIS SILVER EAGLE, 1930, 4-door Saloon. Ideal family/vintage owner. Body (original) excellent. Top half engine good, bottom requires attention. Offers? 32, Eastbury Road, Watford. Gadebrook 4536. [9180]

ALVIS SILVER EAGLE, 1936, Saloon, 16.9 h.p. Excellent bodily and mechanically. Enthusiast maintained. Also engine for spare. £145 o.n.o. Enquiries to 127, Osborne Road, Hornchurch. [9181]

£15. QUICK SALE. 1929 Morris Minor, O.H.C. Untaxed, but mechanically and bodily sound. Gardner, 47, Gordon Road, Carshalton Beeches, Surrey. [9182]

FINE VINTAGE CAR. 1929 Open Tourer Humber in perfect order. Very good mechanically and excellent bodily. £35. Phone Lingfield 534. [9183]

M.G. J.2. Magnificent condition. Bodywork repaired black. Red upholstery, rechromed, silver wire wheels. Engine overhauled. Must be seen. Bargain £140. Phone ENT 3765. [9184]

ATALANTA SPORTS, 1949. V.8 engine, independent suspension all round. Full weather protection. Finished in red, a lovely car. £275 o.n.o. Would exchange for small saloon. 31, Park Street, Derby. Phone 40554. [9185]

LANCIA APRILIA, Sept. 1938. Reconditioned engine, suspension transmission. Body and interior in exceptional condition. Heater, tele-draulics. Must sell, bargain at £260 o.n.o. H.P. could be arranged. 20, Ennismore Gardens, Nottingham. Phone 74692. [9186]

AUSTIN SPEEDY ENGINE "NIPPY". Pressure fed crank, high lift cams, etc. Michelin wide basewheels and 155 x 400 tyres. Fastidiously maintained, original instruction books, tools. Brand new battery. This rare little jewel is a gift at £125 o.n.o. 20, Ennismore Gardens, Nottingham. Phone 74692. [9187]

AUSTIN "7" EQUIPMENT. Two 5.00 x 16 wheels with unused Michelin covers and tubes. £12 10s. Unused I.F.S. axle £5. Other items. "Tanglewood," Riverside Drive, Esher. Tel. 4698. [9188]

ALVIS SPEED 25, 1936 Vanden Plas four-seater drophead. Good condition throughout. Bills £30 front suspension, £12 brakes. Must sell to complete course study. £190. Box No. E.189. [9189]

RILEY 1 1/2-LITRE VICTOR, registered 1939. Enthusiast maintained. £200. Roberts, 74, Debden Road, Saffron Walden. [9190]

£100 o.n.o. required for my S.S.1 (4-seater tourer). 1935. 15.9 h.p., mechanics good, rear wings need attention. Pringle, Officers Mess, Gordon Barracks, Gillingham, Kent. [9191]

34 HORNET SPECIAL. Rev. counter, oil cooler, twin S.U.s, body rough. Tow away. Any reasonable offer accepted. Fingland, Hanford House, Ben Rhydding, Ilkley, Yorks. [9192]

BULLNOSE MORRIS OXFORD, 1925 2-seater D/H with dickie. Beautiful condition. Seen London or Midlands. £165. Write, Box E.193. [9193]

LANCIA APRILIA, 1937. Reconditioned engine, clutch, gearbox, structure, transmission, steering, brakes, tyres, battery, good. No rust, no rattles. Best offer. Box No. E.194. [9194]

SPECIAL BUILDERS. Ford 8, 1937 Saloon. Good runner. Excellent tyres. £35. Weekends, 7, Queens Road, Hampton Hill, Middx. [9195]

100 B.H.P. JUPITER engine, twin overhead camshafts, alloy hemispherical heads. 4 Zeniths, 9.5 c.r., oval webb crankshaft. Tested but not used. £190. Thomas, Central Garage, Kempston. [9196]

ONE MUST BE SOLD. 1947 Triumph 1800 Roadster. Smart black/chrome. £310. Or Dec. 1949 Riley 2 1/2-litre Roadster. Beautiful car in good order. Fitted radio, heater and new hood. £375. 4-seater saloon, suitable lady considered in part exchange. 6, Station Path, Staines, Middx. [9197]

M.G./MORRIS SPECIAL. T.C. Stage II mods., hydraulic brakes, telescopic shockers. 1st class condition throughout. Very potent indeed. Handles well. Only reason for sale, wife-to-be terrified. £165. Want Austin 7 post 1932. W.H.Y. 87, Brecon Drive, Bury, Lanes. [9198]

1934 MORGAN COLMORE. Sports 3-wheeler. 990 c.c. O.H.V. Matchless w/cooled racing engine. Recently overhauled engine, gearbox. £130 o.n.o. Hayles, 26, Lutterworth Road, Coventry. [9199]

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1

FOR SALE—continued

FIAT 500, 1939. Hardtop, reground shaft. £135. Or exchange motorcycle. 7, Strand Road, Carlisle. [9200]

WOLSELEY 14, Type N.F. Black Saloon. O.H.C. engine, 1936 model. Mechanically excellent. Body needs slight attention. £50. Wilkins, 20, The Barrow, Harwell. Tel. (work) Abingdon 1220, ext. 3204. [9201]

VOLKSWAGEN DE LUXE, July 1955. Excellent condition throughout. Works maintained. Strato blue. House purchase forces sale. £525. Phone Putney 3260. [9202]

M.G. "F" MAGNA, 2-seater. Rear body incomplete, remainder perfect. 100% mechanically rebored, reground. Well shod. £90 o.n.o. Shipley (Yorkshire) 52443. [9203]

LEA FRANCIS 1950, Two/Four 18 Roadster. Grey. £350. Kayll, Campden, Glos. Telephone 547. [9204]

1934 AUSTIN SEVEN (Emma). Rebored, new hood, battery, cutout, tyres, etc. Genuine reason for sale. £45 o.n.o. Middleton, 39, Milton Road, Three Bridges, Sussex. [9205]

1926 ROLLS-ROYCE, 21.6 h.p. Attractive Barker cabriolet with new hood. Recent engine overhaul. Nearly new 21 x 6.00 tyres. Later Rolls modifications. Many spares. £240. Cooper, Dalton's Farm, Bolney, Sussex. Tel. Bolney 287. [9206]

CHANCE OF A LIFETIME, 1929 Austin 7 Chummy. Completely overhauled. Attractive, colourful. Rebuilt and retrimmed fuscage. Scintilla Vertex. Ideal first or last car. Photos available. £60. 57, Vale Road, Finsbury Park, N.4. [9207]

ALVIS FIREFLY, 1933, Drophead Coupé. Pre-selective gearing. Brakes, steering and lights perfect. Tyres, engine very good, doors need attention. £58. 10, Coniston Road, Kings Langley, Herts. Telephone Kings Langley 3204. [9208]

TIRED OF 1937 A.C. Coupé. Reliable, distinctive. Bills for £90. Taxed. £130. GIP 7081. [9209]

ELVA-CLIMAX. Aluminium shell. James Young designed. Red. Exceptionally good looking. Ideal car for road and track. 2,500 miles. £875 o.n.o. 14, Redgate Drive, Hayes, Bromley, Kent. Hurstway 2314. [9210]

ROCHDALE G.T. Bodied Ford 10 Special, 1958. Aquaplane tuned engine. Immaculate condition. Offers. D. Grainger, 7, Victoria Street, Chatteris, Cambs. [9211]

ROVER 12, Tourer, 1948. Excellent. £395 o.n.o. Purley Lodge, Purley, Nr. Reading. [9212]

H.R.G. 1500, 48-49. One of the best of year, nearly perfect. £405. Andrew, Uplands, Marsham Way, Gerrards Cross 2189. [9213]

BUGATTI, 1924 2-litre. Beautiful touring body. £245. Fiat 500, 1939 saloon. L.H.D. Excellent condition. £110. Box No. E.214. [9214]

1938 DAIMLER, 16 h.p. In very good condition and completely reliable, only wants seeing. £130 o.n.o. Gordon, 24, Wentworth Gardens, N.13. Ring Palmers Green 1627. [9215]

T.R.3. 1957. Beige. 12,000. Unraced. Excellent condition. Wilson, 20, Crescent Road, Middlesborough. [9216]

AUSTIN 750 c.c. Sports Special. Toledo fibreglass body. Full weather equipment. Extensive modifications. £225 o.n.o. Wright, 40, Athelstan Road, Harold Wood, Romford, Essex. ING 2551. [9217]

B.M.W. 315, 1½ engine. Excellent condition, complete and ready to instal. Offers invited. White, 34, Princes Street, Slough. [9218]

LAGONDA 2-LITRE TOURER, 1927. In absolutely outstanding condition. Very low mileage. One elderly owner for 8 years. Stored for 18 years. Present owner Lagonda club member has lavished much care for 4 years. Only snag original hood needs renewing. Best offer over £100. King, 5, Morland Avenue, Bromborough, Cheshire. Bromborough 1519. [9219]

MATCHLESS MORGAN, 1935, A/C M.X.2. Rebored, new guides and tyres, hydraulic brakes, finished B.R.G. Expectant fatherhood forces sale at £100. Geary, 125, Love Lane, Bexley, Kent. [9220]

1934 SINGER LE MANS Sports Saloon. Very good order. £55. 91, Victoria Road, Birkenhead. [9221]

M.G. T.A. Black. Very good condition. Properly maintained over 7 years. One owner. £235 o.n.o. Imray, 98, Bishops Rise, Hatfield, Herts. [9222]

SINGER LE MANS, F.H.C. excellent. Bodywork, mechanics overhauled. Must sell. £90 o.n.o. 51, Breton Side, Plymouth. [9223]

1925 AUSTIN SEVEN, and about Ten Quids' worth spares. £27 10s. Also 1937 Fiat 500. £90 o.n.o. 1, Meadowhill Crescent, Redditch, Worcs. [9224]

TWIN 1½ in. S.U.s links, induction manifold, air filter petrol pipes, drain tubes, etc. Used 10 months only. Suitable B.M.C. B Series 1500 c.c. i.e. M.G., Austin, Wolseley, Morris, etc. £11. Wanted Halda Speed Pilot. J. Wright, 20, Queensway, Lincoln. [9225]

ALVIS 12/50 Saloon. Body and mechanics good. One previous owner. £70 or offers. 2, Hawthorn Villas, Wallsend, Northumberland. Phone 68076. [9226]

TALBOT 14 h.p. Good condition. 1935. Well shod. Spare head complete, and steering friend. Would exchange. £85. A real family friend. Woodlands, Cowley Hill, Boreham Wood, Herts. [8787]

FOR SALE—continued

HUMBER 16/60, 1929 Tourer. Immaculate condition. 40,000 miles only. Cellulose, hood, etc., new condition. New brake and clutch linings. Good tyres and original tools which have not been used much. £120. Fairhurst, Foden Bank, Byrons Lane, Macclesfield, Cheshire. MAC 4305. [9228]

RILEY 9 MONACO, 1934, Saloon. Engine, gearbox and back axle recently overhauled. Bodywork exceptional. £100. Also 1933 Riley 9. Engine rebored, crankshaft Reground, new camshafts, valves and guides. High compression pistons unused. Offers. Jepson, "Overwood," Earnsdale, Road, Darwen. Tel. 397. [9229]

VINTAGE MORRIS MINOR, 1929. Taxed. Good runner, body tatty. £15. VIGILANT 2652. [9230]

1067 c.c. CLIMAX Engine Triumph Special. 35 m.p.g. Rebuilt 1948, excellent condition. £90. Phone Evenings, ELTham 5411. [9231]

RILEY KESTREL 12/4, 1936. Taxed, insured. Thoroughly reliable. Average condition, but requires starter ring. £115. 6, Ashburnham Court, Mill Hill 3178. [9232]

INVICTA, 1930 4½ litre 2-seater Sports. Rebuild started, all parts to finish, stored, room wanted. £100. 350 c.c. Triumph trials/scramble bike. Good condition. £30. Also Ford 10 engine, with accs., clutch and gearbox, £30. Moor Grange, Beeford (Tel. 246), Driffield, E. Yorks. [9233]

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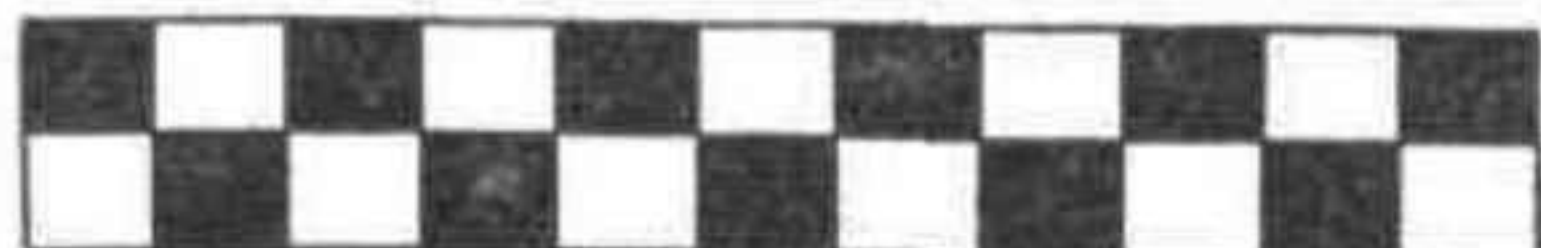
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ANXIOUS to locate radiator ornament for 1933 Packard Eight. Ornament of similar vintage Packard acceptable. Major Baker, 53 rue Royale, Orleans, France. [8969]

WEST-END Tailoring enthusiast requiring potent old banger, will make 30 gns. suit in exchange for best offer (if any). Phone GER 1862 day, BAT 1073 evening. [8970]

WANTED, two Austin 7 offset wheels and tyres, 4.00 x 15 in., with Dunlop racing covers. Rowlinson, 18 Thornby Avenue, Solihull, Warwick. [8971]

A.C. Worm-wheel for 1926 Six, or whole drive unit. Urgent. Box No. E.972. [8972]

ALVIS SPEED 20 or Silver Eagle Saloon or Tourer. Must be good condition throughout. Put up to £225 paid if in exceptional condition. Full details, price, and photo if possible. Box No. E.973. [8973]

AUSTIN, 750 SPECIAL. Complete or partially complete. Batty, 64a, Clarendon Park Road, Leicester. [8974]

LAGONDA LG.45 Drophead Coupe, '37/8 vintage. Good price offered for car in good condition. Send photo and details airmail. Armstrong, Seaport Estate, Sungai Way, Malaya. [8987]

WANTED, for 1935 Riley Nine, extension bits and pieces for torque tube to mate with 1932 crash box (originally fitted with Armstrong Pre-selector). Advice also welcomed. Roberts, Strongford Farm, Tittensor, Stoke-on-Trent, Staffs. [9069]

LANCIA APRILIA, condition immaterial, price must be reasonable. Sharratt, 12, Spring Lane, Mapperley Plains, Nottingham. [9070]

HARDTOP M.G. T.F. Jones, 23, West Hawthorne Road, Ambrosden, Nr. Bicester, Oxon. [9071]

WANTED, 1937/9 Lancia Aprilia. Reasonable condition, fair price. Details with price to Box No. E.072. [9072]

ALTA Head Conversion, complete, for s.v. Minor. 20, Yeoman Lane, Bearsted, Kent. [9073]

M.G., MORGAN, SINGER, ROADSTER, etc. Fair condition and price. Write: Marriott, 20, Jeffries Road, Ipswich. [9074]

BENTLEYS, ROLLS, S.S.100, ASTONS, M.G., HEALEY "Silverstones," etc. Booth, 55, Headingley Lane, Leeds. Phone 54795. [9075]

INVICTA 4.5 litre rear axle or parts, 26, Hans Place, London, S.W.1. [9083]

ALVIS FIREFLY BLOCK or cheap engine for spares. Courtrai, Cog Road, Sully, Glam. [9124]

WANTED; 1939 BENTLEY overdrive sports saloon. Must be excellent condition. Derby 57685. [9236]

LAGONDA 16/80 TOURER. Good condition (including coachwork) essential. Full details required. Cash paid or exchange Morris 8 two-seater with adjustment. Kirby, Whitegate House, Scarning, Dereham, Norfolk. [9375]

31 ROLLS BENTLEY engine required, alternatively a sump, crankcase and block. Beckingham, Tickencote, Stamford, Lincs. Tel. Empingham 259. [9376]

TRIUMPH, RILEY. Vitesse 14/60, Gloria 10.8, or Kestrel 9 special series, 1936. Black with red leather preferred. Specimen condition. Particulars to Hooson, 4, Kimberley Street, Oventon, Halifax, Yorks. [9377]

WANTED: Red Label Bentley 3 litre V.D.P. Short chassis. B.R.G. Sound condition, original. Marchals, R.F. G. Hayball, Lakehayes, Tatworth, Chard, Som. [9389]

WANTED—continued

FALCON Mk. II, F.G. body. Also L.M.B. I.F.S. and 15 in. rims for Ford 10. 91, Abbeydale Road, Sheffield 7. [9378]

3 LITRE BENTLEY, preferably V.D.P. Condition no; impor. ant. Box No. E.379. [9379]

WANTED: Full tonneau cover for Riley 12/6, 1934 Lynx and Talbot 10 1936 Tourer. 32, Ashley Road, Taunton. [9380]

WANTED by young enthusiast: Riley 12/6 engine or similar sporting engine, cheap. Box No. E.381. [9381]

I WANT a 3 or 4½ litre Bentley, open 4-seater body. Definitely not for export. Box No. E.382. [9382]

WANTED: M.G., T.R.2, Austin Healey, Riley or Sports Saloon. Damaged or rough. Will consider anything. 2, Yeoman Street, Redcar, Yorks. [9383]

£25 PLUS EXAKTA B, 3.5 Xenar, Erc. Sixon exposure meter. Edinex 135 mm. electronic flash. Horizontal enlarger. Corfield lumimeter. Rangefinder. Tripod. Dishes, etc. For best fibreglass special or sports car. No junk, please. Box No. E.384. [9384]

ALVIS 12/50 (preferably tourer). Must be original. Warrington, 10, Butts Cottages, Hanworth, Middlesex. [9385]

WANTED: Sound Renault engine, 750 or 760. Pratt, 112, Alma Road, Peterborough. [9386]

QUICK, reliable transport. Anything up to £200. Stevens, 56, Northampton Lane South, Moulton, Northants. [9387]

CASH OFFERED for Triumph 2000 Roadster in really good condition. North London. Box No. E.388. [9388]

OPEN SPORTS 4-seater or D.H.C. in good condition. Up to £200 paid for right car. Box No. E.049. [9049]

M.G., Alvis, Special, W.H.Y. Anything interesting. Lowthatch, Weston, Stratford-on-Avon. [9390]

WANTED: Worm and wheel for 1932 International Aston Martin. Betts, 188, St. Thomas Road, Derby. [9391]

HEALEY SILVERSTONE or similar sports car wanted. Good special considered. Box No. E.392. [9392]

750 SPECIAL wanted. Reliable and inexpensive. Write Leech, 25, Firs Avenue, Ashton-under-Lyme, Lancs. [9393]

WANTED: Cash paid for pre-war quality sports saloon. Also sports or D.H.C. Condition not too important. Any speed equipment for Ford 10 Special, including fibreglass body. Full particulars by letter to 1084, Warwick Road, B'ham 27. [9395]

WANTED: Diesel car. Body condition must be good, mechanical condition immaterial. Particulars to Peter Sheffield, 206, Grimsby Road, Cleethorpes. [9396]

VII JAGUAR wanted. Must be in clean condition. Mechanical condition immaterial. Particulars to Peter Sheffield, 206, Grimsby Road, Cleethorpes. [9397]

WANTED: Smashed Austin Healey 100. Prepared to collect. Box No. E.398. [9398]

1930 4½ BENTLEY. Unique car, attractive 2/3 seater body fitted, and rebuilt to last nut and bolt 20,000 miles ago. D box and all right bits. An enthusiast's car rebuilt with an eye to some club competition work. £335 o.n.o. Box No. E.399. [9399]

"ALPINE" HEAD. Full details and price to Wehrle, "Westgate," Babraham Road, Cambridge. [9400]

WANTED: Aston Martin 1½-2 litre, long or short chassis. Details, condition, to Mr. John Newlove, 273, Cross Lane, Newsome, Huddersfield. [9401]

CITROEN well base disc wheels. Replacing original 730 x 130 rims. Tyres 730 x 130 or 740 x 140 required. 47, Sharmans Cross Road, Solihull, Warwickshire. [9402]

B.S.I. ENGINE or component parts, including auxiliaries. List bits and prices, please. Box No. E.403. [9403]

ALLARD ENTHUSIAST requires Saloon, 1951-1954. Engine and body must be 100%, modified Ford or Mercury engine, but would consider Standard type. Box No. E.404. [9404]

GOOD M.G. P.A. HEAD, minus valve gear. R. White, Saltley College, Birmingham 8. [9409]

MISCELLANEOUS

THE OVERSEAS DRIVERS CLUB. Membership is international and we welcome all nationalities. Combined R.A.C. membership scheme. Full details from Secretary, 309, Neasden Lane, London, N.W.10. [8714]

YOUNG MAN (34), motoring Continent fortnight September, seeks congenial companion, share expenses. Box No. E.722. [8722]

A CAR TO INSURE? Then consult us. Why should you pay the earth to insure a fast car? Sports cars are our speciality and policies are effected at Lloyds and elsewhere at reasonable rates. Write, giving fullest information to R. Willett & Co., 60, Finchley Park, London, N.12, or telephone HILLSIDE 8167. [8734]

ZENITH Carb for 1½-litre Riley engine and handful of jets, £8. Edwards, Wetstone Lane, West Kirby, Cheshire. Hoylake 6810. [8753]

H.P. If you are buying or selling a car and require hire purchase, contact Northern Counties Finance, 143, Boughton, Chester. [8764]

WANTED—continued

FIXING a metal GB plate to your car is often awkward and may involve drilling rust-creating holes in bumper or bodywork. 5s. to "GB" Car Club, 305a, Brompton Road, S.W.3, will bring you an attractively coloured GB transfer incorporating a Union Jack together with the current issue of "Milestones," the informative magazine for continental motoring. [8906]

1950-58 MINT MOTOR SPORTS for sale. Eastbound 25s., unbound 15s. volume of 1s. copy. Postage extra. Also Motor/Autocar road-tests and show numbers from 1948. Many car spares and accessories, new and secondhand. S.A.E. for list. Callers welcome. "Valetta," Deles Lane, Wokingham, Berks. [8975]

MAGPIE'S NEST must be spring-cleaned or she-bird will fly away. Ruby chassis with springs and logbook. Ford 8 engine complete. 1952 Minor engine with h/c head. Ford Girling axle with brakes and spring. Ford 16 in. wheels with tyres. L Magna head with valves and rocker cover. H2O bomb. Alloy bucket seats. Cycle guards, windscreen frame, handbrakes, prop shaft, steering wheels and columns, carburetors, A.C. pump, petrol tank, telescopic dampers, coils, horns, speedometer, tachometer and other instruments. Also 6-volt radio, small l.a.h.e. 2 electric motors, compressor and good welding outfit. 42, Fir Tree Road, Banstead, Surrey (Burgh Heath 5348). [8977]

VETERAN, VINTAGE & SPEED MERCHANTS. Persons riding in this vehicle do so at their own risk. In event of any loss or injury they cannot claim against the owner or his insurance company. Attractive plastic plaques for dashboard display. Send 3s. and S.A.E. Clarke & Co., Rosehill Avenue, Sutton, Surrey. [8985]

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CONTINENTAL Camping Tour. Two passengers wanted. First fortnight August. Further details Mr. Webb, 90, Carliford Road, N.15. [9405]

NAVIGATOR required (either sex, 26-34) vintage touring car Lancashire—Europe, two weeks, June-July, share all expenses. Preferably member V.S.C.C., I.A.M. Box No. E.406. [9406]

EXCHANGES

ALTA MINOR, black, Saloon, 1952. Radio, heater, screenwash, wing mirrors, spot, roof rack. Exchange Sports or Special, plus cash. Box No. E.620. [8620]

D.K.W. F.5 Cabriolet. New tyres, battery, lamps, good engine, noisy second gear; for larger Saloon, or sell £75. HILLSIDE 4535. [8676]

RILEY MERLIN, 1936. Register member wishes to exchange his almost specimen (just had first rebore) car for a sportier Riley, e.g. Imp, Gamecock or Special. Box No. E.693. [8693]

REASONABLE touring fibreglass 2-seater wanted, in exchange for new Grundig tape recorder, Decora 3.5 camera, Gnome enlarger. All accessories (all as new). Value £100. Box No. E.751. [8751]

TRIUMPH 2000 Roadster Coupé, 1949. Black/retic. Superb car. Sell £395 or exchange M.G. 1½Y or similar sports saloon. Taylor, 79, Newton Road, Bury St. Edmunds. [8765]

EXCHANGE for good 8 or 10 h.p. Special, B.S.A. Shooting Star 500 c.c. Only done 8,000 miles. Fully streamlined, goes like a bomb. D. L. Addy, 225, Rooley Moor Road, Rochdale. [8820]

MARRIAGE forces regrettable sale (£580) or exchange good 1951 Sports XK120 for more suburban motor, preferably Traveller, Volkswagen. Partington, 34, Paragon, Bath. [8976]

M.G. 18/80 Mk. II, excellent condition, for Alvis (any model), or sell, £135. Eddison, H.A.A.C., Newport, Salop. [8984]

SUNBEAM 18.2 saloon, 1931. £65. Riley 1½ Monaco, 1936. £85. Or exchange either or both Lagonda, Bentley, W.H.Y. Hardy, 2, Boulevard, Aylesham, Canterbury. [9140]

RELIABLE converted Ford 8 van and about £20 offered for Fiat 500 any condition. Davico, 4, Pebblecombe Hill Court, Surbiton. [9247]

SINGER 9 Roadster, 1939. £160, or exchange economical O.H.V. Saloon. Good Continentals considered. 14, Elm Grove, Allestree, Derby. [9407]

AIR-CONDITIONED ARMSTRONG 1947 Drop-head. Immaculate, radio, heater, demisters. Over £220. Minx 1937 Saloon, mechanically excellent. £50. Wanted: Lotus/1100 c.c. racer. "Oakbrook," Senna, Comberbach, Cheshire. [9408]

SITUATIONS VACANT

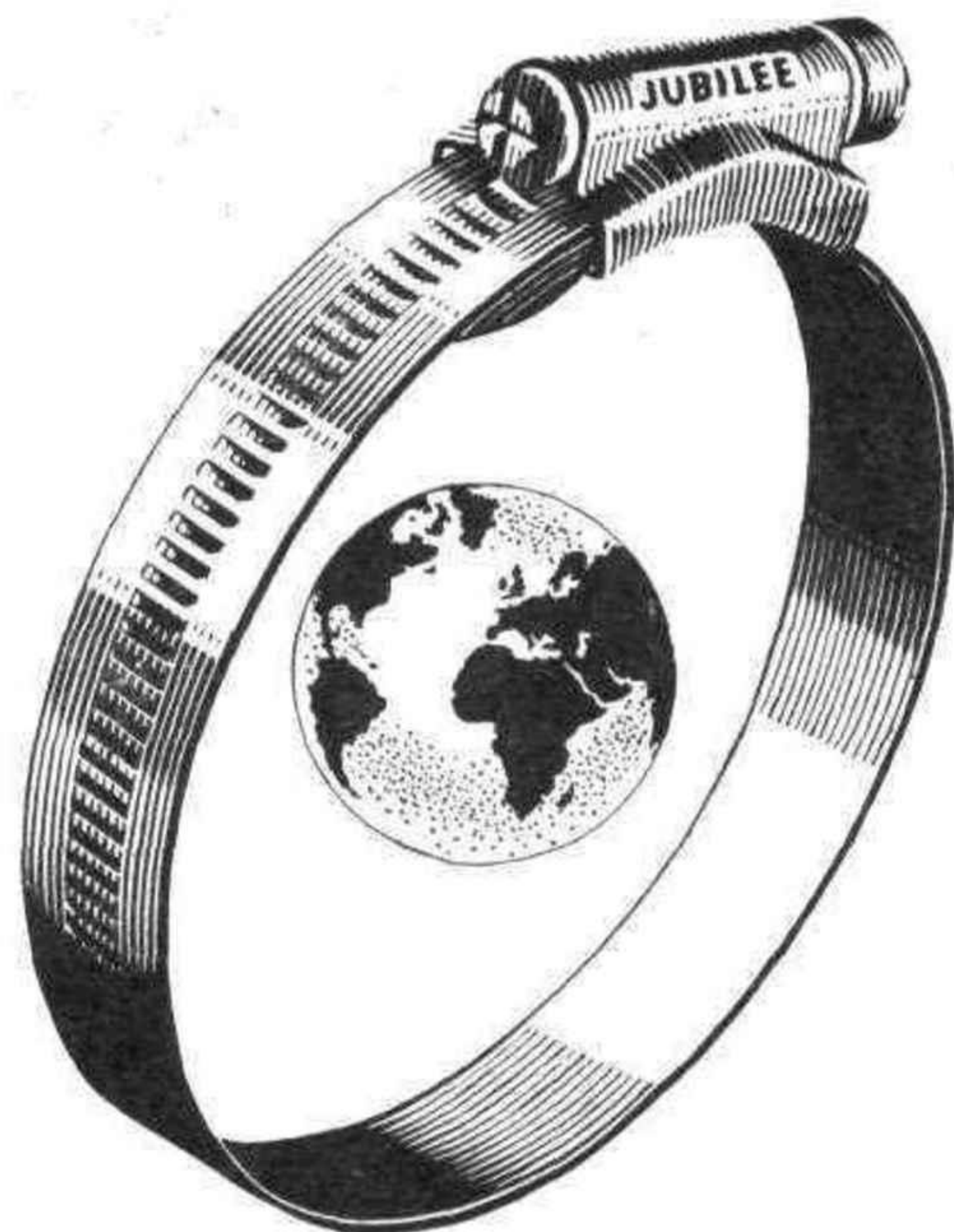
AUTOMOBILE MECHANIC required by Nuffield car distributor. This is a permanent situation for a fully skilled, experienced mechanic. Please contact the Service Manager, Victoria Garage Ltd., Swindon, (telephone 2205), Wiltshire. [8861]

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EX PUBLIC SCHOOL man, aged 25, whose only vice is a mania about sports cars, seeks a job that will interest him. Box No. E.905. [8905]

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

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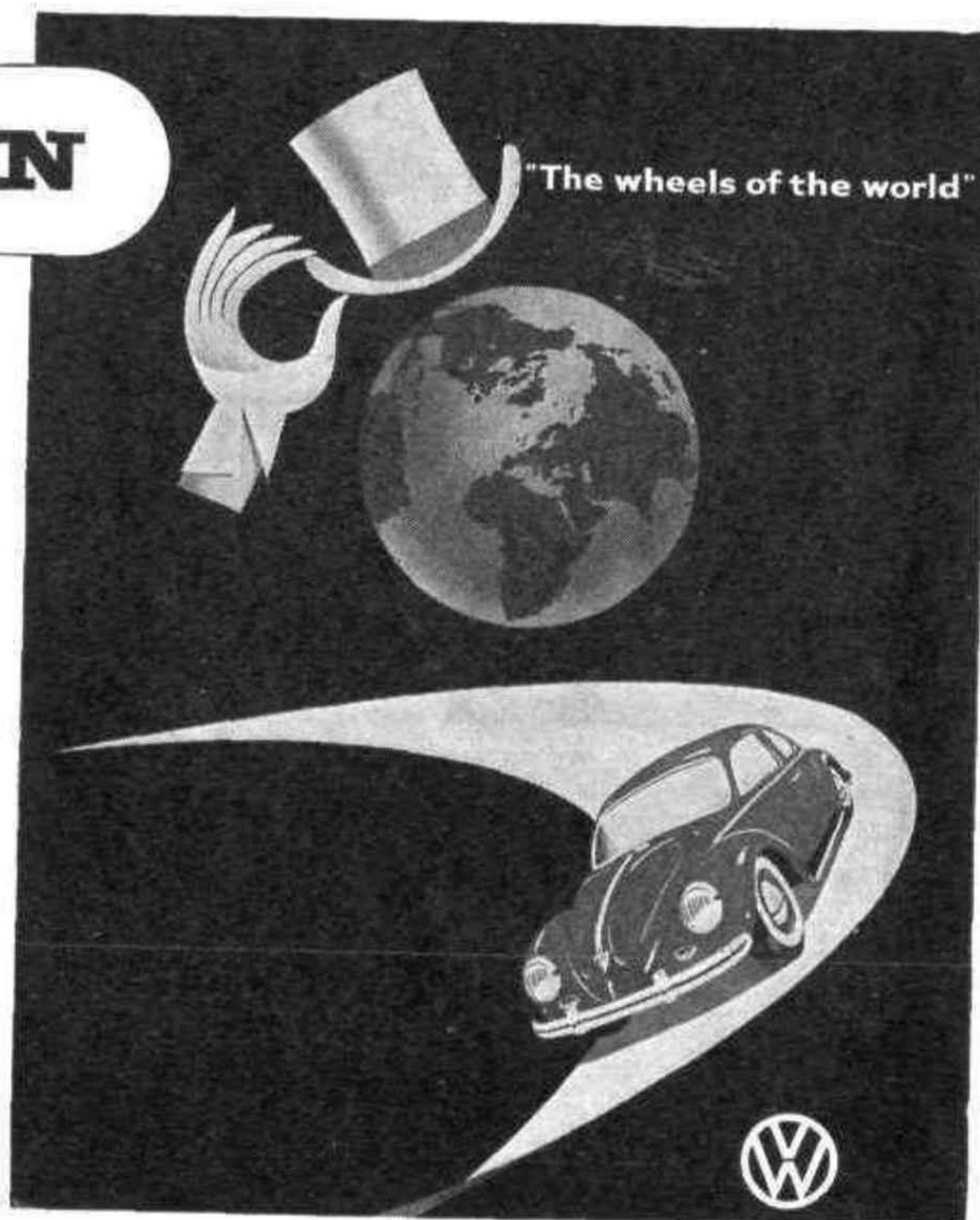
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